

Office of Land Use and Climate Innovation State Clearinghouse Summary Form for Electronic Document Submittal

Date: September 18, 2026

Project Title: Port of Redwood City Ferry Terminal Project

CEQA Document: Environmental Impact Report

State Clearinghouse Number: 2024041306

Lead Agency: Port of Redwood City

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Project Location (City and County): City of Redwood City, San Mateo County

Project Description (proposed actions, location, and/or consequences):

Establishment of a ferry terminal with passenger ferry service operated by the Water Emergency Transportation Authority (WETA) 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, including 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. The proposed project also includes an amendment to the San Francisco Vessel Mutual Assistance Plan (SF-VMAP), a City of Redwood City (City) zoning change, and an amendment to the San Francisco Bay Conservation and Development Commission San Francisco Bay Area Seaport Plan to allow visitor-serving amenities at the project site.

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

The Draft Environmental Impact Report (EIR) includes an evaluation of potential impact in the project site and identified less-than-significant impacts for aesthetics, biological resources, cultural resources and tribal cultural resources, energy, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use, noise and vibration, public services, recreation, transportation, and utilities and service systems. The Draft EIR identified less-than-significant impacts with mitigation for air quality, biological resources, hazards and hazardous materials, and noise, as follows:

- **Impact 3.2-3:** The proposed project would expose sensitive receptors to substantial pollutant concentrations. This would be a less than significant impact with mitigation for construction and less than significant impact for operations.
- **Mitigation AQ-1:** The project construction contractor(s) and subcontractor(s) must comply with the following requirements for all land-based off-road equipment used over the entire duration of the ferry terminal construction activities occurring at the ferry terminal project site:
 - Use engines that meet either USEPA or CARB Tier 4 Final emission standards for engines that are greater than 50 horsepower. Ensure that all construction plans submitted to the City of Redwood City Planning Division clearly show the selected emission reduction strategy for construction equipment over 50 horsepower.
 - If Tier 4 Final equipment is not available for use for the project for a specific piece of off-road construction equipment, documentation shall be provided to the Port demonstrating that such equipment is not available for the project. If Tier 4 Final equipment is not available, the construction contractor(s) and subcontractor(s) affected shall use Tier 4 Interim equipment

instead. If Tier 4 Interim equipment is not available for use for the project for a specific piece of off-road construction equipment, documentation shall be provided to the Port demonstrating that such equipment is not available for the project. If Tier 4 Interim equipment is not available, the construction contractor(s) and subcontractor(s) affected shall use Tier 3 equipment outfitted with a level 3 diesel particulate filter instead.

- Maintain a list of all operating equipment in use on the project site for verification by the Port or their designee. The construction equipment list shall state the makes, models, fuel type, and number of construction equipment on-site. All equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations.
- All non-essential idling of construction equipment shall be restricted to 5 minutes or less in compliance with CARB Rule 2449. The Port must communicate with all sub-contractors in contracts and construction documents that they are responsible for ensuring that this requirement is met.
- The Port of Redwood City shall ensure construction bids specify these requirements.
- **Impact 3.3-1:** The proposed project would 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. This would be a significant impact for construction and operations.
- **Mitigation BIO-1:** Prior to the start of in-water construction, personnel involved in in-water activities shall be trained by a qualified biologist (experienced in construction monitoring, as approved by U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife CDFW) in the importance of the marine environment to special-status fish and other aquatic animals and plants, and the environmental protection measures put in place to prevent impacts to these species, their habitats, and Essential Fish Habitat (EFH). The training shall include, at a minimum, the following:
 - A review of the special-status fish, other aquatic animals and plants, and sensitive habitats that could be found in or downstream from work areas
 - Measures to avoid and minimize adverse effects to special-status fish, other aquatic animals and plants, their habitats, and EFH
 - A review of all conditions and requirements of environmental permits, reports, and plans (e.g., U.S. Army Corps of Engineers (USACE) permits)
- **Mitigation BIO-2:** All dredging, pile driving, and other in-water construction activities shall adhere to the applicable measures and dredging work windows within the Long-Term Management Strategy for the Placement of Dredged Material in the San Francisco Bay Region (LTMS). Thus, in-water work shall be conducted between September 1 through November 30, based on the standard work windows for steelhead, Pacific herring, longfin smelt, and California Ridgway's rail (because dredging may occur within 250 of tidal salt marsh).
- **Mitigation BIO-3:** During construction, the following noise minimization and avoidance measures shall be implemented:
 - All in-water work, including dredging, pile driving, and demolition, will be conducted between September 1 and November 30 when the likelihood of sensitive fish species being present in the work areas is minimal.
 - To the extent feasible, all pilings shall be installed and removed with a vibratory pile driver hammer. As feasible, vibratory pile driving shall be conducted following the USACE 2024 "U.S. Army Corps of Engineers Proposed Additional Procedures and Criteria for Permitting Projects under a Programmatic Determination of Not Likely to Adversely Affect Select Listed Species in California (the 2024 NLAA Program)". If use of a vibratory pile drive hammer is infeasible due to the presence of dense clay or rock, and an impact hammer is needed to complete the driving of the steel pipe piles so they reach sufficient embedment to resist the lateral loads, the pile shall be driven as deep as possible with a vibratory hammer prior to the use of the impact hammer.

Use of an impact hammer shall comply with all minimization and avoidance measures identified in this mitigation measure.

- An impact pile driver may only be used where necessary to complete installation of steel pilings that reach refusal prior to the design tip elevation using a vibratory pile hammer and all precast concrete piles in accordance with seismic safety or other engineering criteria. With implementation of the below specifications, use of an impact pile driver would result in less than significant impacts to special-status fish, designated critical habitat, and EFH.
 - If an impact pile driver is used, it will be cushioned using a 12-inch-thick wood cushion block to minimize noise.
 - A Hydroacoustic Monitoring Plan shall be prepared and approved by the Port of Redwood City to be implemented in the event that an impact hammer is used. The sound monitoring results will be made available to CDFW, NMFS, and USFWS.
 - The plan will provide detail on the sound attenuation system, and the methods used to monitor and verify sound levels during impact pile driving activities.
 - The plan will include the use of a bubble curtain during any impact pile driving of piles in the water. The bubble curtain will be operated in a manner consistent with the following performance standards:
 - The bubble curtain will distribute air bubbles around 100% of the piling perimeter for the full depth of the water column.
 - The lowest bubble ring will be in contact with the mudline for the full circumference of the ring, and the weight attached to the bottom ring shall ensure 100% mudline contact. No parts of the ring or other objects shall prevent full mudline contact.
 - Air flow to the bubblers must be balanced around the circumference of the pile.
 - A “soft start” technique shall be employed in all pile driving to give fish and other aquatic species an opportunity to vacate the area. When initiating pile driving, or when there has been downtime of 30 minutes or more without pile driving, the contractor will initiate the driving with ramp-up procedures described below.
 - For vibratory hammers, the contractor will initiate the driving for 15 seconds at reduced energy, followed by a 30-second waiting period. This procedure will be repeated two additional times before continuous driving is started.
 - For impact hammers, an initial set of three strikes shall be made by the hammer at 40% energy, followed by a 30-second waiting period, then two subsequent three-strike sets at 40% energy, with 30-second waiting periods, before initiating continuous driving.
 - A biological monitor shall be present during all pile driving to observe the work area before, during, and after pile driving. The monitor shall be present as specified by NMFS during the impact pile-driving phases of construction.
- If pile installation must occur at times other than the approved work window, the project applicant will obtain incidental take authorization from CDFW, National Oceanic and Atmospheric Administration (NOAA), and USFWS, as necessary, to address potential impacts on steelhead, Central Valley fall-run Chinook salmon, longfin smelt, and Pacific herring and implement all requested actions to avoid impacts. Incidental take authorization will require submitting a request for informal or formal consultation to CDFW, NOAA, and USFWS. If take authorization is obtained, the project must comply with the terms and conditions outlined in programmatic Biological Opinions (BO) by the LTMS and any additional mitigation measures prescribed by agencies.

- **Mitigation BIO-4:** During dredging activities occurring during both construction and operational maintenance, the following minimization and avoidance measures shall be implemented:
 - All dredging shall be conducted between September 1 and November 30. If pile installation must occur at times other than the approved work window, the project applicant will obtain any necessary incidental take authorization, and will comply with required terms and conditions of the LTMS programmatic BOs.
 - A Sediment Analysis Plan and testing of the sediments in the dredging area shall be conducted as required by the Dredged Material Management Office (DMMO) to ensure that sediment shall be disposed of safely. The Port shall utilize sediment analysis data from the on-going dredging within Redwood Creek, along the ferry routes and directly adjacent to the project area. Preparation of a Sediment Analysis Plan and testing of the sediments in the proposed dredging area are currently required by the DMMO to ensure that dredged sediment can be safely disposed of at a suitable location. The Sediment Analysis Plan prepared by the construction contractor shall be provided to the Port of Redwood City for approval (based on established DMMO standards) prior to implementation.
 - Impermeable silt curtains and/or gunderbooms, a tool similar to a silt curtain that is made of permeable material that allows water to flow through but traps sediment within the curtain, shall be used to contain sediments within a limited area until it resettles. They shall be monitored daily during active construction operations around the pile driving site to contain and minimize the spread of suspended sediments.
 - Operational controls such as equipment design and monitoring shall be implemented for dredges to limit the amount of sediment released while dredging. These controls include:
 - Ensuring that buckets are properly sealed to prevent sediment leaks
 - Conducting regular visual inspections of turbidity barriers
 - Monitoring for turbidity during dredging operations
 - Using sealed barges or covers to transport materials
 - Clamshell dredges with a bucket with a capacity of 10 cubic yards or less shall be used to reduce the occurrence of fish and mobile invertebrate entrainment.
 - Baseline water quality assessments shall be conducted before pile driving begins to establish reference conditions. The construction contractor shall develop a Water Quality Monitoring Program to be reviewed and approved by the Port of Redwood City, and implemented to measure parameters such as turbidity, suspended solids, and contaminants in real-time during pile driving. Turbidity shall not increase more than 10% above natural levels in areas where natural turbidity is 50 Nephelometric Turbidity Units (NTU) or greater; suspended solids shall not increase in concentration so as to cause nuisance; and contaminants shall not increase in concentration so as to be detrimental to aquatic life consistent with the San Francisco Bay Regional Water Quality Board's Water Quality Control Plan for the San Francisco Basin. Construction operators shall adjust pile driving operations by adjusting deployment of turbidity curtains and changing the energy of pile driving operations based on monitoring results to ensure compliance with water quality standards set by the San Francisco Bay Regional Water Quality Control Board and as identified in the Port-approved Water Quality Monitoring Program.
- **Mitigation BIO-5:** The following measures shall be implemented to reduce spillover of lighting into, or glare/increased luminance perceived by special-status animals using aquatic and marsh habitats, as well as adverse effects of lighting on migratory birds.
 - Through a combination of appropriate fixture selection low mounting height, glare shielding, and orientation/aiming of light fixtures, the design team shall minimize light spill towards sensitive habitat areas and towards the sky. All exterior landside lighting shall be fully shielded to block illumination from shining outward towards Redwood Creek and Westpoint Slough, and

to prevent the lit portions of these fixtures (i.e., the lamps) from being visible to fish, birds, or mammals in the water. Limited uplighting may apply to select building façade areas and landscape features that are at least 50 feet from the high tide line along the Bay. These uplight fixtures shall incorporate glare shields and strategic aiming to prevent light from being visible beyond the feature being lit (i.e., the feature being lit shall block luminance from view of birds flying overhead); shall incorporate timeclock control to turn off uplighting from 10 pm until the next evening; and shall use 40-Watt maximum lamps to minimize light output.

- Along the gangway and loading area of the steel float, where night lighting is necessary for passenger safety, motion sensors will be used to limit when lights are on to only when necessary. Navigation lights at the corner of the steel float facing towards Redwood Creek will need to remain on at all times at night for ferry safety. All lights will be pointed downwards and will incorporate shields to focus the illumination towards the middle of the gangway and steel float. Low-intensity (100-200 lumens) and warm-colored (2700K-3000K) lighting will be used in these areas to minimize brightness and emission of blue lights that can disrupt wildlife circadian rhythms.
- Lighting for public roadways and traffic signage lighting, including lighting for driveway entrances occurring in the public right-of-way, shall be excluded from these Backlight/Uplight/Glare (BUG) rating limitations to support public safety and proper illumination of public streets.
- Except as indicated in the previous two bullets (regarding minimizing lighting on surface of surrounding water and the exceptions for public streets), fixtures shall comply with lighting zone LZ-2, Moderate Ambient, as recommended by the International Dark-Sky Association for light commercial business districts and high-density or mixed-use residential districts. The allowed total initial luminaire lumens for the project area is 2.5 lumens per square foot of hardscape, and the Backlight/Uplight/Glare (BUG) rating for individual fixtures shall not exceed B3 or G2, as follows:
 - B3: 2,500 lumens high (60–80 degrees), 5,000 lumens mid (30–60 degrees), 2,500 lumens low (0–30 degrees)
 - G2: 225 lumens (forward/back light 80–90 degrees), 5,000 lumens (forward 60–80 degrees), 1,000 lumens (back light 60–80 degrees asymmetrical fixtures), 5,000 lumens (back light 60–80 degrees quadrilateral symmetrical fixtures)
- Exterior lighting shall be minimized in accordance with recommendations from the International Dark-Sky Association from midnight until dawn, at a minimum, except as needed for safety and City code compliance.
- Occupancy sensors, dimmers, or other mechanisms from 10 pm until dawn, at a minimum, shall be used during bird migration seasons (February–May and August–November) to reduce spillage of lighting from building interiors.
- **Impact 3.3-2:** The proposed project would have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service and State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. This would be a significant impact for construction and operations.
- **Mitigation BIO-2:** All dredging, pile driving, and other in-water construction activities shall adhere to the applicable measures and dredging work windows within the Long-Term Management Strategy for the Placement of Dredged Material in the San Francisco Bay Region (LTMS). Thus, in-water work shall be conducted between September 1 through November 30, based on the standard work windows for steelhead, Pacific herring, longfin smelt, and California Ridgway's rail (because dredging may occur within 250 of tidal salt marsh).

- **Mitigation BIO-3:** During construction, the following noise minimization and avoidance measures shall be implemented:
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- **Mitigation BIO-4:** During dredging activities occurring during both construction and operational maintenance, the following minimization and avoidance measures shall be implemented:
 - All dredging shall be conducted between September 1 and November 30. If pile installation must occur at times other than the approved work window, the project applicant will obtain any necessary incidental take authorization, and will comply with required terms and conditions of the LTMS programmatic BOs.
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 - Monitoring for turbidity during dredging operations
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 - Clamshell dredges with a bucket with a capacity of 10 cubic yards or less shall be used to reduce the occurrence of fish and mobile invertebrate entrainment.
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Construction operators shall adjust pile driving operations by adjusting deployment of turbidity curtains and changing the energy of pile driving operations based on monitoring results to ensure compliance with water quality standards set by the San Francisco Bay Regional Water Quality Control Board and as identified in the Port-approved Water Quality Monitoring Program.

- **Mitigation BIO-6:** Should removal of the Shell Unloading Wharf not occur within one year following the completion of the in-water ferry terminal infrastructure, compensatory mitigation would be required for impacts to open water/tidal aquatic habitat due to shading from ferry terminal infrastructure and 99 square feet of impacts from new piles.
- If the Shell Unloading Wharf is not removed within one year following the completion of the project, compensatory mitigation may be satisfied by (1) utilizing a portion of the fill credit issued to the Port of Redwood City by the San Francisco Bay Conservation and Development Commission (BCDC) in 2013 (BCDC Permit No. 2011.006.01) for a reduction in Bay surface coverage of 29,725 feet, if approved by the BCDC, USACE, Regional Water Quality Control Board (RWQCB), and CDFW (if a permit from CDFW is necessary); (2) purchasing mitigation credits through an appropriate bank such as the San Francisco Bay Bank; or (3) implementing project-specific mitigation via creation, restoration, or substantial enhancement of tidal aquatic or tidal wetland habitat. If option 3 is used to satisfy compensatory mitigation, it would be conducted in such a way as to achieve a 2:1 ratio on-site somewhere in San Mateo County, or as otherwise required by any State or federal permitting agencies. A qualified biologist shall develop a "Wetland Mitigation and Monitoring Plan" describing the mitigation, which shall contain the following components (or as otherwise modified by regulatory agency permitting conditions):
 - Summary of habitat impacts and proposed mitigation ratios
 - Goal of the restoration to achieve no net loss of habitat functions and values
 - Location of mitigation site(s) and description of existing site conditions
 - Mitigation design:
 - Existing and proposed site hydrology
 - Grading plan if appropriate, including bank stabilization or other site stabilization features
 - Soil amendments and other site preparation elements as appropriate
 - Planting plan
 - Irrigation and maintenance plan
 - Remedial measures and adaptive management
 - Monitoring plan (including final and performance criteria, monitoring methods, data analysis, reporting requirements, and monitoring schedule). Success criteria will include quantifiable measurements of wetland vegetation type (e.g., dominance by natives) and quantity appropriate for the restoration location, and provision of ecological functions and values equal to or exceeding those in the wetland habitat affected. At a minimum, success criteria will include following:
 - At Year 5 post-mitigation, at least 75 percent of the mitigation site for tidal salt marsh will be dominated by native hydrophytic vegetation, which is an appropriate percentage for a relatively young tidal salt marsh that is on a trajectory toward providing high-quality tidal salt marsh when mature.
 - If providing compensatory mitigation for planned permanent impacts to open water/tidal aquatic habitat, the Wetland Mitigation and Monitoring Plan must be approved by any regulatory agencies requiring compensatory mitigation prior to the impacts, and

implementation of the Plan must begin within one year after the initiation of permanent impacts to open water/tidal aquatic habitat.

- **Impact 3.3-3:** The proposed project would 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. This would be a significant impact for construction and operations.
 - Implement **Mitigation BIO-1**
 - Implement **Mitigation BIO-2**
 - Implement **Mitigation BIO-3**
 - Implement **Mitigation BIO-4**
 - Implement **Mitigation BIO-5**
 - **Mitigation BIO-7:** Due to the potential for glazed façades on new buildings constructed by the project, prior to issuance of building permits from Redwood City, the building plans shall demonstrate the inclusion of the following bird-safe building design measures.
 - Minimize continuously glazed zones on façades. Break up areas of glazing on façades by non-glazed, articulated features such as louvers, mullions, muntins, fins, solar shades, opaque panels, or other patterning so that the façades of buildings do not overall appear like smooth glazed surfaces. Break up glass surfaces into panels less than 24 square feet in extent.
 - Avoid the use of highly reflective glass that will reflect the sky, water, or vegetation. Reflectance between 10 and 20 percent is preferable. Glass that is treated to be “bird-friendly”, as described below, shall have a reflectance value no more than 15 percent so that frit or other glazing treatment is readily visible to birds, unless the glazing treatment is on the outside surface and a qualified biologist examines a sample of the glass and confirms that the bird-safe treatment is sufficiently visible.
 - Bird-friendly glazing includes, but is not limited to, opaque glass, fritting, netting, permanent stencils, frosted glass, exterior screens, physical grids placed on the exterior of glazing, or ultraviolet patterns visible to birds. Elements of the bird-safe glazing patterns should be at least 0.25 inch wide at a maximum spacing of 2 inches horizontally and 2 inches vertically, or should be certified by the American Bird Conservancy to have a “threat factor” of no more than 20 for the measure below addressing the primary bird collision zone and no more than 15 for the measure below addressing feature-related hazards.
 - Within the primary bird collision zone (0-60 feet above the ground), no more than 10% of façade surface area shall have non-bird-friendly glazing.
 - Avoid or minimize areas where birds will perceive a clear flight path through a solid surface, such as transparent free-standing glass walls, skyways, railings, or building corners. Any such “feature-related hazards” will be 100% treated with bird-friendly glazing.
 - Avoid having vegetation inside buildings near glass (e.g., in areas where birds will try to access the vegetation).
 - Proposed landscaping should be designed so that birds using such landscaping are not funneled into areas where they are surrounded by glazing. Minimizing vegetation near extensively glazed façades (e.g., having less extensive vegetation, and restricting vegetation to low-growing grasses, forbs, or scattered shrubs as opposed to more extensive shrubs and trees) would be ideal. Vegetation near heavily glazed façades should not include plant species that provide high-quality foraging habitat, such as plants that provide fruits that are frequently eaten by birds.

- **Mitigation BIO-8:** Tree removal, demolition, and the start of construction activities shall be scheduled to avoid the nesting season. If such activities take place outside the nesting season, all impacts on nesting birds protected under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code will be avoided. The nesting season for most birds in San Mateo County extends from February 1 through August 31.
- If it is not possible to schedule construction activities between September 1 and January 31, then preconstruction surveys for nesting birds shall be conducted by a qualified ornithologist to ensure that no nests of migratory birds will be disturbed during project implementation. These surveys shall be conducted no more than 7 days prior to the initiation of tree removal, demolition, ground disturbance, or construction activities for each construction phase. During this survey, the biologist will inspect all trees and other potential nesting habitats (e.g., trees, shrubs, buildings, and the ground) in and immediately adjacent to the impact areas for migratory bird nests.
- **Mitigation BIO-9:** If an active nest is found within areas that would be disturbed by project activities, the ornithologist shall determine the extent of a construction-free buffer zone to be established around the nest (typically 300 feet for raptors and 100 feet for other species), to ensure that no nests of species protected by the MBTA and California Fish and Game Code will be disturbed during project implementation.
- **Mitigation BIO-10:** If construction activities will not be initiated until after the start of the nesting season, all potential nesting substrates (e.g., bushes, trees, grasses, and other vegetation) that are scheduled to be removed by the project may be removed prior to the start of the nesting season (e.g., prior to February 1). This will preclude the initiation of nests in this vegetation.
- **Mitigation BIO-11:** Ferry routes shall be consolidated within common corridors, travel down deeper channels as much as possible, and choose the shortest routes across shallow areas to leave as much undisturbed shallow open-water habitat as possible. (Program EIR Mitigation Measure B-11).
- **Cumulative Biological Resources Impacts:** A significant cumulative impact to biological resources would occur related to in-water construction work (i.e., dredging, installation of the pier float and piles), operational dredging, increased lighting, construction during the avian nesting season, and installation of glass windows and facades.
 - Implement **Mitigation BIO-1**
 - Implement **Mitigation BIO-2**
 - Implement **Mitigation BIO-3**
 - Implement **Mitigation BIO-4**
 - Implement **Mitigation BIO-5**
 - Implement **Mitigation BIO-6**
 - Implement **Mitigation BIO-7**
 - Implement **Mitigation BIO-8**
 - Implement **Mitigation BIO-9**
 - Implement **Mitigation BIO-10**
 - Implement **Mitigation BIO-11**
- **Impact 3.8-2:** The proposed project would 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. This would be a significant impact for construction and operations.
 - **Mitigation HAZ-1:** Specific site design for the visitor-serving uses has not been developed and the precise mix of uses, building location, and foundation design is not yet known. Once project-level information on the site design, uses, and depth of foundations is known and prior to the start of construction for the visitor-serving uses, the applicant shall hire a qualified environmental professional to conduct a Phase II Environmental Site Assessment (ESA) to determine whether

contaminated soils are present on the project site in the area where exposure of soils underlying the seven feet of new artificial fill would occur. The Phase II ESA shall include physical testing of the soils underlying the visitor-serving uses structures to confirm or refute contamination from petroleum hydrocarbons that exceed thresholds established by the California Health and Safety Code and Title 22. This would involve sampling and laboratory analysis of soil, water, and other environmental samples to determine the type and concentration of contaminants within the project site at a laboratory certified for environmental testing using U.S. Environmental Protection Agency (USEPA)-approved testing methods. Then, the environmental professional shall compare the results of the laboratory findings to determine if any constituents exceed regional screening levels (RSLs) established by the USEPA, which represent risk-based concentrations derived from standardized equations combining exposure information assumptions with USEPA toxicity data. The Phase II ESA shall also assess the potential for vapor intrusion to occur. Finally, the environmental professional shall prepare a Phase II ESA report for review by the Port of Redwood City summarizing the findings.

- If contaminated soils are found that exceed established RSLs, and/or a vapor intrusion risk associated with those contaminated soils is identified, plans shall be prepared to avoid construction on or within areas the area of soil contamination or where soil disturbance (e.g., pile driving or sewer connections) may result in disturbance of contaminated soils and/or soil vapor intrusion.
- If contaminated soils cannot be avoided, or if the Phase II ESA suggests that previously unidentified contaminated soils may be encountered within the construction area, a site-specific Soil Management Plan shall be prepared and implemented by the Port's construction contractor that meets the specifications for a Soil Management Plan listed below. If the Phase II ESA identifies a potential for vapor intrusion to occur, a Soil Vapor Survey with an accompanying human health risk assessment shall be prepared by the Port or Port's construction contractor that meets the specification for a Soil Vapor Survey listed below.
- Soil Management Plan: If the Phase II ESA identifies the presence of contaminated soils that exceed established regulatory thresholds, prior to pile driving or other activities that would result in worker exposure to contaminated soils, the Port's contractor shall prepare a Soil Management Plan to address handling and treatment and/or disposal of contaminated soil prior to excavation and construction activities. The Port shall consult with San Mateo County Health, Department of Toxic Substances Control (DTSC), and/or other appropriate regulatory agencies to verify that contaminated soils are excavated/disposed of, treated in-situ [in-place] or otherwise managed in accordance with the agency(s)', and other applicable federal and State requirements. The Soil Management Plan shall specify all necessary procedures to ensure the safe handling and treatment and/or disposing of excavated soil in a manner that is protective of human health and in accordance with federal and State hazardous waste laws, including the Hazardous Materials Transportation Act, Title 49 CFR Parts 171 and 176, the California Hazardous Waste Control Law, and Title 22 CCR Divisions 4 and 4.5. At a minimum, the plan shall include the following:
 - Identification and delineation of contaminated areas and procedures for limiting access to such areas to properly trained personnel;
 - Step-by-step procedures for handling, excavating, characterizing, and managing excavated soils including procedures for containing, handling, and treating and/or disposing of hazardous waste, the method used to analyze excavated materials for hazardous materials likely to be encountered at specific locations, and appropriate treatment and/or disposal methods;
 - Procedures for notification and reporting, including notifying and reporting to internal management and to local agencies (per Resource Conservation and Recovery Act [RCRA] and California Division of Occupational Safety and Health [Cal/OSHA] requirements);
 - Minimum requirements for safety manuals and construction work plans, to protect the general public and workers in the construction area (per Cal/OSHA requirements).

- The Port's construction contractor shall sample any groundwater suspected of contamination. If any contaminated groundwater is encountered during construction, the contractor shall stop work in the vicinity, cordon off the area, and contact the Port and immediately notify the San Francisco Bay Regional Water Quality Control Board. In coordination with the San Francisco Bay Regional Water Quality Control Board, an investigation and remediation plan shall be developed in order to protect public health and the environment. Any hazardous or toxic materials shall be disposed according to local, State, and federal regulations.
- **Soil Vapor Survey:** If the Phase II ESA identifies that there is a potential for vapor intrusion, a Soil Vapor Survey with an accompanying human health risk assessment shall be prepared by a qualified environmental professional within the footprint of planned new construction. The vapor intrusion survey shall follow the DTSC, California State Water Resources Control Board, and California Environmental Protection Agency (CalEPA) Final Draft Supplemental Guidance: Screening and Evaluating Vapor Intrusion dated February 2023 or updated guidance issued by the State at the time the survey is conducted.
- If the survey identifies a vapor intrusion risk, prior to construction of any buildings, the Port or Port's construction contractor shall demonstrate how this risk shall be managed, through either remediation of the soil contamination with measures such as in-situ soil vapor extraction (SVE) or ex-situ excavation and treatment, or institutional controls that prevent exposure or reduce exposure including a vapor intrusion mitigation system that is incorporated into the design of the new building(s). Documentation shall be provided to the Port demonstrating that the risk management approach would maintain indoor air concentrations that are below regulatory risk concentration thresholds. The risk management approach, documentation techniques, and verification that threats to human health have been abated shall follow the DTSC's and CalEPA's Guidance for the Evaluation and Mitigation of Subsurface Vapor Intrusion to Indoor Air (Vapor Intrusion Guidance) dated October 2011 or updated guidance issued by the State at the time the vapor intrusion risk management approach is being developed. If institution controls are implemented, long-term monitoring shall be implemented consistent with the State's published guidance. Pursuant to the State's guidance, the frequency of sampling and duration of monitoring will depend upon site-specific conditions and the degree of volatile chemical contamination. The vapor intrusion risk management approach shall be identified on the project plans.
- **Cumulative Hazardous and Hazardous Materials Impacts:** A significant cumulative hazards and hazardous materials impact would occur related to the presence of diesel contamination on-site and potential exposure if piles that replace excavated soil and generate spoils are used during construction of the visitor-serving uses and due to the potential for soil gas intrusion to occur within the visitor-serving uses enclosed structures.
 - Implement **Mitigation HAZ-1**
- **Cumulative Noise Impacts:** A significant cumulative traffic noise impact would occur along Seaport Boulevard between Seaport Court and Chesapeake Drive under Cumulative Plus Ferry Terminal and Cumulative Plus Full Project conditions.
 - **Mitigation NOI-1:** If there are liveaboards at the Port of Redwood City Municipal Marina that occupy slips within 300 feet of Seaport Boulevard when construction of either the ferry terminal or the visitor-serving uses (whichever comes first) is completed, MM NOI-1 shall be implemented to achieve a minimum noise reduction of 5 dBA CNEL at 75 feet. This shall be achieved by raising the existing berm between Seaport Boulevard and the marina from the Seaport Boulevard crosswalk at the northern end of the marina to the southern end of the marina. The berm shall have a minimum width of one foot at the top and a total height of five feet above the elevation of Seaport Boulevard. Preliminary noise modeling using SoundPLAN (version 8.2), a three-dimensional ray-tracing computer program, was developed to confirm the minimum height required to reduce noise levels along Seaport Boulevard between Seaport Court and Chesapeake Drive. The results of the model confirm a minimum reduction of 5 dBA at 75 feet and demonstrate a 3 dBA reduction at the nearest

liveboards, maintaining noise levels below 60 dBA CNEL. Final design of the berm that shows the minimum reduction of 5 dBA at 75 feet shall be confirmed during final design once project-level engineering drawings for the ferry terminal or visitor-serving uses (whichever comes first) are available.

The Draft EIR identified potential significant and unavoidable impacts in the topics of air quality and geology and soils, as follows:

- **Impact 3.2-2:** The proposed project would not 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 during construction but would result in an operational cumulatively considerable net increase in NO_x, an ozone precursor, for which the SFBAAB is designated non-attainment for applicable federal and State ambient air quality standards. This would be a less than significant impact for construction and a significant impact for operations.
- **Cumulative Air Quality Impacts:** Operation of the proposed project would contribute to the non-attainment ozone designations of the SFBAAB, which is a significant cumulative impact.
- **Impact 3.6-5:** The proposed project could directly or indirectly destroy a unique paleontological resource or site or unique geological feature. This would be a significant and unavoidable impact for construction and no impact for operations.
- **Mitigation GEO-1:** Excavation occurring at depths of 30 feet below ground surface (bgs) or greater has the potential to disturb Pleistocene alluvium which could contain paleontological resources. Prior to the start of excavation activities, the Port of Redwood City or their designee shall review the project design and specifications to determine if excavation will occur at depth of 30 feet bgs or greater. For excavation occurring at or below this depth, other than pile driving for which monitoring is not feasible, a qualified paleontologist shall examine final design construction plans and bore logs of the project site to determine if potentially fossiliferous strata underlying the site would be encountered by excavation and, if so, the qualified paleontologist shall prepare a Paleontological Mitigation Plan (PMP) that identifies the level of paleontological monitoring that should be implemented during excavation according to the Society of Vertebrate Paleontology (SVP)'s Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources. The PMP shall focus on the depth of the Pleistocene alluvium at the site and the amount of disturbance of the Pleistocene units. The PMP shall include the following:
 - Working Training Program. The paleontologist shall be present at a preconstruction meeting to consult with appropriate Port of Redwood City and construction contractor staff. During the meeting, the paleontologist shall conduct a Worker Training Program for all construction personnel involved with excavation work to learn procedures to follow in case of an unexpected paleontological discovery, including identification of potential paleontological material and the procedures to follow, and the correct personnel to contact in the event of a possible discovery.
 - Procedure to be followed for a paleontological find. The procedure to be followed if a paleontological find is made and the find is determined to be significant shall include redirecting work around the location of the find while it is stabilized and removed. The Port of Redwood City or their designee shall ensure that the qualified paleontologist (and/or a designated paleontological monitor) is equipped to salvage fossils and samples of sediment as they are unearthed to avoid construction delays and empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Since Pleistocene alluvium yields small fossil specimens (microvertebrate fossils) that are likely to go unnoticed during typical large-scale paleontological monitoring, an adequate amount of sedimentary matrix shall be collected and processed to determine the potential for small fossils to be recovered prior to substantial excavations in those sediments. To avoid construction delays, these samples shall be transported to an off-site location for processing as described below. Screen washing and picking will be conducted in parallel with monitoring so that assessments may be made as to

the utility of screen washing; negative finds may lead to stopping of bulk sample collection and screening.

- Recovery of specimens. Recovered specimens shall be prepared by the qualified paleontologist to a point of identification and permanent preservation, including washing of sediments to recover small invertebrate and vertebrate fossils.
- Curation. The PMP shall identify the curation procedure to be followed. The curation procedure shall require the Port of Redwood City to make certain that specimens shall be curated into a professional accredited museum repository with permanent retrievable storage. The final curation agreement will be included with the PMP. A report of findings, with an appended itemized inventory of specimens, shall be prepared. The report and inventory, when submitted to the professional accredited museum repository, shall signify completion of the program to mitigate impacts to paleontological resources.
- **Cumulative Geology and Soils Impacts:** A significant cumulative geology and soils impact would occur related to the destruction of a unique paleontological resource or site or unique geological feature.
 - Implement **Mitigation GEO-1**
- **Impact GEO-2:** The construction of the proposed project could destroy a unique paleontological resource and cumulative impacts on paleontological resources and would remain significant and unavoidable after mitigation.

If applicable, describe any of the project's areas of controversy known to the lead agency, including issues raised by agencies and the public.

- Air quality:
 - Study and disclose ferry emissions from diesel engines; consider using zero-emissions vehicles for ferries
- Biological resources:
 - Identify and analyze impacts of ferry operations on marine mammals
 - Analyze impacts of removing the Shell Unloading Wharf on cliff swallows
 - Analyze potential impacts the proposed project may have on Bair Island State Marine Park and Ecological Reserve and coordinate with the California Department of Fish and Wildlife prior to the release of the EIR
 - Assess pile-driving impacts on aquatic species
 - Consider implications of artificial light at night on wildlife and nesting birds
- Geological resources:
 - Address high liquefaction potential in the event of an earthquake
- Sea level rise, flood risk, and water quality:
 - Discuss how the proposed project will address flood protection, flood resiliency, and other risks associated with sea level rise
 - Concern that sea level rise could make the shoreline more vulnerable to wave runup and flooding, as well as cause a rise in groundwater resulting in subsidence
 - Address potential changes in water quality, flood flows, and drainage patterns from the proposed project and measures to prevent erosion and pollution
 - Consider green infrastructure for storm drainage
- Recreation impacts:
 - Study how the wakes caused by the ferry would affect the recreational users in the area
 - Consider ferry speed needed to protect recreational boaters; add extra time to operations schedule for ferries to slow down to reduce wake effects

- Describe the impact of the ferry turning radius on recreational boaters
- Consider that peak weekday recreation usage overlaps with commuter ferry hours
- Transportation:
 - Keep ferry ridership projections updated and current (ridership decreased after the COVID-19 pandemic)
 - Consider alternatives to the ferry, such as Caltrain
 - Include the Highway 101 intersection in the area of effect for transportation
 - Consider implementing a traffic control plan for the proposed project
- Other:
 - Consider restricting ferry terminal to WETA vessels only and not allowing private ferries
 - Address consistency with the 2050 Service Vision and Expansion Policy
 - Consider analyzing the visitor-serving uses in a separate EIR
 - Address impacts dredging would have on recreational uses and biological resources

Provide a list of the responsible or trustee agencies for the project.

- WETA
- City of Redwood City
- San Francisco Bay Regional Water Quality Control Board (RWQCB)
- San Francisco Bay Conservation and Development Commission (BCDC)
- Association of Bay Area Governments (ABAG)
- San Mateo County Transportation Authority (SMCTA)
- San Mateo County Transit District (SamTrans)
- California Public Utilities Commission (CPUC)
- California State Lands Commission (CSLC)
- California Department of Fish and Wildlife (CDFW)
- Bay Area Air Quality Management District
- U.S. Army Corps of Engineers (USACE)
- U.S. Fish and Wildlife Service (USFWS)
- National Marine Fisheries Service (NMFS)
- U.S. Coast Guard, San Francisco Sector