# 3. PROJECT DESCRIPTION

This chapter describes the proposed action or "project" addressed by this EIR. The description is based on information provided to the City by the project applicant, Glenborough-Pauls LLC. As stipulated by the California Environmental Quality Act (CEQA) Guidelines, the project description has been detailed to the extent needed for adequate review and evaluation of environmental impacts. In addition to describing key elements of the proposed project, this chapter is supplemented by project description details in individual environmental chapters 4 through 15. The description that follows includes (a) the project setting (location, boundaries, and local setting of the project site); (b) the project background (site history); (c) a statement of the basic project objectives sought by the applicant; (d) the project's physical and operational characteristics (i.e., land use components, densities, building types, architectural design, landscaping/open space, circulation and parking plans, marina and shoreline modifications, infrastructure provisions, project management, and other pertinent features); (e) the anticipated project construction schedule; and (f) the various anticipated permits and jurisdictional approvals required to allow construction of the project.

## 3.1 PROJECT SETTING

### 3.1.1 Regional Location

As illustrated on Figure 3.1 (Regional Map), the proposed project site is located at the northern edge of the developed portion of Redwood City, on the San Francisco Bay side of U.S. Highway 101 (Bayshore Freeway). U.S. 101 provides regional access to the approximately 46.45-acre project site; East Bayshore Road and Bair Island Road provide local access. The City of San Francisco is located approximately 27 miles to the north; the City of San Jose is located approximately 24 miles to the south. The City of Half Moon Bay is located approximately 12 miles to the west, the City of Palo Alto approximately four miles to the south, and the City of South San Francisco approximately 16 miles to the north. The San Mateo Bridge is located approximately 5.5 miles to the north, and the Dumbarton Bridge approximately five miles to the south, of the project site.

### 3.1.2 Local Setting

As shown on Figures 3.1 and 3.2 (Local Map), the proposed project site is comprised of two discontiguous properties located along Bair Island Road[1] between the Whipple Avenue and

[1]The northern extension of Bair Island Road--i.e., the segment adjacent to the "Villas at Bair Island" apartment complex and extending north to the parking lot at Pete's Harbor--is called Uccelli Boulevard.

Woodside Expressway interchanges with U.S. 101, and approximately 1.3 driving miles north of the Redwood City City Hall and downtown. The site is generally bounded by Redwood Creek on the north and east; Smith Slough and the Bair Island National Wildlife Refuge on the northwest and west; townhouses, auto retail, and offices on the west; and Redwood Creek (including a marina of live-aboard vessels and an aquatic club) and U.S. 101 on the south.

As illustrated by Figure 3.3 (Project Vicinity Aerial Photograph), the project site's Bair Island Road vicinity is comprised of a peninsula bordered by water on the north, east, and west, and the U.S. 101 freeway on the south. The U.S. 101 Whipple Avenue interchange and East Bayshore Road/Bair Island Road currently provide the only vehicular access to the Bair Island Road vicinity and project site. An extension of Blomquist Street over Redwood Creek to East Bayshore Road is currently planned in order to provide a bayside connection between the Whipple Avenue and Woodside Road interchange. The Blomquist Extension has received the necessary jurisdictional approvals and is partially funded (see EIR chapter 7, Transportation and Circulation).

### 3.1.3 General Site Characteristics

As illustrated on Figures 3.2 and 3.3, the approximately 46.45-acre project site is comprised of two discontiguous properties--the Peninsula Marina property (approximately 33.24 acres) on the south and the Pete's Harbor property (approximately 13.21 acres) on the north--which together constitute a major portion of the Bair Island Road area. A recently completed 155-unit apartment and 100-slip marina development--the "Villas at Bair Island" and the Bair Island Marina--is situated on the approximately 12.16-acre property that separates the Peninsula Marina and Pete's Harbor properties. An 80-foot-wide Pacific Gas & Electric (PG&E) transmission line easement on land owned by the U.S. Fish and Wildlife Service runs east-west between the two properties, directly south of the "Villas at Bair Island" and Bair Island Marina. The easement contains steel truss towers and overhead electrical transmission lines.

The two project site properties are currently developed with a diverse mix of marina, residential, and commercial uses, as described below.

(a) Peninsula Marina. The Peninsula Marina property contains approximately 33.24 acres, including approximately 14.10 acres of water area. Using a sea level elevation of 100 feet as a reference point, existing surface elevations on the Peninsula Marina property range from

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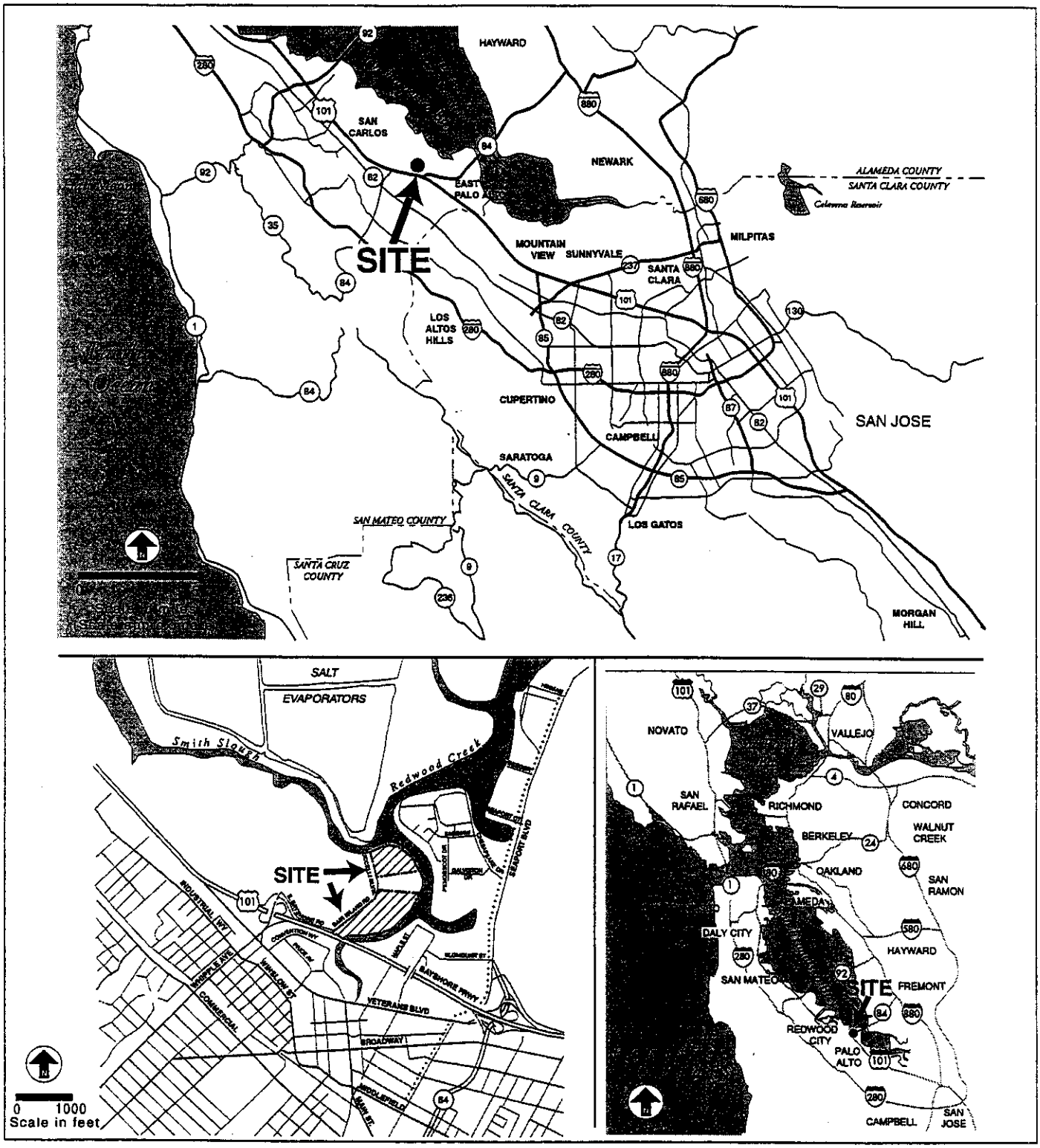
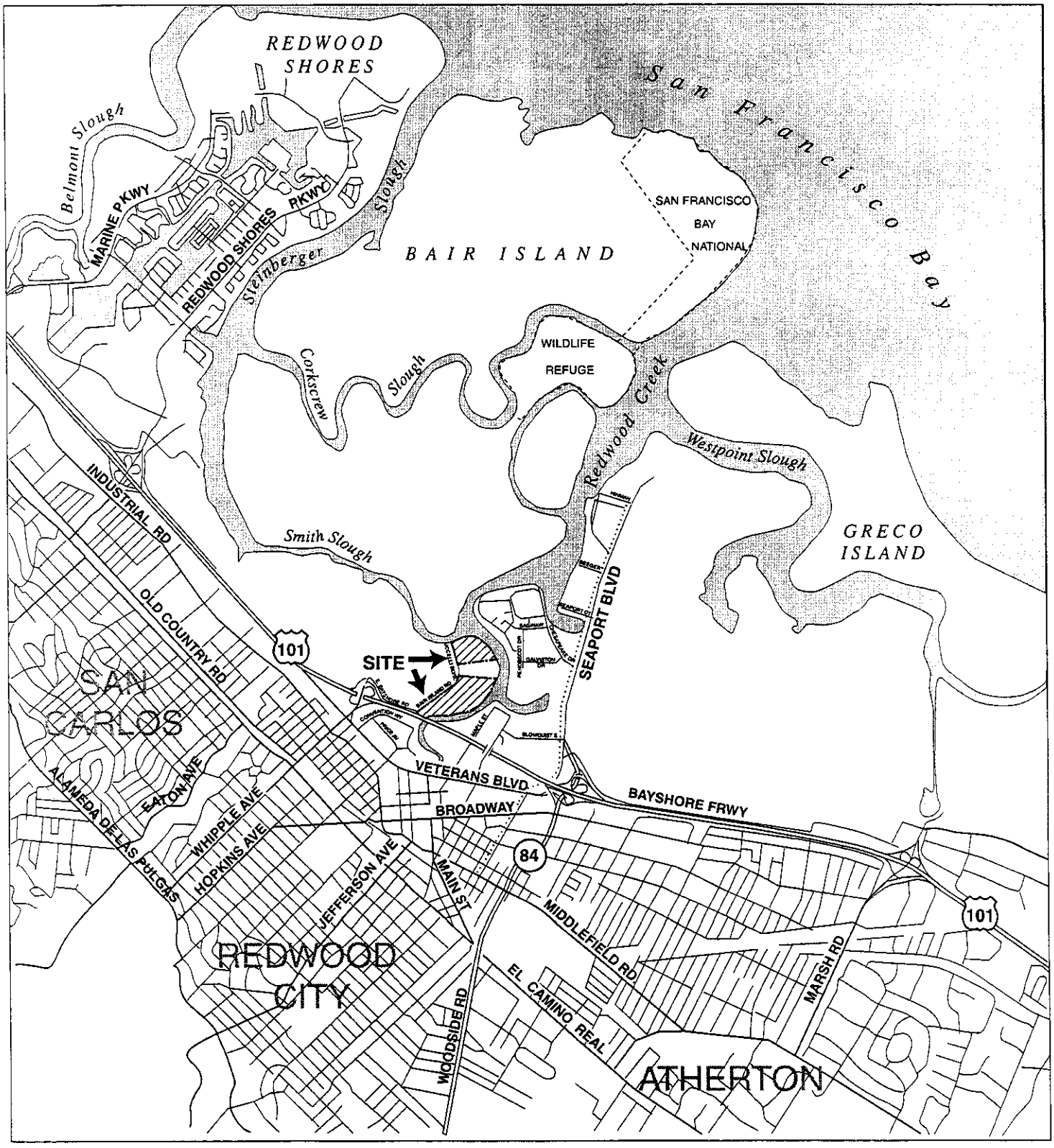
For purposes of this EIR, any reference to "Bair Island Road" also includes Uccelli Boulevard, unless otherwise specified.




SOURCE: Wagstaff and Associates

Figure 3.1

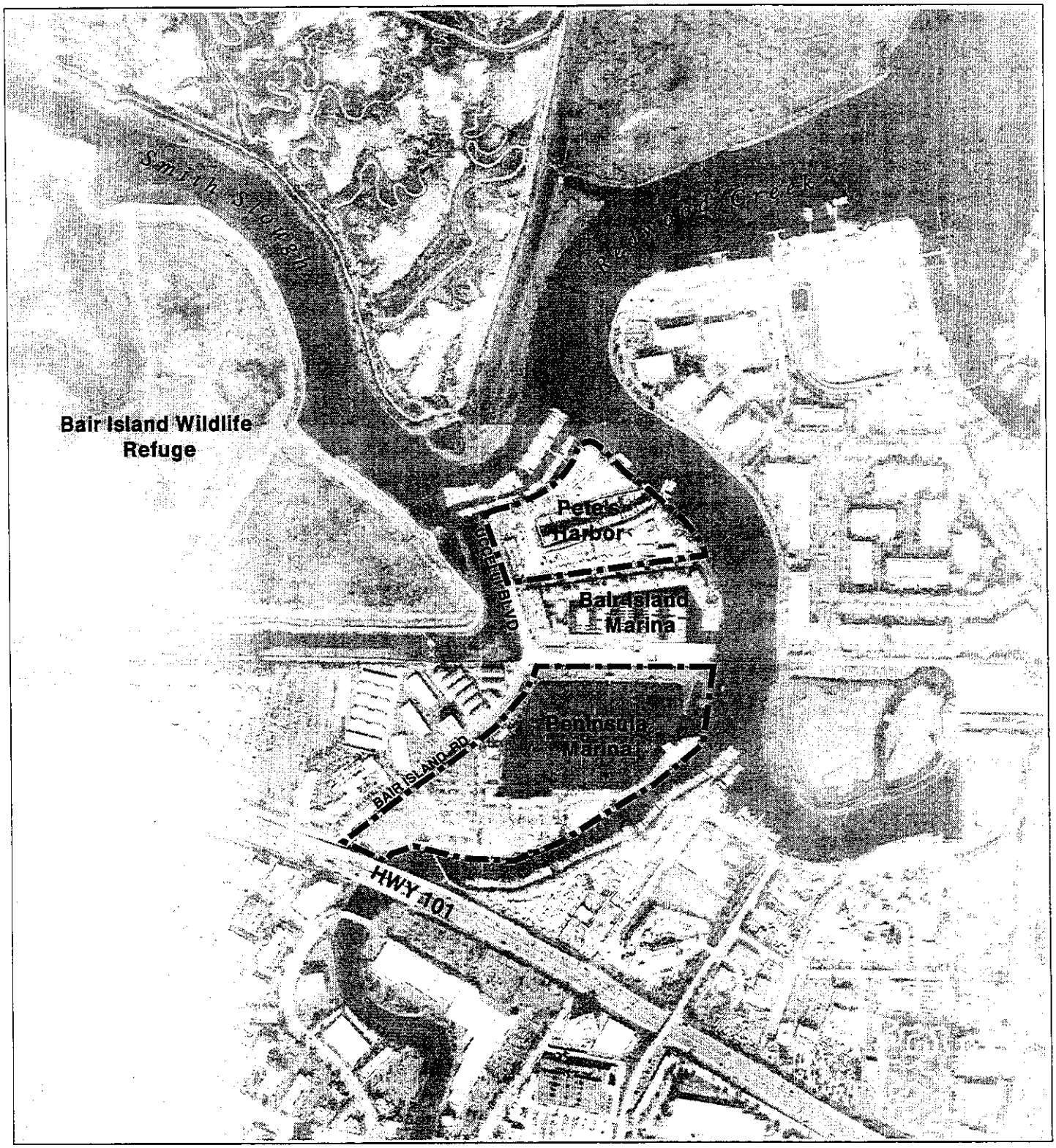
# REGIONAL MAP




SOURCE: Wagstaff and Associates

Figure 3.2

LOCAL MAP




SOURCE: City of Redwood City

Figure 3.3

# PROJECT VICINITY AERIAL PHOTOGRAPH

approximately 105 to 110 feet. Vehicular access to the property is provided by Bair Island Road. Boat access to the former marina portion of the property is provided by Redwood Creek on the east. A public pedestrian bridge crosses Redwood Creek at the southwest corner of the property. Upon notice by the project owner/applicant, the 427 slips at Peninsula Marina were vacated and removed in November 2001.

One 2-story and four 3-story commercial buildings and approximately 754 surface parking spaces are located on approximately 16.2 acres in the southern portion of the Peninsula Marina property. The five buildings total approximately 90,000 square feet in floor area, including approximately 88,400 square feet of office space and an approximately 1,600-square-foot café.

Existing easements within the Peninsula Marina property boundary include a bicycle and pedestrian easement to accommodate the existing public bicycle/pedestrian bridge over Redwood Creek, and a public roadway easement that is proposed to accommodate a segment of the planned Blomquist Street Extension. The route of a planned extension of the San Francisco Bay Trail traverses the southern edge of the property. Public utility easements for sanitary sewer lines, underground electrical facilities, and underground natural gas lines are also located on the property.

Approximately three acres in the southwest corner of the Peninsula Marina property--including the planned Bay Trail extension easement, the Blomquist Street Extension easement, the bicycle and pedestrian easement, and a public sewer easement--remain undeveloped.

The Peninsula Marina property is designated *Commercial/Office* by the Redwood City Strategic General Plan and is zoned *CG--General Commercial* by the Redwood City Zoning Ordinance, designations which allow retail, office, and a variety of other commercial uses.

(b) Pete's Harbor. The Pete's Harbor property is currently comprised of approximately 13.21 acres, including approximately 2.90 acres of water area. Using a sea level elevation of 100 feet as a reference point, site elevations on the Pete's Harbor property range from approximately 106 to 110 feet. Vehicular access to the property is provided by Bair Island Road. The Pete's Harbor marina, which remains active, consists of 116 inner and 147 outer marina slips (see Figure 3.3). Boat access to the outer marina is provided by Redwood Creek (on the north) and by Smith Slough (on the northwest); boat access to the inner marina is provided by Redwood Creek (on the east).

The Pete's Harbor property is currently occupied by a variety of small-scale uses, including a restaurant, a harbor master's office (located in the same building as the restaurant), a recreational vehicle repair shop, storage containers, several occupied recreational vehicles and a mobile home, various wooden storage sheds, surface parking, and temporarily stored vehicles, including inventory from nearby, off-site auto dealerships.

The western edge of the Pete's Harbor property includes an easement intended for possible future roadway (as an extension of Uccelli Boulevard) and utility extension purposes. The

easement currently accommodates the public sanitary sewer and water lines that serve the property. An extension of Uccelli Boulevard would require a dedication to the City of the property necessary to accommodate the roadway.

A portion of the Pete's Harbor property--a 100-foot shoreline band along the Uccelli Boulevard edge--is under the jurisdiction of the San Francisco Bay Conservation and Development Commission (BCDC), which is authorized to control bay filling and dredging and Bay-related shoreline development (see Figure 8.1, Habitat Types on Project Site, in chapter 8, Biological Resources, herein).[2] The outer marina at Pete's Harbor is located on land owned by the State of California and is subject to a State Lands Commission land lease that expires in June 2033.

The Pete's Harbor property is designated *Mixed Use (Commercial and Residential)* by the Redwood City Strategic General Plan and zoned *CG-R--General Commercial-Residential Combining* by the Redwood City Zoning Ordinance, designations which allow retail, office, and a variety of other commercial uses, as well as residential uses up to a density of 40 units per acre.

(c) Surrounding Features and Land Uses. The following existing features surround the project site:

*To the North:* Redwood Creek, Smith Slough, inoperative salt evaporators, the Port of Redwood City, and San Francisco Bay.

*To the East:* Redwood Creek, business park development, a construction materials distributor, Steinberger Creek, and inoperative salt evaporators.

*To the South:* Redwood Creek (with a marina of live-aboard vessels and an aquatic club), U.S. 101, and downtown Redwood City.

*To the West:* Residential, auto retail, office, cinema, and industrial uses; Smith Slough; and the Bair Island National Wildlife Refuge.

The project site is bordered on the north and east by Redwood Creek, an intertidal channel that discharges into San Francisco Bay. On the northwest and west, Smith Slough separates Pete's Harbor from the Bair Island National Wildlife Refuge. The Refuge is owned and operated by the U.S. Fish and Wildlife Service and the California Department of Fish and Game. Bair Island Road forms a portion of the project site's western boundary, with recent townhouse development and established auto retail and office uses across the road from the Peninsula

[2]Steve McAdam, Deputy Director, San Francisco Bay Conservation and Development Commission, personal and written communications, December 6, 2001; and San Francisco Bay Conservation and Development Commission, San Francisco Bay Plan, July 2001, p. 5.

Marina property. A segment of Redwood Creek, with a marina of live-aboard vessels and an aquatic club, and U.S. 101 are on the site's southern boundary.

The San Carlos Airport, a general aviation facility, is located approximately 1.5 miles northwest of the project site.

## 3.2 SITE HISTORY

The two project properties--Peninsula Marina and Pete's Harbor--constitute a major portion of the Bair Island Road area of Redwood City. The properties have developed over time with a diverse mix of marina, houseboat residential, and marina-oriented commercial uses. Similar to many central Bay Area communities, land prices in the Bair Island Road vicinity have escalated in recent years, and interest in redevelopment has intensified.

The City received a development application for the proposed Marina Shores Village project (*Initial Study Application for Marina Shores Village*) from Glenborough-Pauls, LLC, in March 2001, initiating the current CEQA compliance (environmental review) process.

Later in 2001, the City also received an Initial Study application (*Initial Study Application for Abbott Laboratories West Coast Research Center*) from Abbott Laboratories of Chicago, proposing development of an approximately 17.5-acre property along Chesapeake Drive and northwest of Redwood Creek, approximately 1,000 feet to the northeast of the project site (approximately one mile by existing roadway). Abbott Laboratories is proposing a new approximately 541,077-square-foot manufacturing, research and development, and office complex, the West Coast Research Center.

In addition, Syufy Enterprises (Syufy Theatres) has discussed with the City a plan to convert the approximately 14-acre Century Park Cinema property--located on East Bayshore Road, west of the Marina Shores Village site, and currently occupied by the 12-screen Century Park Cinema--to possible residential use.

The City commenced the development review and CEQA compliance process for the Marina Shores Village and Abbott Laboratories projects in 2002, and anticipates a similar process for the Syufy Enterprises development when a formal development application is received.

Also, to supplement and integrate these three substantial project-specific development and environmental review efforts, and analyze the key urban design and transportation issues associated with such development in the Bayfront Area, the City is currently undertaking the *Bayfront Study*, which is being completed with the assistance of a consulting urban design firm (Bottomley Planning and Design), and will establish specific land use criteria, development standards, and design guidelines to ensure optimal and harmonious development of the area consistent with the Redwood City Strategic General Plan. A *Bayfront Transportation Options Study*, which is part of the *Bayfront Study*, is being completed with the assistance of a

consulting transportation planner (Kimley-Horn and Associates, Inc.) and a planning and design firm (Fukuji Planning and Design) in order to identify specific and innovative transportation options for the area, with emphasis on possible multi-modal (vehicular, pedestrian, bicycle, transit, and water) connections within the Bayfront Area, and between the area, the downtown, and major interregional transit corridors.

The proposed approximately 136-acre *Bayfront Study* area includes the Marina Shores Village, Abbott Laboratories, and Syufy Enterprises sites, as well as additional lands surrounding the project site. Planning issues will focus on the visual appearance, urban design, transportation, infrastructure, and fiscal aspects of anticipated future redevelopment of the Bayfront Area.

## 3.3 BASIC PROJECT OBJECTIVES

The basic objectives of the Marina Shores Village project, as derived by the EIR authors based on statements and project description materials provided by the applicant, are to:

- Create a mixed use residential-office-retail project that responds to perceived future market demands for more residential purchase and office lease opportunity on the Mid-Peninsula, convenient to an existing downtown, a major interregional transit corridor, and local job centers;

- Provide primarily residential uses, with complementary commercial, retail, and other community-serving uses;

- Create the project as a high-quality Bayfront development providing a variety of housing options in order to address the Peninsula's housing shortage, which currently prices many city and county employees out of the area;

- Create a community that invites and encourages residents and the general public to enjoy San Francisco Bay and the Bair Island Wildlife Refuge through new public access and community-serving amenities such as restaurants, offices, retail, community centers, and overlooks; and

- Create a waterfront project that provides access to San Francisco Bay for residents and the public via integrated walkways, internal waterways, and marinas.

## 3.4 PROPOSED PROJECT CHARACTERISTICS

This section describes the project as proposed by the project applicant. Chapter 17 (Alternatives to the Proposed Project) of this EIR describes alternative development scenarios being considered by the City, including the "City-preferred" alternative (Alternative 6: Residential/Commercial--Same Residential, Reduced Commercial with Reduced Building

Heights, Reduced Marina Fill, Added Hotel, and Increased Retail, Plus Transit and TDM Provisions).

### 3.4.1 Overall Development Concept

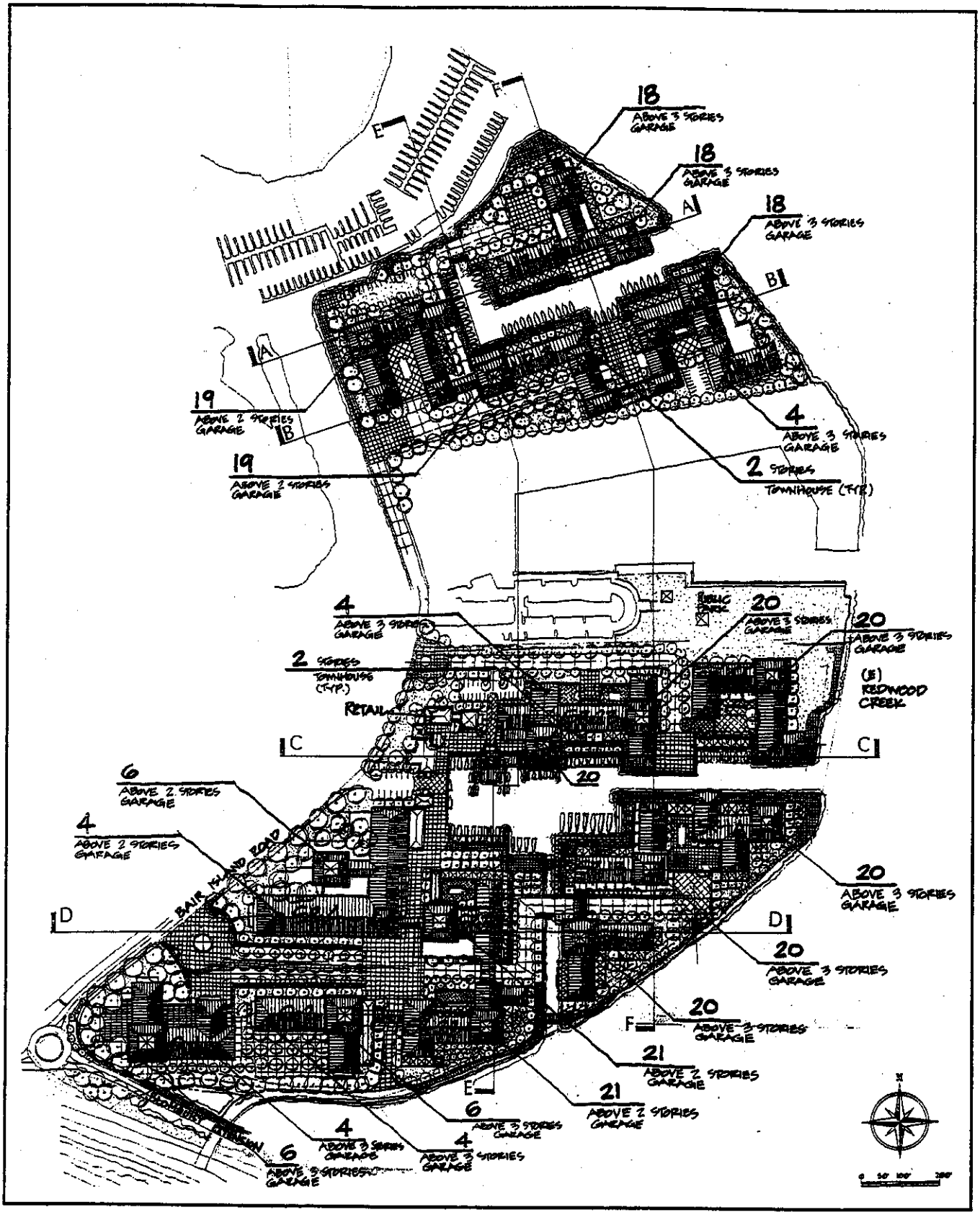
(a) General Development Program. As illustrated by Figure 3.4 (Proposed Overall Site Plan), the project site is comprised of two noncontiguous components--the approximately 33.24-acre Peninsula Marina property and approximately 13.21-acre Pete's Harbor property. Except for the outer marina at Pete's Harbor, the applicant proposes to demolish and remove all existing buildings, structures, marinas, parking, and other existing improvements on these two properties. The applicant proposes to then construct Marina Shores Village, a planned development consisting of approximately 1,930 condominium residential units for sale, 300,000 square feet of office space, and 12,000 square feet of convenience retail and restaurant space, plus support facilities, including parking, public open space, pedestrian plazas and paths, private recreational space, and other on-site amenities.

The existing 155-unit "Villas at Bair Island" apartment complex and 100-slip Bair Island Marina would remain situated on the approximately 12.16-acre property between the two project properties. In addition, the 80-foot-wide Pacific Gas & Electric (PG&E) easement with overhead electrical transmission tower lines would continue to run east-west between the two properties, directly south of the existing apartment complex and Bair Island Marina. The applicant proposes to convert this existing transmission line corridor into an approximately two-acre park; however, the property is currently owned by the U.S. Fish and Wildlife Service (USFWS), and no agreement between the USFWS and the applicant regarding such a use of the property has been reached.

The proposed project, as presented by the applicant for environmental review in this EIR, includes the following four primary components, as illustrated on Figure 3.4 and outlined in Table 3.1:

- a ***residential component***, including approximately 1,930 for-sale units in an array of 21-, 20-, 19-, 18-, 6-, and 4-story structures, all atop 2- and 3-story, above-grade parking podiums (i.e., 6 to 23 total stories), plus 2-story, at-grade townhouses;

- a ***commercial office component***, totaling approximately 300,000 square feet in 4- and 6-story structures atop 3-story, above-grade parking podiums (i.e., 7 to 9 total stories);




SOURCE: Sandy & Babcock International ■ Architecture ■ Planning

Figure 3.4

# PROPOSED OVERALL SITE PLAN

- a ***restaurant-retail component***, totaling approximately 12,000 square feet in 2-story structures situated around a public plaza; and

- a network of ***common amenities*** available for public use, including public pedestrian and bicycle paths, a proposed link to the planned San Francisco Bay Trail extension (not yet designed), and the two reconfigured marinas.

As project details are designed and refined throughout the City review process, the numbers and heights of buildings may change. The project architects have designed the site plan illustrated on Figure 3.4 to depict how the primary project components listed above could be accommodated on the site.

(b) Proposed Site Utilization. Existing and proposed project site utilization is summarized in Table 3.2. The table indicates that approximately 37 percent (17.00 acres) of the approximately 46.45-acre project site is currently comprised of water area. Under the proposed project, the water area total would be reduced to approximately 12 percent of the site, from approximately 17.00 acres to approximately 5.46 acres, through the reduction and reconfiguration of Peninsula Marina and Inner Pete's Harbor. With these water area reductions, the total number of marina boat slips on-site would be reduced from an existing total of 263 down to approximately 227 to 247 slips. Subsection 3.4.6 (Proposed Marina and Creek Shoreline Modifications) of this chapter describes these existing and proposed project water aspects in more detail.

(c) Proposed Maximum Building Heights. Proposed maximum building heights would be 260 feet on the Peninsula Marina property and 240 feet on the Pete's Harbor property. The relationship of the proposed project maximum building heights to Federal Aviation Administration (FAA) guidelines is discussed in detail in chapter 12 (Public Health and Safety) of this EIR.

(d) Proposed Density and Floor Area Ratio.[3] Proposed project residential density and commercial floor area ratio (FAR) characteristics are described in Table 3.3. The density computations in the table exclude the proposed approximately 5.46 acres of water area, as stipulated by the Redwood City Planning Department. The Redwood City Planning Department does not include water areas in its density calculations, based on section 2.53.6 of the Redwood City Zoning Ordinance, which states:

[3]The term "floor area ratio" (FAR) refers to the ratio of building floor area square footage to site square footage; e.g., a 50,000-square-foot building on a 100,000-square-foot site (2.3 acres) would represent an FAR of 0.5.

Table 3.1
PROPOSED PROJECT LAND USE SUMMARY

| Proposed Land Use | Approximate Acres[1] | Approximate Number of Residential Units | Approximate Commercial Floor Area (square feet) | Number of Slips |
|---|---|---|---|---|
| ***Peninsula Marina Property:*** | | | | |
| Residential | 19.32 | | | |
| Towers (up to 8 at 18 to 21 stories each) | -- | 648 | -- | -- |
| Low-Rise Flats (4 to 6 stories) | -- | 599 | -- | -- |
| Townhouses (2 stories) | -- | 50 | -- | -- |
| Commercial | | | | |
| Office (7 to 9 stories) | 10.12 | -- | 300,000 | -- |
| Retail (2 stories) | -- | -- | 12,000 | -- |
| Marina | 3.80 | -- | -- | 50 to 60 |
| Subtotals: | 33.24 | 1,297 | 312,000 | 50 to 60 |
| ***Pete's Harbor Property:*** | | | | |
| Residential | 11.55 | | | |
| Towers (up to 5 at 18 to 21 stories each) | -- | 368 | -- | -- |
| Low-Rise Flats (4 to 6 stories) | -- | 216 | -- | -- |
| Townhouses (2 stories) | -- | 49 | -- | -- |
| Marina | 1.66 | -- | -- | 30 to 40 |
| Subtotals: | 13.21 | 633 | -- | 30 to 40 |
| **TOTALS** | **46.45** | **1,930** | **312,000** | **80 to 100[2]** |

SOURCE: Glenborough-Pauls, LLC, April 2002, and the Redwood City Planning Department, December 2001.

[1] Except for the marinas, acreage calculations include public outdoor landscape/hardscape areas associated with the identified land uses. Numbers and heights of buildings are illustrative, and could change as project details are designed and refined throughout the City review process.
[2] The existing 147 slips in Outer Pete's Harbor would remain intact; however, no live-aboard tenants would be permitted, and the slips would be available only to project residents. Therefore, the total number of boat slips at Marina Shores Village would be 227 to 247.

Table 3.2
EXISTING AND PROPOSED SITE UTILIZATION (IN APPROXIMATE ACRES)

| | Peninsula Marina | Pete's Harbor | Total Acres | Percent of Total Area |
|---|---|---|---|---|
| **Existing Site Utilization** | | | | |
| *Land Area* | 19.14 | 10.31 | 29.45 | 63 |
| *Water Area* | 14.10 | 2.90 | 17.00 | 37 |
| **Total Site Area** | **33.24** | **13.21** | **46.45** | **100** |
| **Proposed Site Utilization** | | | | |
| *Land Area*[1] | 29.44 | 11.55 | 40.99 | 88 |
| *Water Area* | 3.80 | 1.66 | 5.46 | 12 |
| **Total Site Area** | **33.24** | **13.21** | **46.45** | **100** |

SOURCE: Sandy & Babcock International, April 2002, and Brian Kangas Foulk, October 2001.

[1] Approximate percent of land area acreage: landscape/hardscape--39 percent, surface roads/parking--18 percent, building footprints--43 percent. Landscaped above-grade podiums would comprise approximately 20 percent of the total building footprint.

> *"Lot Area. For the purpose of determining Floor Area Ratio, the lot area shall be the horizontal area within the exterior lines of a lot, exclusive of any portion of a lot within the lines of any natural watercourse, river, stream, creek, waterway, open channel, or open flood control or drainage easement and exclusive of any portion of a lot within a street right-of-way whether acquired in fee, easement, or otherwise."*

Under this computation approach (i.e., excluding project water areas), residential densities on the Peninsula Marina property would average approximately 67.13 units per acre (1,297 units divided by 19.32 net residential acres), and residential densities on the Pete's Harbor property would average approximately 54.81 units per acre (633 units divided by 11.55 net residential acres). The overall project residential density would be approximately 62.52 units per acre (1,930 units divided by 30.87 net residential acres).

Table 3.3 also indicates the proposed commercial floor area ratios (FAR) for the office and retail portions of the proposed project. With a total of approximately 312,000 square feet of commercial uses (300,000 office and 12,000 retail) proposed for location on about 10.12 net acres of commercial land area (i.e., excluding water area), the commercial FAR for the proposed project, which would be limited to the Peninsula Marina property, would be 0.71, excluding the three-story aboveground office parking structures. Section 31 (revision to section 15.12) of the Redwood City Zoning Ordinance notes, *"The calculation of floor area ratio shall include the commercial space and any portion of space for structured parking which extends more than 5 feet above grade when the parking is attributable to the commercial use."* Because the proposed project would include three-story aboveground office parking structures in addition to the 312,000 square feet of commercial floor area, the commercial FAR would be greater than 0.71.

The proposed project includes a variety of building types and heights, as described above and illustrated on the figures throughout this project description. For planning purposes (e.g., for purposes of comparison with existing zoning regulations and with other developments in Redwood City), the combined, overall FAR for both the residential and commercial portions of the proposed project, excluding water areas and aboveground parking structures, would be 1.79.[4]

(e) Proposed Building and Residential Unit Type Breakdown. Proposed project building types are broken down in terms of use and floor area in Table 3.4. As the project design is refined, these numbers may change, but the overall unit counts and square footages for each land use are not expected to exceed the totals shown in the table (i.e., 1,930 total residential units and 312,000 square feet of commercial floor space).

[4]See Tables 3.3 and 3.4: 3,202,210 square feet of floor area ÷ 1,785,524 square feet (40.99 acres) of land area = 1.79 FAR.

Table 3.3
PROPOSED DENSITY AND FLOOR AREA RATIO

| Proposed Land Use | Net Area in Acres (excluding water) | Quantity | Density |
|---|---|---|---|
| Peninsula Marina Property: | | | |
| Residential | 19.32 | 1,297 units | 67.13 units/acre |
| Commercial | 10.12 | 312,000 sq.ft.[1] | 0.71 FAR[2] |
| Office | -- | (300,000 sq.ft.) | -- |
| Retail | -- | (12,000 sq.ft.) | -- |
| Subtotals: | 29.44 | -- | -- |
| Pete's Harbor Property: | | | |
| Residential | 11.55 | 633 units | 54.81 units/acre |
| Subtotals: | 11.55 | 633 units | -- |
| **TOTALS** | **40.99** | **--** | **--** |
| Residential | 30.87 | **1,930 units** (2,890,210 sq.ft.) | **62.52 units/acre** |
| Commercial | 10.12 | **312,000 sq.ft.** | **0.71 FAR** |
| Combined | 40.99 | 3,202,210 sq. ft. | 1.79 FAR |

SOURCE: Sandy & Babcock International, April 2002; and the Redwood City Planning Department, December 17, 2001.

[1] sq.ft. = square feet
[2] FAR = floor area ratio: the ratio of building floor area square footage to site square footage; e.g., a 50,000-square-foot building on a 100,000-square-foot site (2.3 acres) would represent an FAR of 0.5. Section 31 (revision to section 15.12) of the Redwood City Zoning Ordinance notes, *"The calculation of floor area ratio shall include the commercial space and any portion of space for structured parking which extends more than 5 feet above grade when the parking is attributable to the commercial use."* Because the proposed project would include three-story aboveground office parking structures in addition to the 312,000 square feet of commercial floor area, the commercial FAR would be greater than 0.71.

Table 3.4
PROPOSED BUILDING TYPES BREAKDOWN

| Proposed Land Use | Building Type | Units | Approximate Average Square Feet | Approximate Total Square Feet |
|---|---|---|---|---|
| *Peninsula Marina Property:* | | | | |
| Residential | Towers (up to 8 bldgs.) | 648 | 1,670 | 1,082,160 |
| | Low-Rise Flats | 599 | 1,280 | 764,060 |
| | Townhouses | 50 | 1,550 | 77,500 |
| Subtotals: | | 1,297 | 1,480 | 1,923,720 |
| Commercial | Office | -- | 300,000 | 300,000 |
| | Retail | -- | 12,000 | 12,000 |
| Subtotals: | | -- | 312,000 | 312,000 |
| *Pete's Harbor Property:* | | | | |
| Residential | Towers (up to 5 bldgs.) | 368 | 1,670 | 614,560 |
| | Low-Rise Flats | 216 | 1,280 | 275,980 |
| | Townhouses | 49 | 1,550 | 75,950 |
| Subtotals: | | 633 | 1,530 | 966,490 |
| **TOTALS** | | **1,930** | | **3,202,210** |

SOURCE: Sandy & Babcock International, October 2001.

As shown in Table 3.4, most of the residential units would be located in the towers. The Peninsula Marina property would include up to 648 of these units, and the Pete's Harbor property would include up to 368 such units. Therefore, the units in towers would comprise approximately 53 percent of the project's residential unit total.

All of the commercial square footage at Marina Shores Village would be located on the Peninsula Marina property. The approximately 300,000 square feet of office space would be located in four- and six-story structures atop three-story, above-grade parking podiums in the southwest portion of the property. The approximately 12,000 square feet of retail uses (including a restaurant) would be comprised of two-story buildings situated around a public plaza.

### 3.4.2 Proposed Architectural and Landscape Design Concepts

(a) Overall Design Concept. The proposed project physical design objectives, as derived by the EIR authors based on statements and project description materials provided by the applicant, are to:

- Create an architectural design that incorporates a variety of materials and massing to provide a visually pleasing waterfront development with arched colonnades and sections of waterfront buildings that extend into the water;

- Utilize varying building heights and clustered, slender buildings to maximize the aesthetic attractiveness of the site and preserve view corridors from both on-site and off-site vantage points; and

- Visually integrate public spaces and community-serving amenities such as cafes, retail, overlooks, plazas, and paths.

(b) Proposed Site Plan. The proposed project site plan design is intended to incorporate the following unifying elements:

- An extensive network of coordinated circulation paths and roads throughout the site (for pedestrians, bicyclists, joggers, and vehicles);

- A variety of interconnected, interrelated land uses (residential, retail, office, restaurant, and recreation);

- Use of water as a key unifying element (marinas, marina walks, shoreline paths, and up-close and distant water views); and

- Strategically located opportunities for social interaction (public plazas and pedestrian promenades for residents, guests, and visitors).

Figure 3.5 illustrates an anticipated typical project architectural elevation, illustrating the proposed residential structures of various heights and the restaurant-retail component (on the far left), all as seen from across the reconfigured Peninsula Marina. Although final architectural designs have yet to be completed, the building heights and massing characteristics illustrated on Figure 3.5 are described by the applicant as typical of the proposed project building types on both properties.

Similarly, Figure 3.6 illustrates several proposed typical cross-sectional views of the project, coordinated with the cross-section references on Figure 3.5 (e.g., A, B, C). Computer-generated visual simulations of the proposed project are included in chapter 5 (Visual Factors) of this EIR.

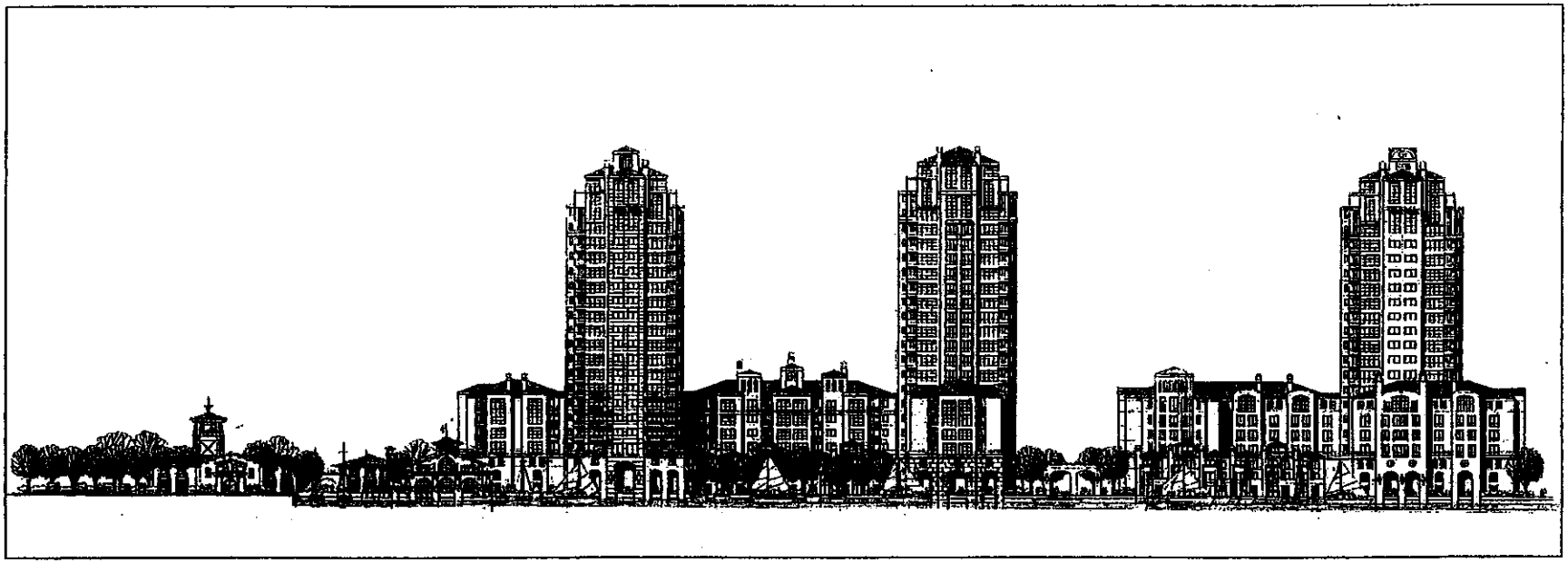
At this initial Precise Plan/Planned Development Permit application stage, the proposed project design, including the architectural details as presented on Figure 3.5 and Figure 3.6, is necessarily conceptual and may change over time.

(c) Proposed Landscaping. Figures 3.7 through 3.9 illustrate the proposed preliminary landscape plans for the project, indicating a system of landscaped entryways, plazas, paths, outdoor podium gardens (above-grade as part of residential and office buildings), and shoreline perimeters and overlooks. Planted areas would be used as buffer zones between adjacent off-site land uses (e.g., the "Villas at Bair Island").

(d) Possible Community Park. The conceptual landscape plans also include a proposed community park with picnic areas, playground equipment, and overlooks, situated along the PG&E transmission tower right-of-way, on land owned by the U.S. Fish and Wildlife Service (USFWS). The applicant wishes to acquire development rights for approximately two acres within the PG&E right-of-way in order to implement this open space aspect of the project. (The USFWS recently acquired rights to this acreage from the Peninsula Open Space Trust.) However, since the applicant currently does not have development rights to this property, the property and associated applicant-proposed park amenities are not included as part of "the project" as evaluated in this EIR. Should the applicant obtain development rights to the USFWS property, the City Community Development Services Department and Parks, Recreation and Community Services Department would decide what, if any, credit would be applied toward meeting the project's parks and recreation needs.

### 3.4.3 Proposed Circulation

(a) Vehicular Access. Primary vehicular access to the project site would be from Bair Island Road (named Uccelli Boulevard north of Peninsula Marina), which is identified as a "local street" in the Redwood City Strategic General Plan *Land Use Plan* (see Figures 3.1 through 3.4). On the project site's southwest edge, Bair Island Road intersects with East Bayshore Road, which connects to Whipple Avenue and its interchange with U.S. 101 (Bayshore Freeway). There is currently no other vehicular access to the site.



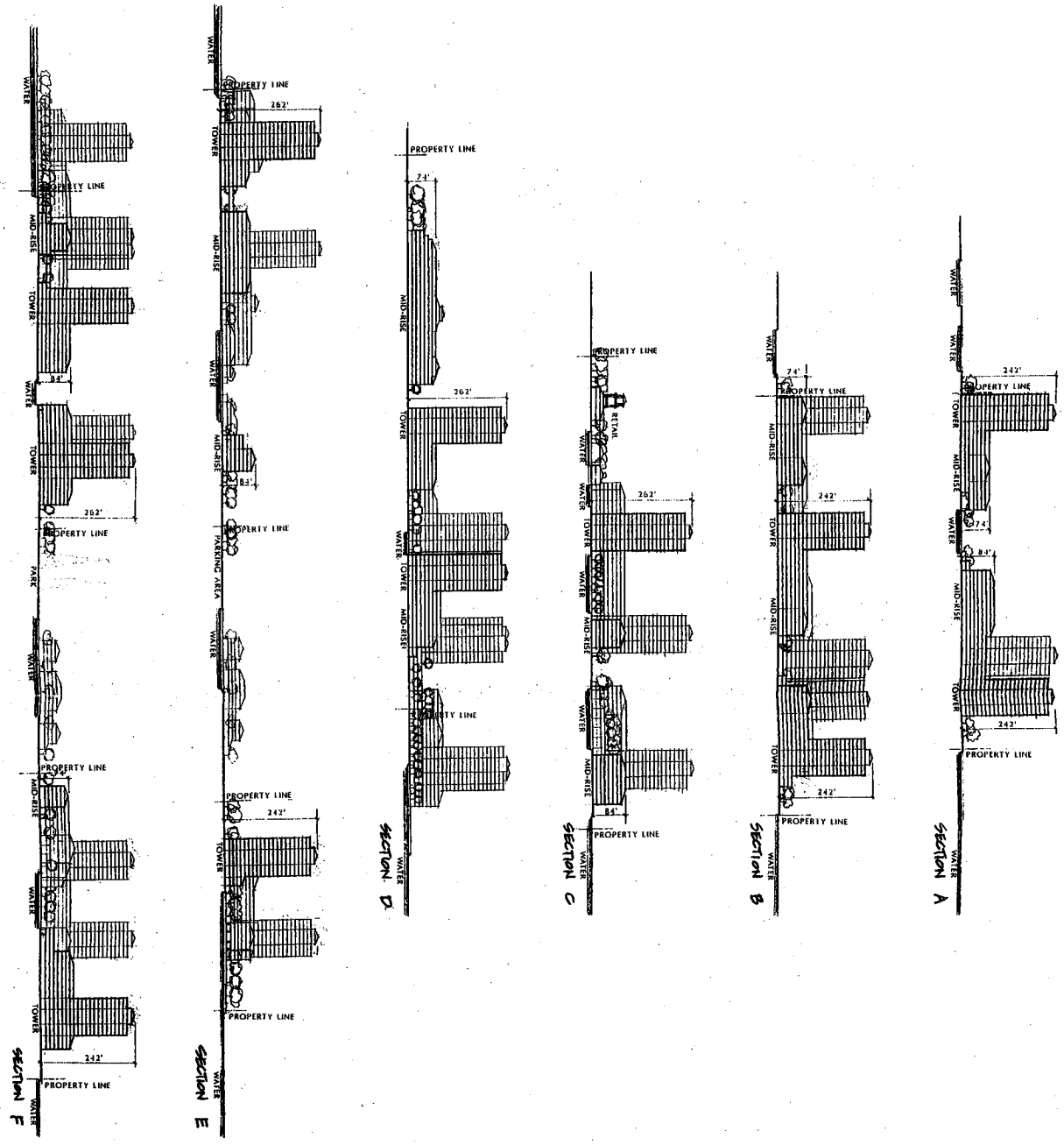
ELEVATION AT SOUTH PARCEL CANAL LOOKING NORTH TOWARDS RESTAURANT

0 50
Scale in feet

SOURCE: Sandy & Babcock International ■ Architecture ■ Planning

Figure 3.5

# PROPOSED TYPICAL ARCHITECTURAL ELEVATION

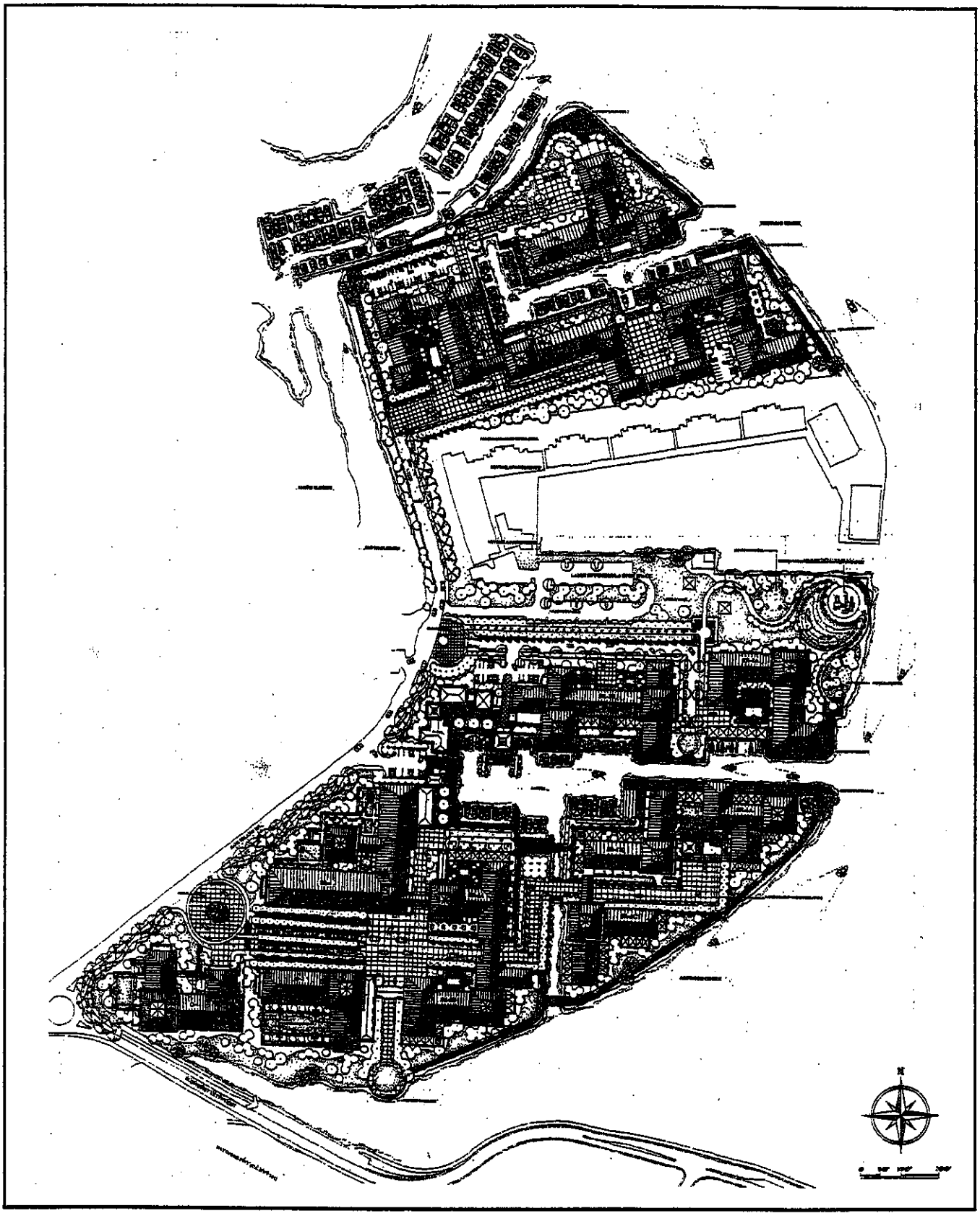



SOURCE: Sandy & Babcock International ■ Architecture ■ Planning

**NOTE:** Section labels (A-F) correspond with labels on Figure 3.4.

Figure 3.6

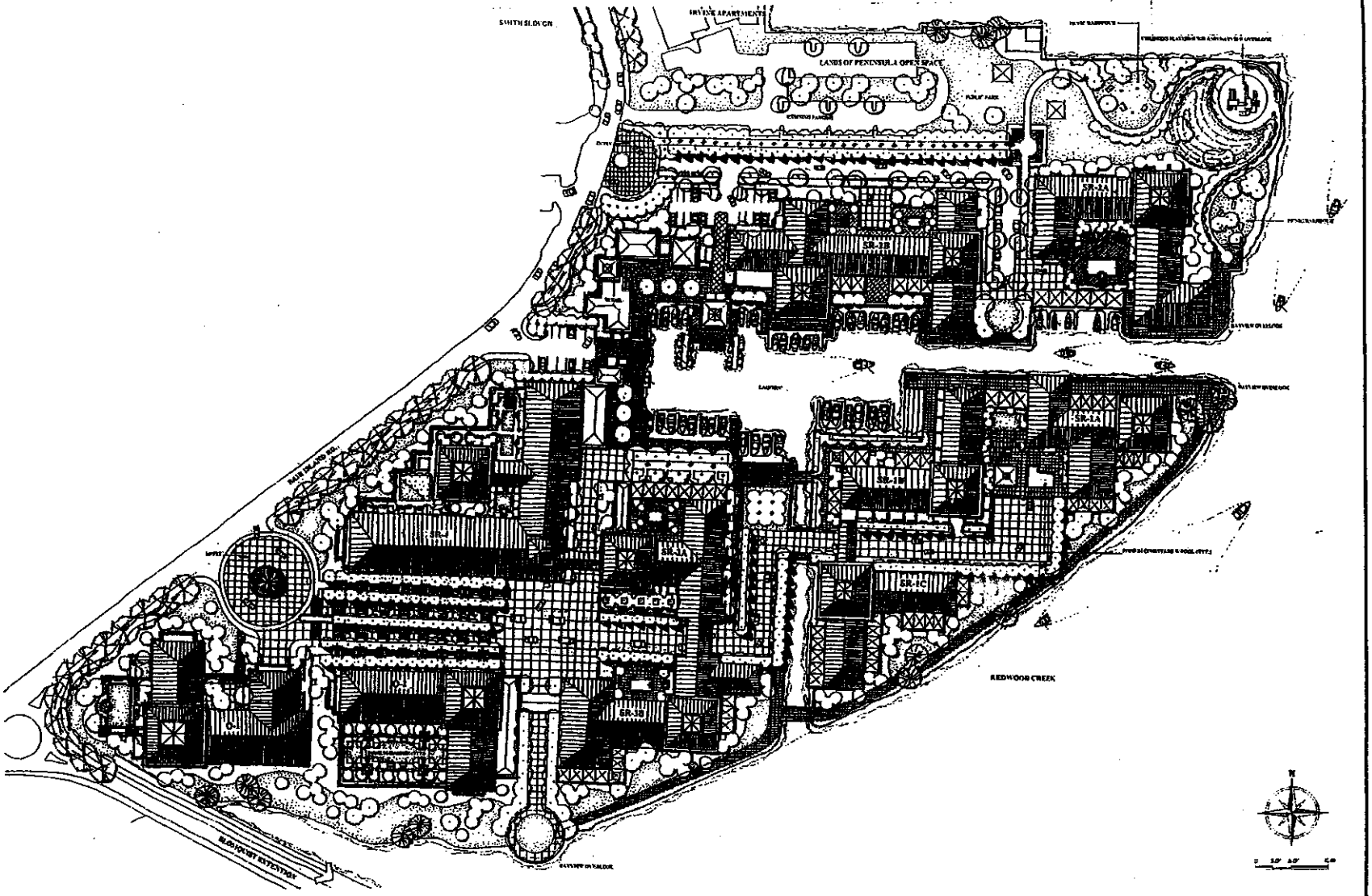
PROPOSED TYPICAL ARCHITECTURAL SECTIONS



SOURCE: Sandy & Babcock International ■ Architecture ■ Planning

Figure 3.7

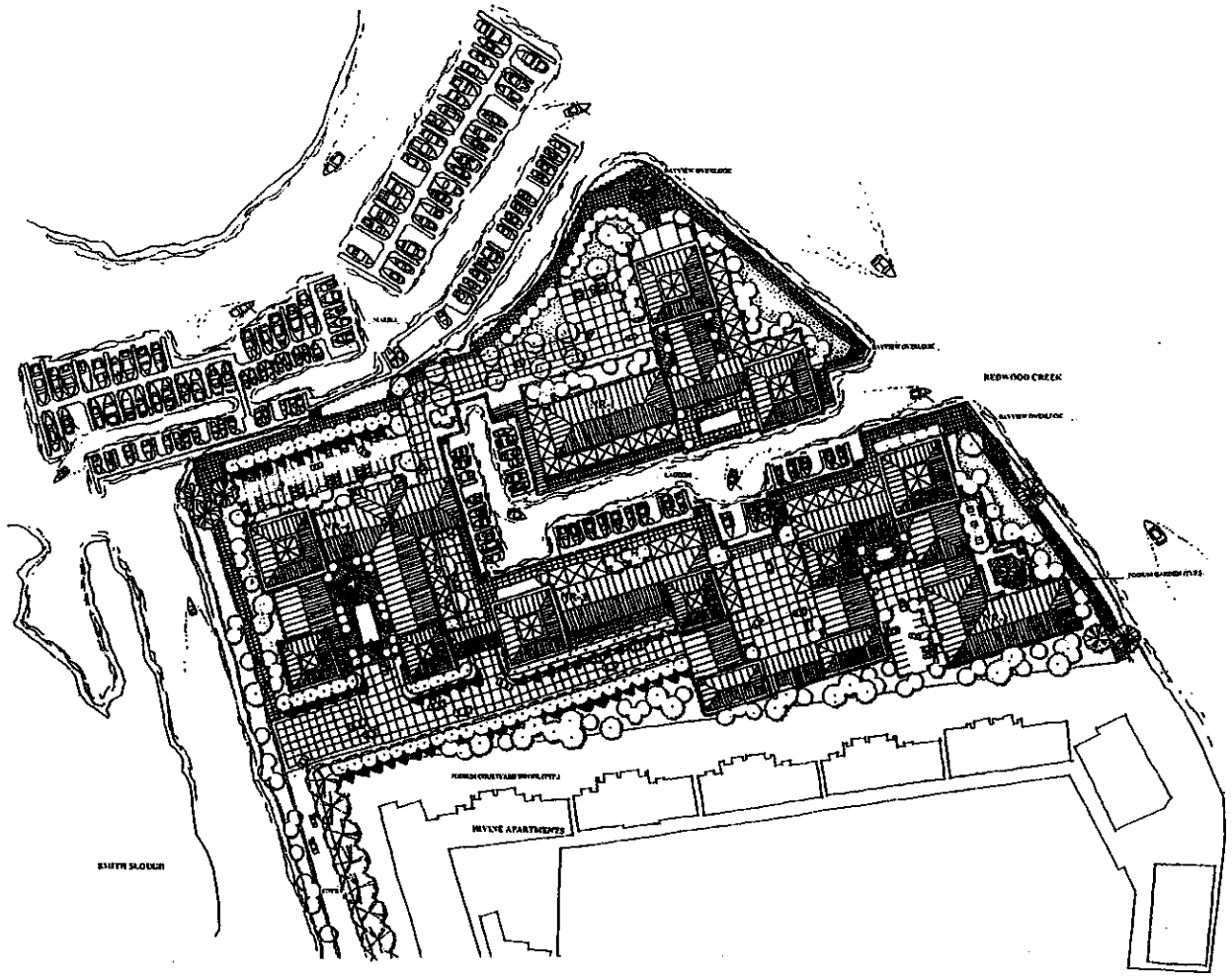
# PROPOSED OVERALL LANDSCAPE PLAN




SOURCE: Sandy & Babcock International ■ Architecture ■ Planning

Figure 3.8

# PROPOSED PENINSULA MARINA SITE AND LANDSCAPE PLAN




SOURCE: Sandy & Babcock International ■ Architecture ■ Planning

Figure 3.9

# PROPOSED PETE'S HARBOR SITE AND LANDSCAPE PLAN

A planned secondary roadway access to the project site and vicinity, the Blomquist Street Extension across Redwood Creek, has received the necessary jurisdictional federal, state, and City approvals and is partially funded (see EIR chapter 7, Transportation and Circulation); the construction of the roadway extension would occur independently of the proposed Marina Shores Village project.

Within the project site, vehicular access would be provided for via various entry points off Bair Island Road, including two main entry courts on the Peninsula Marina property, as illustrated on Figure 3.10.

(b) Shuttle Bus System. The applicant is proposing to establish, in cooperation with SamTrans, a shuttle bus system connecting the project via downtown Redwood City to the CalTrain station and El Camino intraregional transit corridor approximately 1.5 miles southeast of the project site. Based on the applicant's conversations with a representative of SamTrans,[5] a transit shuttle program for Marina Shores Village could be designed as a single shuttle bus with a roundtrip route that would take approximately 30 to 35 minutes, as follows:

(1) Pete's Harbor property (start)--three stops (plus optional stop at "Villas at Bair Island");

(2) Peninsula Marina property--four stops at residential buildings, one stop at office building;

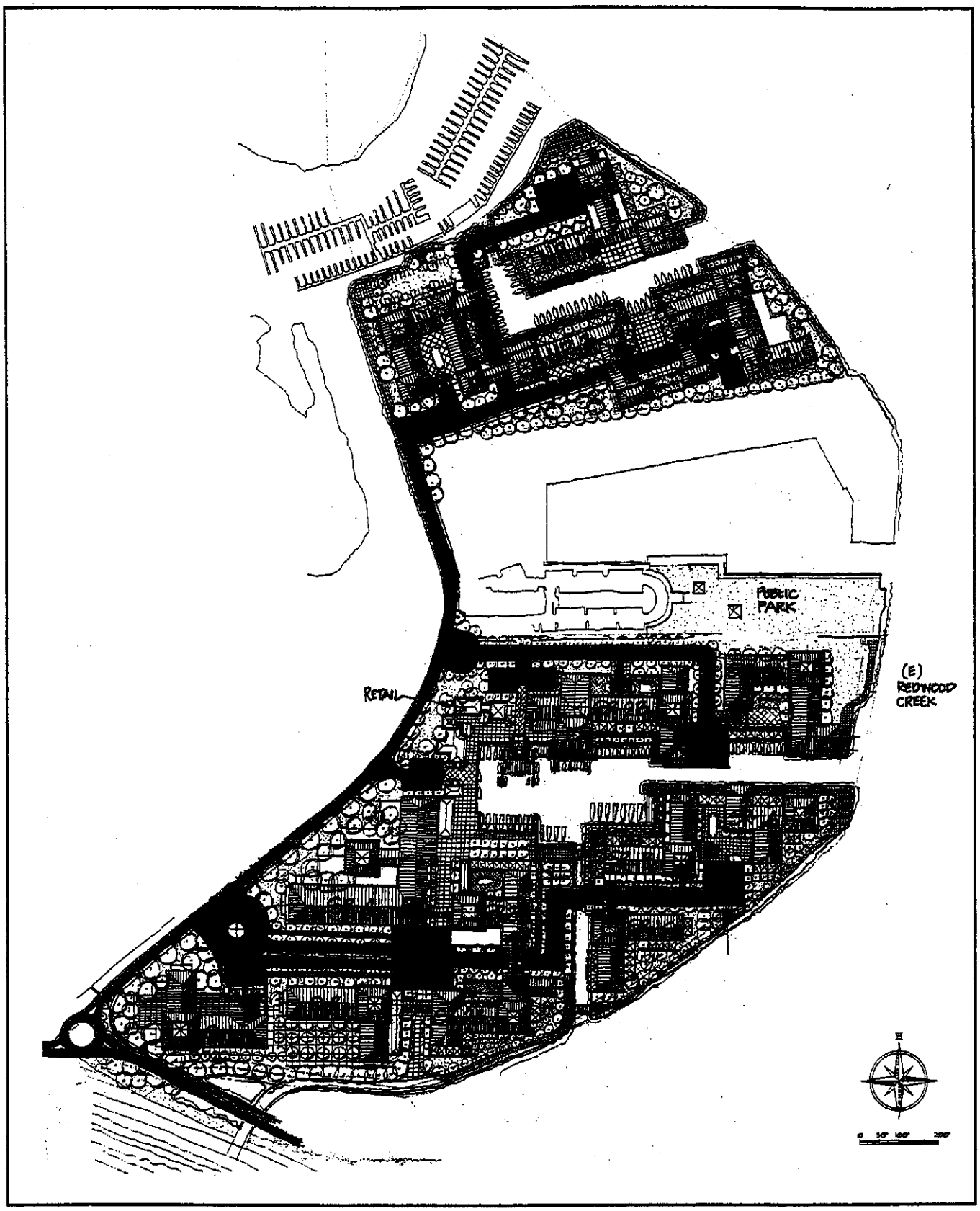
(3) Surface streets to Sequoia CalTrain Station (Bair Island Road to East Bayshore Boulevard to Whipple Avenue to Veterans Boulevard to Jefferson Avenue to Middlefield Road into Sequoia Station lot); and

(4) Surface streets returning to Marina Shores Village.

Further details regarding the potential shuttle program are included in chapter 7 (Transportation and Circulation) of this EIR.

(c) Boat Circulation. Water access to the reconfigured marina areas would continue to be via Redwood Creek and Smith Slough. The outer marina at Pete's Harbor is situated on land owned by the State of California and is subject to a State Land Commission land lease that expires in June 2033; no reconfiguration of this outer marina is proposed as part of the Marina Shores Village project. A "flushing channel" connection between Peninsula Marina and Redwood Creek is proposed with the project for tidal flushing and water quality management purposes (see subsection 3.4.6[d] for more details). The flushing channel would not be accessible to boats due to the low elevation of the pedestrian bridges crossing the channel.

[5] *Transit Shuttle Program Between Marina Shores Village and CalTrain (Redwood City)*, Tim Ridner, Glenborough-Pauls, LLC, November 18, 2002.




SOURCE: Sandy & Babcock International ■ Architecture ■ Planning

Figure 3.10

# PROPOSED ON-SITE CIRCULATION PLAN

(d) Emergency Access. Emergency vehicle access to the project site would be provided via Bair Island Road. Emergency access lanes would extend onto the project site from Bair Island Road, as illustrated on Figure 3.10.

(e) Pedestrian and Bicycle Circulation. Figure 3.10 also illustrates a proposed pedestrian/bicycle circulation plan for the project site. On-site pedestrian and bicycle circulation would be routed through the public street system as well as along a series of separate public pathways connecting the project residential and commercial areas with the various public areas on the project site, including the perimeters of the marinas and the flushing channel, and the shorelines of Redwood Creek and Smith Slough. These pedestrian and bicycle circulation paths would be designed to comply with City of Redwood City requirements.

(f) Proposed Link to Planned Bay Trail Extension. The proposed alignment of an ABAG-planned extension of the San Francisco Bay Trail traverses the southern edge of the project site, as illustrated on Figure 4.4 in chapter 4 (Land Use) of this EIR. The proposed extension alignment starts north of the project site, at the terminus of the existing Bay Trail segment in San Carlos near Mariner Park, passes around San Carlos Airport along the levee adjacent to U.S. 101, skirting the edge of the Bair Island National Wildlife Refuge along the southwestern edge of the project site, and continues along East Bayshore Road to connect with the existing Bay Trail segment in the San Francisco Bay National Wildlife Refuge in Menlo Park.

The project applicant intends to accommodate this planned Bay Trail extension. Two alternative locations have been suggested by the applicant for the Bay Trail extension through the project site: "scenario 1" along the PG&E easement, adjacent to the Bair Island Wildlife Refuge and north of the Marina Pointe townhouses, or "scenario 2" along East Bayshore Road. As shown on Figure 4.4, the planned trail extension would continue beyond the project site, south across Redwood Creek via the existing pedestrian-bicycle bridge, and along East Bayshore Road where it would join with the proposed Blomquist Extension. Under applicant-suggested "scenario 1," Bay Trail users would utilize either Bair Island Road or cross Bair Island Road and utilize a sidewalk on the project site, which would then extend approximately 1,500 feet south to East Bayshore Road and the Blomquist Extension. This sidewalk segment of the Bay Trail would include two curb cuts on Bair Island Road, both of which would be marked for pedestrians and provide vehicular access to the proposed project. Under "scenario 2," Bay Trail users would cross Bair Island Road and continue along East Bayshore Road and then the Blomquist Extension.

In addition, the proposed project pedestrian and bicycle access system would provide opportunities for Bay Trail users to exit the trail and access the grounds of the proposed project, including the project waterfront access points, as indicated on Figure 3.11; however, the project grounds are not anticipated to be part of the Bay Trail.

### 3.4.4 Proposed Parking

Proposed project parking provisions are listed in Table 3.5. The table tabulates the number of surface and structured parking spaces proposed, based on the site plan and parking calculations prepared by the project architect for this EIR. As shown, the project includes an initially proposed total of 5,120 on-site parking spaces. Approximately 90 percent of the 5,120 parking space total would be located in the above-grade parking podiums incorporated into the residential and office buildings--i.e., no building would operate solely as a parking structure. Surface parking designated for visitors to the residences (approximately ten percent of the total residential spaces) would be located in clusters throughout the site, with some on-street curbside parking along internal residential streets. In addition, the office complex would include visitor parking situated on surface lots and in the office parking structures. Chapter 7 (Transportation and Circulation), subsection 7.3.12, of this EIR evaluates proposed project parking provisions in detail.

### 3.4.5 Proposed Site Grading, Drainage, and Foundations

(a) General Grading Approach. The project site would be graded to prepare the proposed development areas for construction. All existing buildings, structures, marina improvements, paving, hardscape, and other on-site improvements would be demolished and removed. Demolition debris would be removed by truck and/or barge.

According to a preliminary geotechnical investigation completed for the project,[6] the site's existing subsurface consists of roughly 5 to 9.5 feet of fill over approximately 8 to 22 feet of Bay mud. Prior to 1955, the Pete's Harbor property was largely marshland; the current property was created through dredging and filling.[7] Borehole investigations conducted on-site in May 2001 indicated groundwater depths ranging from 3.0 to 8.5 feet below the ground surface.

Site grading would be designed to provide surface drainage to an underground drainage system. Finished grades along the shoreline, as well as first-floor habitable space, would be elevated to conform with City of Redwood City flood control standards. The bottom floor of the proposed parking structures would be located just above the groundwater elevation.

Soils excavated to construct the parking structures would be used as on-site fill, as would the soils removed for underground drainage improvements.

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[6] *Preliminary Geotechnical Investigation, Bair Island Project*, Treadwell & Rollo, June 21, 2001.

[7] Pete and Paula Uccelli, owners, Pete's Harbor, *Bair Island Specific Plan Stakeholder Interviews*, ROMA Design Group, January 17 and 18, 2001.

Table 3.5
PROPOSED PARKING PROVISIONS

| Proposed Land Use | Structured Parking (spaces) | Surface Parking (spaces) | Total |
|---|---|---|---|
| Peninsula Marina Property: | | | |
| Residential | 2,270 | 324 | 2,594[1] |
| Commercial | 1,186 | 74 | 1,260[2] |
| Subtotals: | 3,456 | 398 | 3,854 |
| Pete's Harbor Property: | | | |
| Residential | 1,087 | 179 | 1,266[1] |
| Subtotals: | 1,087 | 179 | 1,266 |
| **TOTALS** | **4,543** | **577** | **5,120** |

SOURCE: Sandy & Babcock International, October 2001.

[1] The total number of residential parking spaces equates to 2 spaces per residential unit (3,860 spaces ÷ 1,930 units = 2 spaces/unit). The Redwood City Zoning Ordinance (Article 30) requires 2.25 spaces per multifamily residential unit; alternatively, parking requirements can be formulated as part of the Precise Plan approval process for the proposed project.

[2] The total number of commercial parking spaces equates to 1 space per approximately 248 square feet of commercial floor area (312,000 square feet ÷ 1,260 spaces = 1 space/247.6 square feet). The Redwood City Zoning Ordinance (Article 30) requires various commercial parking provisions, based on the specific commercial uses proposed (e.g., business office, personal service, retail store, restaurant), which have not yet been specifically identified for the proposed project.

(b) Marina Reconfiguration. The existing marinas would be reduced in size (as described in more detail in subsection 3.4.6 below). The project applicant proposes driving permanent steel sheet piles along the new edges of the reconfigured marinas, with imported fill used to backfill the sheet piles.

(c) Flushing Channel Construction. A new flushing channel would also be constructed for tidal flushing and water quality management purposes. The channel would connect the reconfigured Peninsula Marina with Redwood Creek, and would be excavated to the same depth as the existing Peninsula Marina; soils excavated for the channel would be used as on-site fill. The proposed flushing channel is further described in subsection 3.4.6(d) below.

(d) Building Foundation Approach. Acknowledging that the proposed project development on fill over Bay mud would produce settlement, the applicant anticipates that, following common practice for Bayfront development, building foundations would be pile-supported, and exterior slabs and ramps would be hinged to the pile-supported building foundations in order to accommodate differential settlement. Project grading aspects are described and evaluated in more detail in chapter 11 (Soils and Geology) of this EIR.

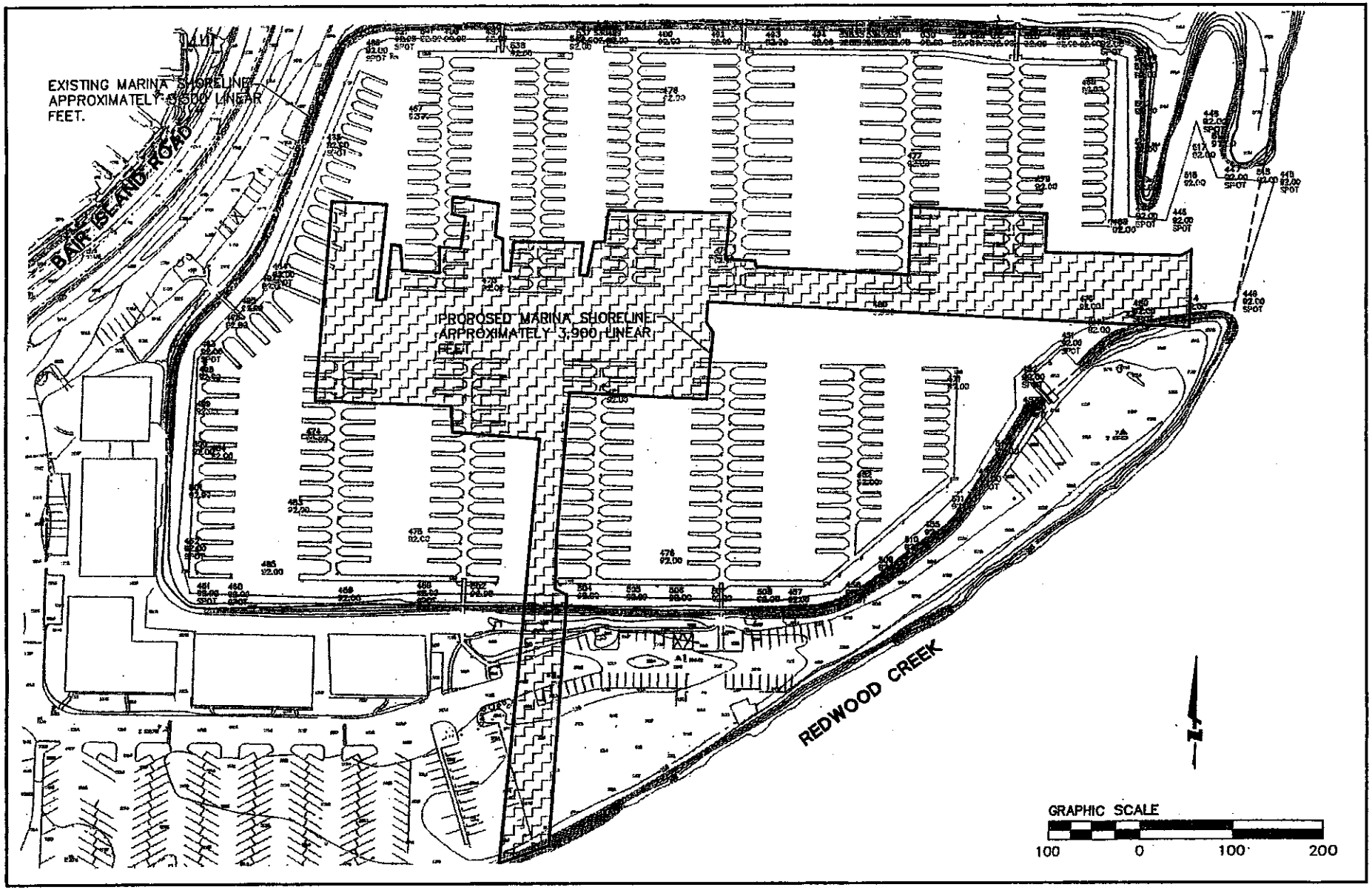
### 3.4.6 Proposed Marina and Creek Shoreline Modifications

(a) Redwood Creek and Smith Slough Shorelines. Excluding the inner shorelines of the existing marinas, the existing shorelines of the project site along Redwood Creek and Smith Slough on the Peninsula Marina and Pete's Harbor properties consist of sloped embankments of approximately 2,500 linear feet and 2,200 linear feet, respectively. Using a sea level elevation of 100 feet as a reference point, the existing top-of-bank (i.e., at water's edge) elevations range from approximately 105 feet to 109 feet.

The proposed project design includes the extension of these creek and slough shoreline slopes to create a uniform shoreline elevation in accordance with City of Redwood City flood control standards. The modifications are intended to improve protection against erosion and flooding.

At this preliminary point in the project design, the applicant anticipates that slope protection along these existing creek and slough shoreline edges would consist of rock riprap (i.e., a loose assemblage of broken rocks), with the extent of riprap placement based on a field assessment of existing slope protection adequacy. In addition, as explained below, the existing embankment would be elevated to form a berm beside the proposed shoreline walk.

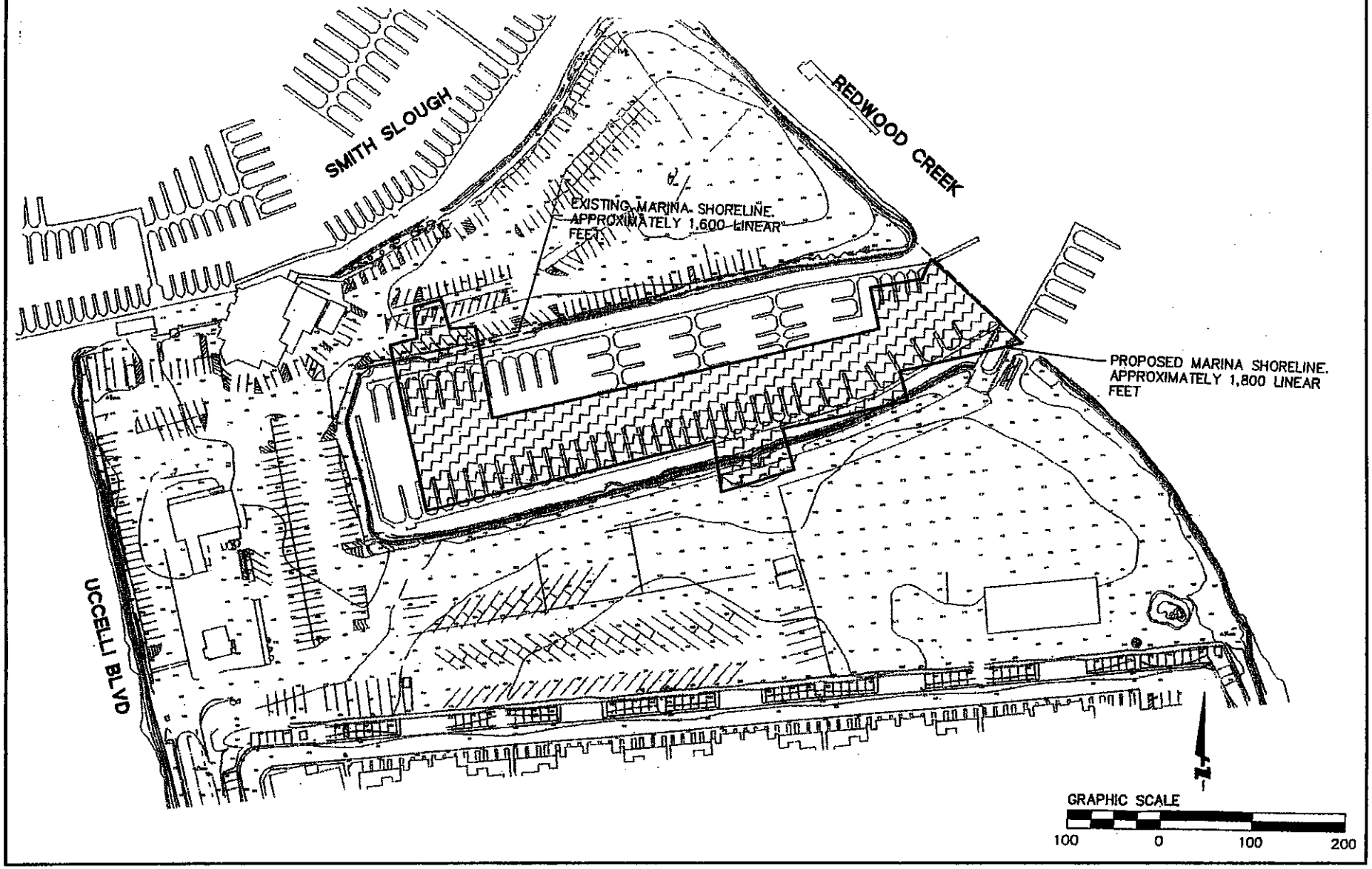
(b) Marina Shorelines. Figures 3.11 and 3.12 illustrate the existing and preliminary proposed configurations of the two marinas. Bulkhead walls would be constructed to retain the earthen fill required to reconfigure the marinas. The bulkheads would consist of steel sheet piles, possibly with horizontal tie-back bars. Decorative paved pedestrian walkways would surround the interior marinas.




SOURCE: Brian Kangas Foulk

Figure 3.11

# EXISTING AND PROPOSED MARINA--PENINSULA MARINA




SOURCE: Brian Kangas Foulk

Figure 3.12

# EXISTING AND PROPOSED MARINA--PETE'S HARBOR

All existing Inner Pete's Harbor marina docks, slips, and pilings would be removed (for Peninsula Marina, this process was completed in November 2001). The removed debris would be transported from the project site by barge for recycling.

The project proposes the reduction and reconfiguration of the two marinas as follows:

- Peninsula Marina (see Figure 3.11)--from approximately 14.10 acres and 3,500 interior linear feet (no slips currently exist), to approximately 3.80 acres, 3,900 interior linear feet, and 50 to 60 slips, including several public, short-term (i.e., less than five hours) slips near the retail plaza; and

- Inner Pete's Harbor (see Figure 3.12)--from approximately 2.90 acres, 1,600 interior linear feet, and 116 slips to approximately 1.66 acres, 1,800 interior linear feet, and 30 to 40 slips.

Outer Pete's Harbor and its 147 existing slips would remain intact.

(c) Live-Aboards. No live-aboard tenants would be permitted in any of the slips in Peninsula Marina or Pete's Harbor.

(d) Flushing Channel. A flushing channel of approximately 450 feet by 30-to-50 feet would be constructed to connect Peninsula Marina with Redwood Creek to the south (see Figure 3.11) for water quality management purposes. This channel is intended to promote tidal flushing and improve water quality in the marina; due to the low elevation of its pedestrian bridges, the channel would not be navigable by boat. Periodic maintenance or dredging of the flushing channel could be required to maintain the desired level of tidal flushing.

### 3.4.7 Proposed Infrastructure Provisions

The project would require the following water and sewer facilities and other infrastructure modifications:

(a) Water Facilities. The City of Redwood City Public Works Services Department is responsible for operating the existing local water distribution system in Redwood City. The municipal water system serving the project vicinity includes an 8-inch concrete line in Uccelli Boulevard (the northwest edge of the project site) and a 10-inch concrete line in Bair Island Road (the southwest edge of the project site). These two water lines connect to the City's main water system via a 12-inch concrete line crossing under U.S. 101 at the intersection of Bair Island Road and East Bayshore Boulevard. Development of the proposed project would require new water lines and adequate on-site emergency water storage. Project water service aspects, including issues of water supply, are described in more detail in chapter 10 (Infrastructure and Public Services), section 10.1 (Water Service), of this EIR.

(b) Sewer Facilities. The local sewage collection system serving Redwood City is owned and operated by the City. The municipal collection system in the project vicinity consists of an 8-inch vitrified clay pipe (VCP) line in Uccelli Boulevard (the northwest edge of the project site) and a 10-inch VCP line in Bair Island Road (the southwest edge of the project site), which also serve East Bayshore Boulevard. These two lines connect to a 15-inch municipal line that begins at the intersection of Bair Island Road and East Bayshore Boulevard, then crosses under U.S. 101 in a steel sleeve. The sewage from the 15-inch line is conveyed through increasingly larger municipal lines (27-inch and 48-inch) until it reaches a 66-inch welded steel pipe that leads to the South Bayside System Authority (SBSA) pump station located on Maple Street. The SBSA is in the process of expanding its treatment plant as approved by the Regional Water Quality Control Board. Development of the proposed project would require new sewer lines and upgraded facilities. Project sewer service aspects are described in more detail in chapter 10 (Infrastructure and Public Services), section 10.2 (Sewer Service), of this EIR.

(c) Drainage Facilities. Stormwater runoff from the project site currently flows directly into the marinas, Redwood Creek, and Smith Slough. The project applicant anticipates that stormwater runoff from the proposed project would be collected in an on-site subsurface storm drainage system, and would continue to be discharged from that system directly into these waterways. Project storm drainage aspects are described in more detail in chapter 11 (Hydrology and Water Quality) of this EIR.

### 3.4.8 Proposed Project Management

The following project management information was provided by the applicant to indicate how the project would be operated.

- The residential component would be managed through a homeowners association. The association would have an office within the confines of the residential development, most likely near the retail area's public plaza.

- The office component would be managed through the developer and/or owner of the office component. Most likely, a professional on-site manager would lease and manage the building(s).

- The retail component would be managed by the developer and/or owner of the retail component. Most likely, a third party professional manager would lease and manage the retail space. It is anticipated that the retail manager would have an office off-site.

- The marinas would be managed by the homeowners association. Most likely, a professional manager would manage and maintain the marinas, with an office at the homeowners association.

## 3.5 ANTICIPATED PROJECT CONSTRUCTION SCHEDULE

The project applicant anticipates that the project would be developed over a period of approximately ten years. The applicant anticipates that the office and retail components of the project would be developed after construction of a substantial portion of the Peninsula Marina residential development, and before completion of the Pete's Harbor residential development. The initial construction dates for project components and ultimate construction sequence for the entire proposed project would ultimately depend on market conditions.

## 3.6 REQUIRED JURISDICTIONAL APPROVALS

### 3.6.1 City of Redwood City Approvals

Implementation of the proposed Marina Shores Village project would require the following approvals from the City of Redwood City:

(a) Certification of the final environmental impact report (FEIR) for the proposed project;

(b) Approval of a General Plan Amendment (GPA) in order to permit residential uses on the Peninsula Marina portion of the project site and create a new high-density residential designation that would allow development of the residential portion of the project at an average density as high as 65 dwelling units per acre;

(c) Approval of a Precise Plan;

(d) Possible approval of a Development Agreement (in addition to the Precise Plan);

(e) Design Review (Architectural) Permit approval;

(f) Subdivision map review and approval;

(g) Improvement plan review and approval;

(h) Grading permit approval;

(i) Building permit approval; and

(j) Various water and sewer hook-up permit approvals.

### 3.6.2 Other Required Approvals and Consultations

The project is also expected to require approvals from the following trustee and responsible agencies:

(a) City/County Association of Governments of San Mateo County (C/CAG) (in both its designated role as the County's Congestion Management Agency and Airport Land Use Commission);

(b) San Francisco Bay Conservation and Development Commission (which is authorized to control Bay filling and dredging and Bay-related shoreline development on lands within its jurisdictional boundary, including a 100-foot band along the Uccelli Boulevard edge of the Pete's Harbor property--see Figure 8.1 in chapter 8 of this EIR);

(c) The San Francisco Regional Water Quality Control Board (certification responsibility under section 401 of the Clean Water Act);

(d) State Lands Commission (trustee agency) (possible permit authority for land at the outer edge of Pete's Harbor owned by the State and subject to a State Lands Commission land lease);

(e) State Department of Fish and Game (trustee agency) (including a possible stream alteration agreement for proposed modifications to the Smith Slough and Redwood Creek shorelines);

(f) Caltrans (encroachment permit approval for utility line extensions under U.S. 101);

(g) U.S. Army Corps of Engineers (wetlands fill permit under section 404 of Clean Water Act permit, and possibly a river/harbor modification permit under section 10 of the Rivers and Harbors Act);

(h) U.S. Fish and Wildlife Service (consultation with Army Corps of Engineers as part of the Section 404 permit process);

(i) U.S. Environmental Protection Agency (possible review authority under section 404[b][1] of Clean Water Act);

(j) National Marine Fisheries Service (consultation with Army Corps of Engineers as part of the Section 404 permit process); and

(k) Federal Aviation Administration.

Other potentially required approvals, based on final project plans and operational characteristics, could include:

(l) State Department of Boating and Waterways;

(m) State Water Transportation Authority; and

(n) U.S. Coast Guard.