DRAFT ADDENDUM TO THE 2006 ALAMEDA LANDING SUPPLEMENTAL EIR

Master Plan Amendment for the Alameda Landing Waterfront

State Clearinghouse No. 2006012091

Prepared for
City of Alameda

June 2017

ESA

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CHAPTER 1
Background and Purpose of this Addendum

The City of Alameda, as Lead Agency, has prepared this addendum to the 2006 Alameda Landing Mixed Use Development Supplemental Environmental Impact Report (SEIR) to evaluate whether the proposed 2017 amendment to the approved Alameda Landing Bayport Master Plan requires preparation of a subsequent Mitigated Negative Declaration or subsequent EIR.

1.1 Background

In June 2000, the City of Alameda ("City") certified the *Catellus Mixed Use Development Environmental Impact Report* (**2000 EIR**) for the Catellus Mixed Use Development, pursuant to the California Environmental Quality Act (CEQA). Catellus Land and Development Company ("Catellus") was the project sponsor and master developer for the 2000 proposal.

In 2006, the City certified the *Alameda Landing Mixed Use Development Supplemental EIR* (**2006 SEIR**) (supplement to the 2000 EIR) for the second phase of development, which is known as the Alameda Landing Mixed Use Development, or commonly, Alameda Landing. The 2006 SEIR evaluated a mixed use development for Alameda Landing involving office, retail, and residential uses, and a health club instead of the previously entitled 1.3 million square feet of commercial office/research and development (R&D) space pursuant to the 2000 EIR. The City prepared and approved a 2007 addendum to the 2006 SEIR, which further considered multiple land use scenarios for Alameda Landing and modifications to the waterfront park improvements to address seismic safety. The City subsequently prepared and approved a 2008 addendum to address infrastructure fund reimbursements, project phasing, and certain construction timelines.

In 2011, the City prepared and approved an addendum to the 2006 SEIR to evaluate changes and refinements to the location and type of certain retail uses for Alameda Landing, namely the now constructed and operating Target store.

This 2017 addendum to the 2006 SEIR is being prepared to consider an amendment to the 2007 Master Plan to address the last undeveloped phase in the 2007 Master Plan, as described in detail in Section 2.3 in Chapter 2 of this document.

1.2 Purpose of this Addendum

For consideration of the proposed amendments to the approved 2007 Master Plan analyzed in the certified 2006 SEIR, this document is prepared pursuant to Public Resources Code (PRC)

Section 21166 and CEQA Guidelines Sections 15162 and 15164 (Subsequent EIRs, Supplements and Addenda to an EIR or Negative Declaration). Guidance states that "a lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary, but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." These conditions are as follows:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

    (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

    (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

    (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Section 15164(e) of the CEQA Guidelines states that "a brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR." As explained in Chapter 4 (Addendum Determination) of this document, none of the above conditions for preparation of a subsequent EIR per Sections 15162 apply to the proposed Project. Specifically, the proposed changes to the approved project, and consideration of circumstances, and available information do not meet any of the conditions described above, and therefore preparation of a subsequent EIR is not required.

CHAPTER 2
Project Description

2.1 Project Location and Context

The Alameda Bayport Landing Master Plan (**2007 Master Plan**) planning area is bound generally by the Oakland-Alameda Estuary on the north, Mariner Square Loop/Webster Street Tube on the east, Ralph Appezzato Memorial Parkway on the south, and generally 5th Street and Main Street on the east. The area encompasses properties formerly occupied by the Alameda Naval Air Station (NAS) and Fleet Industrial Supply Center (FISC) Facility and Annex in the northern part of the City.

The proposed amendment to the 2007 Master Plan (**proposed Project**) addresses approximately 39 acres of land located in the City of Alameda in Alameda County, California, located along the Alameda-Oakland Estuary across from Jack London Square (**Project site**[1]).

Nearby uses and development include retail and office uses in Mariner Square Loop and Webster Street and the Webster and Posey Tubes to the south and east, the 287-unit TRI Pointe Homes residential development and College of Alameda to the south, Bay Ship and Yacht shipyard to the west, and the Oakland/Alameda Estuary to the north. Regional access to and from the 2007 Master Plan planning area and the Project site is provided via the Webster and Posey Tubes, which connect Alameda to the City of Oakland immediately south of Interstate 880 (I-880).

2.2 Approved 2007 Master Plan

The 2007 Master Plan established Sub-Area development programs for each phase of the Master Plan planning area. Development of the first phase, *Bayport Neighborhood*, was completed in 2010 and is comprised of approximately 87.6 acres located southwest of the Project site. It is currently developed with approximately 586 residential units, the Ruby Bridges Elementary School, and Bayport Park, a seven-acre public park.

Development underway and nearly complete for the second phase is comprised of approximately 86.4 acres commonly known as the *Alameda Landing Shopping Center*. Alameda Landing abuts the Project site on the south and east, where it includes 287 residential units currently under construction by TRI Pointe Homes. The Alameda Landing Sub-Area included construction of roadway improvements to serve the shopping center and that have been fully implemented.

1 Throughout this document, the "Project site" is the approximately 39 acres addressed by the proposed amendment to the Master Plan and is part of the 215 acres referred to throughout as the "Master Plan planning area."

Development approved for the third and final phase of the 2007 Master Plan is the 39-acre *Waterfront Commercial Center*. The Waterfront Commercial Center analyzed in the *Alameda Landing Mixed Use Development Supplemental EIR* (**2006 SEIR**) included:

- 400,000 square feet of waterfront employment, business, research and development and other non-residential uses, including 13,000 square feet of ground floor waterfront retail; and
- an 8-acre public waterfront park with ferry/water shuttle landing, kayak launch at the foot of 5th Street.

No development is currently underway within the Waterfront Commercial Center Sub-Areas. A trucking company operating under a short-term lease occupies approximately 200,000 square feet of the existing warehouses.

2.3 Proposed 2017 Amendment to the 2007 Master Plan

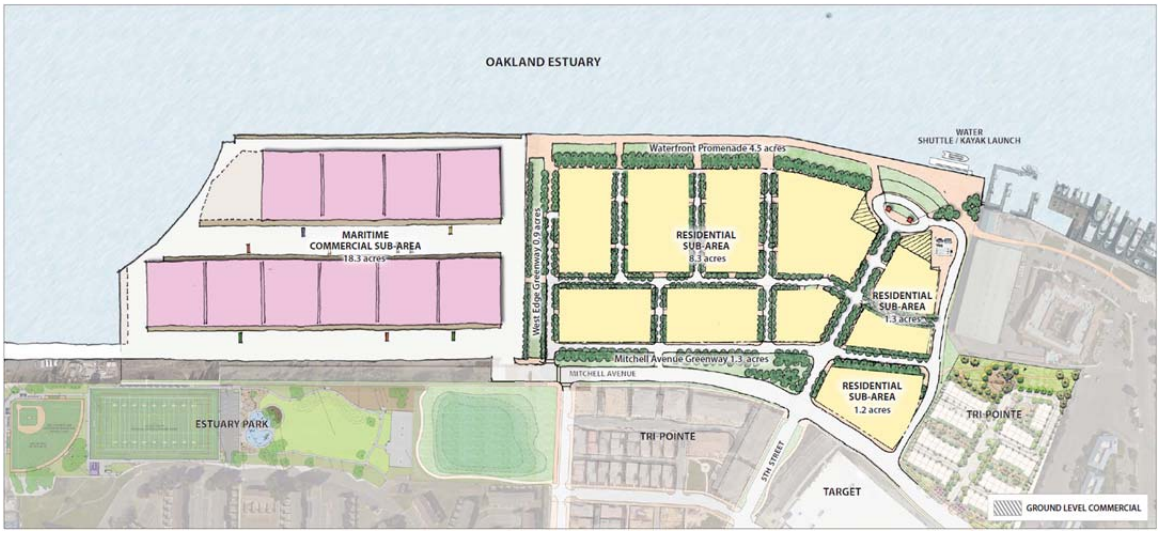
Overview of Proposed Master Plan Changes

The proposed Project addressed by this addendum is an amendment to the 2007 Master Plan to facilitate the preparation, review and approval of a mixed use development plan for the 39 acres of land that is the Waterfront Commercial Center Sub-Area, referred to in this addendum as "the "Alameda Landing Waterfront," as shown in **Figure 2-1, Proposed 2017 Amendment to the 2007 Master Plan: Alameda Landing Waterfront**. This is the last undeveloped phase of the 2007 Master Plan, with the Bayport Neighborhood completed and the Alameda Landing Shopping Center and nearby Tripoint homes nearly completed and underway, respectively.

Adoption of the proposed Master Plan Amendment is required to allow for the development of the 39 acres as follows, which modifies the approved development program presented above and is illustrated in Figure 2-1:

- 19 acres of maritime commercial and light manufacturing uses in approximately 364,000 square feet of existing waterfront warehouses;
- 13 acres of residential uses, which may include a mix of condominiums, townhomes and single family homes depending on a subsequent Development Plan to be submitted by a subsequent vertical developer; see *Residential Program,* below;
- 4.5-acre public waterfront park with ferry/water shuttle landing and kayak launch at the foot of 5th Street;
- 0.9-acre "buffer" greenbelt separating the residential from the warehouse uses; and
- 1.3-acre greenbelt along the existing segment of Mitchell Avenue.

FIGURE 2-1
PROPOSED 2017 AMENDMENT TO THE 2007 MASTER PLAN: ALAMEDA LANDING WATERFRONT



SOURCE: Catellus Development Company

Table 2-1, Alameda Landing Buildout Scenarios: 2007 Master Plan Compared to Proposed 2017 Amendment, below compares the land uses in the Master Plan Buildout analyzed in the 2006 SEIR to those currently proposed with the Master Plan Amendment, assuming the land uses envisioned for the 39 acres of the Alameda Landing Waterfront. As shown in the table, with the proposed Project, the Master Plan would result in substantially less office use that would be largely replaced with maritime commercial uses – most of which would be developed in existing underutilized warehouse structures. The change from office use to maritime commercial use results in:

- 587 fewer trips during the AM peak hour;
- 458 fewer trips during the PM peak hour; and
- 3,985 fewer daily trips.

The difference in the number of vehicle trips defines the residential capacity of the residential sub area located to the east of the maritime commercial warehouses. The specific number of allowable residential units is dependent on the type of residential units and their associated trip generation rates, as defined by the Institute of Transportation Engineers (ITE). The specific number of units permissible will be determined at the time that a Development Plan for the residential area is reviewed at a public hearing by the Planning Board. Approval of a Development Plan is a discretionary decision under CEQA.

TABLE 2-1
ALAMEDA LANDING BUILDOUT SCENARIOS: 2007 MASTER PLAN COMPARED TO 2017 AMENDMENT

Use	2007 Master Plan (2006 SEIR) [a]	Proposed 2017 Amendment to the 2007 Master Plan	Change
Office	390,000 sf with 10,000 sf retail	6,700 sf [b]	*-393,300 sf*
Maritime Commercial [a]	0	364,000 sf	+364,000 sf
Health Club	20,000 sf	0	*-20,000 sf*
Shopping Center/Retail	300,000 sf	300,000 sf [c]	*No change*
Residential	300 units	575-675 units [d]	*+275 to 375 units*

[a] Includes but not limited to tugboat, lightering, piloting and other marine transportation and ship assist services; maintenance, repair and construction of ferries, submersibles, and other vessels and/or their components; ship chandleries; maritime and other primarily commercial supply; waterfront and water-oriented uses

[b] Second floor over retail, already constructed.

[c] 291,000 square feet already constructed.

[d] 287 units already constructed or under construction; remaining allocation dependent on type of residential unit/trip generation rates

SOURCE: 2006 SEIR; City of Alameda, Planning

Alameda Landing Waterfront: Maritime Warehouse Reuse and Residential Variant

The proposed Master Plan Amendment would allow the City to consider and approve a Development Plan (as referenced above) for a "Maritime and Residential Variant" that will facilitate the reuse and revitalization of the Alameda Landing Waterfront, as illustrative in Figure 2-1. The Master Plan Amendment would incorporate this Variant as an option for development to the already approved land uses for the Sub-Area.

Reuse of Existing Maritime Warehouses

Under this Variant, the land use program would be required to include reuse and rehabilitation of at least 364,000 square feet of existing maritime warehouses. The existing structures and lands may be occupied by uses consistent with the CM Commercial Manufacturing Zoning District, including a variety of maritime commercial uses.[2] Given that new uses would be located in existing structures (to be rehabilitated for reuse) near residences, updates to the Master Plan are warranted. For example, outdoor uses and docking facilities associated with the maritime warehouses would be subject to Conditional Use Permit approval. Also, warehouse lands and reuse and rehabilitation of the maritime warehouses for the maritime commercial uses described above would be exempt from the following established in the 2007 Master Plan:

[2] Includes but not limited to tugboat, lightering, piloting and other marine transportation and ship assist services; maintenance, repair and construction of ferries, submersibles, and other vessels and/or their components; ship chandleries; maritime and other primarily commercial supply; waterfront and water-oriented uses.

- Master Plan requirements for streets, access drives, public access and circulation (including pedestrian and bicycle access and internal circulation), parks and open space, recreational and other public facilities, landscaping, and Waterfront Promenade requirements of the Master Plan, the 2007 Waterfront Promenade Development Plan, and the Site-Wide Landscape Development Plan.
- Master Plan requirements for views and view corridors.
- Master Plan requirements for retail, restaurant, entertainment, and personal and consumer-oriented business services, visitor-serving or water-oriented uses; for vertical mixed use or second floor uses; for each Sub-Area to contain a mix of uses; or of the Alameda Landing Mixed-Use Center Guidelines or the Sub-Area Development Program for Waterfront Commercial Center – Office (Sub-Area 1).
- Master Plan requirements regarding parking, loading, and service areas, provided that parking shall comply with applicable state laws regarding accessibility.
- Master Plan Sub-Area Site-Planning Guidelines for Sub-Area 1 Waterfront Commercial Center-Office, Master Plan requirements for building heights and massing, and Master Plan Architectural Concepts, except that the Reuse Building Standards shall apply.
- Master Plan requirements for the extension of Mitchell Avenue, except as necessary to provide access and utilities to the eastern boundary of the Maritime Commercial Sub-Area at the approximate location depicted above.
- Master Plan Conditions of Approval requiring submittal of Development Plan/Design Review described on page 88 and requirements for Construction plan on page 90, except that all rehabilitation activities shall be subject to Building Permit and all exterior improvements shall be subject to Design Review as described above.

Given the active maritime use in this Variant, the Maritime Commercial Sub-Area may be fenced to provide security for on-site uses and visual screening from public viewpoints.

Alterations to the appearance of the existing buildings shall be subject to Design Review pursuant Alameda Landing Municipal Code Sections 30-36 and 30-37. Development Plan review shall not be required. Conveyance parcels may be created by lot line adjustments provided that the adjustments are permitted by the Subdivision Map Act.

Exempting the maritime warehouses from the above requirements does not affect any environmental factors pertinent to the CEQA assessment addressed in this addendum, as discussed in Chapter 3 (Environmental Assessment).

Residential Development Plan

As shown in Figure 2-1, adjacent and to the east of the existing warehouses, the Warehouse Reuse and Residential Variant land use program permits residential use consistent with the R-4 Residential District use regulations. Development of the residential lands in the Variant would be

subject to Development Plan and Design Review approval. The Development Plan must demonstrate that the Variant complies with following requirements prior to approval by the Alameda Planning Board (requirements relevant to environmental effects considered under CEQA are noted with an asterisk*):

- ***Land Use Buffer Area.** Provide a minimum 50-foot wide buffer area between the maritime commercial eastern property line and the western- most residential buildings to minimize land use conflicts between the maritime commercial uses and the adjacent residential buildings. The buffer area may include roadways, landscaped areas, and recreational facilities. The buffer area shall provide public bicycle and pedestrian access from Mitchell Avenue to the public waterfront improvements.

- ***Land Use Disclosures.** Provide disclosures to all future residents of the residential area that the existing environment includes adjacent and nearby maritime manufacturing industries, the Port of Oakland, and heavy industrial uses such as Schnitzer Steel which may operate 24 hours a day.

- **Public Access.** Comply with the applicable public access and circulation (including pedestrian and bicycle access), park and open space, recreational facilities, landscaping, and Waterfront Promenade requirements of the Master Plan, including a Waterfront Promenade and Waterfront Plaza totaling 4.5 acres and a public water shuttle landing (which shall accommodate public kayak launching) and appropriate improvements to allow and facilitate public access to the waterfront and the public landing. In addition, the open space plan shall include a minimum 0.9 acre open space buffer described above and the 1.3 acre greenway along Mitchell Avenue. Prior to or concurrent with submittal of a Development Plan for the residential area, the project applicant shall submit an amendment to the approved 2007 Waterfront Promenade Development Plan. The amendment shall provide for (i) a public water shuttle landing (which shall accommodate public kayak launching) and (ii) a waterfront park construction phasing plan to ensure that the park is completed in phases concurrent with the completion of the residential units.

- **Mixed Use.** The Master Plan Sub-Area requirements for retail, restaurants, health club space, entertainment space, personal and consumer-oriented business services space, visitor-serving uses, water-oriented uses, the Waterfront Plaza Node, vertical mixing of uses, or a mix of uses shall not apply, provided that the residential development plan includes a minimum of 5,000 square feet of ground floor commercial space with 12 foot floor-to-ceiling dimensions for commercial, retail, and/or commercial recreational uses consistent with the CC Zoning District regulations facing the Waterfront Plaza and water shuttle landing or along 5th Street. Buildings with ground floor commercial space may exceed five stories. All other buildings shall be five stories or fewer in height. The ground

floor commercial space may be in freestanding buildings without a vertical mixing of uses.

- **View Corridors.** Provide view corridors from Mitchell to the north along the land use buffer area between the maritime commercial and residential subareas, and along the 5th Street corridor. The 5th Street view corridor to Broadway in Oakland shall maintain a minimum 80 foot width from building face to building face. Upon review of the Development Plan, the Planning Board may reduce required width without a Master Plan amendment, if it is determined at that time that a full 80 feet is not required for an Estuary Crossing, as described below. The 5th Street extension shall include two travel lanes, two bicycle lanes, two on street parking lanes and space for water shuttle drop-offs and kayak launch staging. Other view corridors may be provided but are not required.

- **Estuary Crossing.** Provide access for future bicycle, pedestrian, and/or transit tube or bridge to Oakland within the public rights-of-way along 5th Street and land use buffer corridors.

- **Estuary Park Access.** Provide vehicle and pedestrian access along the planned alignment of the Mitchell Avenue extension to the planned parking lot for Estuary Park. The cross section of the service road shall not exceed 25 feet in width. The service road shall be constructed by the 25th residential certificate of occupancy.

- **Bicycle Path Crossing.** Provide a safe and convenient bicycle path crossing from Bette Street across the Mitchell extension to the waterfront.

- **Affordable Housing.** Provide deed restricted affordable housing units consistent with the requirements of the Alameda Municipal Code Inclusionary Housing Ordinance.

- **Middle Income/Smaller Units:** At least ten percent of the market rate units shall be 1,200 square feet in size or less.

- **Parking.** Provide a maximum of two (2) private off-street parking spaces for each detached single-family unit and each attached single-family unit (townhome). The maximum number of private off-street parking spaces allowed for flats and low income or very low income, deed-restricted units, shall be 1.5 spaces per unit averaged over the total number of flats and deed restricted low and very low income units. Guest and visitor parking for the open space, commercial and/or recreation uses shall be provided by public on-street parking.

- ***TDM Assessments.** Impose annual assessments on each residential unit for transportation services as follows:

    - Single Family Detached home with 2 car garage: $550

- Attached Single Family home with 2 car garage: $450
- Flats with shared parking and Townhomes less than 1,200 square feet in size: $350
- All fees to increase by CPI annually and to be paid to the TMA for transit services.

- **Universal Design.** The Development Plan, Design Review, and building permit plans shall specify that at least 15 percent of the units have a ground floor bedroom, full bathroom and kitchen facilities. All ground floor living space shall include:
  - Accessible route of travel to dwelling unit from public sidewalk to the unit's primary entrance or an easily adaptable route and an accessible route of travel from garage/parking to the unit's primary entrance.
  - Minimum 32-inch clear primary entry doorway and a "no step entry" (one-half-inch or less threshold) with dual peephole and doorbell. All exterior and interior doors to meet Chapter 11a code required maneuvering clearances, hardware, thresholds, and strike side clearances
  - An accessible route of travel with a minimum 42-inch wide hallway to all bedrooms, living rooms, kitchens, and bathrooms on the primary accessible floor.
  - Rocker light switches, electrical receptacles, and environmental controls at accessible heights on the primary accessible floor.
  - Minimum required work/floor clearance of 30 inch by 48 inch in front of stove, refrigerator, dishwasher, sink, and oven, accessible countertops with a 30-inch wide workspace and/or one or more 15-inch breadboards installed between 28 and 32 inches high and under-cabinet lighting.
  - Bathroom with standard shower stall and toilet with grab bar reinforcement, removable base cabinets, lower towel racks, and accessible toilet tissue holder.

- **Housing Mix.** Provide a variety of housing types, but in no event more than 30% of the units shall be detached single family homes.

Residential Program

The number of units permitted with the Warehouse Reuse and Residential Variant would be determined upon submittal of the Development Plan for the land by the subsequent vertical developer(s). The Development Plan would include a detailed description of the types of units proposed (e.g., single family detached, attached townhomes, multifamily apartments, affordable deed restricted units, etc.), at which time the City would determine if the mix and number of

units proposed is permissible, without resulting in more trips than allowed for the 2007 Master Plan, as shown in Table 2-1.

The peak hour trips generated by a particular future residential program proposed in a Development Plan (in addition to trips generated by the non-residential uses in the Variant) would be deducted from the available trip budget remaining for buildout of the Master Plan to ensure the total trip budget for the Master Plan is not exceeded.

As described in the Master Plan Amendment, the Maritime Commercial and Residential Variant is subject to a cap on the number of daily and peak hour automobile trips, as set forth in the amendment. The amendment establishes:

1. The number of Alameda Landing trips disclosed in the 2006 Supplemental Environmental Impact Report for the 2006 Master Plan.

2. The number of trips associated with the development of the first phases of the Alameda Landing portion of the Master Plan since 2006 based on applicable trip generation rates from the Institute of Traffic Engineers (ITE).

3. The number of trips associated with reuse of the existing 364,000 square feet of warehouses for maritime commercial purposes, based on ITE trip generation rates.

4. The remaining trip budget (before the credit described in item 5 below) ("Unadjusted Trip Budget") for the final waterfront residential phase of the Master Plan.

5. A Transportation Demand Management (TDM) trip adjustment ("TDM Adjustment") will be added to the Unadjusted Trip Budget based on the performance of the Alameda Landing TDM Program, as measured by commute period ridership data provided by Alameda Landing TDM administrator. Specifically, the TDM Adjustment will be the most recent six-month average of the number of riders on the Alameda Landing Bart Shuttle during the respective two-hour morning (outbound) and evening (inbound) commute periods. For example, if over the course of six months, the Alameda Landing Bart Shuttle had an average of fifty riders during the two-hour morning commute period and an average of forty riders during the two-hour evening commute period, the TDM Adjustment would be 50 trips for the morning peak period and 50 trips for the evening peak period. The sum of the Unadjusted Trip Budget and the applicable TDM Adjustment is the "Remaining Trip Budget" for the Residential Sub-Area. The actual mix of uses in the Residential Sub-Area shall be subject to compliance with the applicable Remaining Trip Budget. In the event that, upon full buildout of the Residential Sub-Area, there are unused trips remaining within the Remaining Trip Budget (the "Unused Trips"), then those Unused Trips shall be allocated to the Maritime Commercial Sub-Area.

6. The difference between the Unadjusted Trip Budget and the applicable TDM Adjustment is the "Remaining Trip Budget" for the Residential Sub-Area. The actual mix of uses in the Residential Sub-Area shall be subject to compliance with the applicable Remaining Trip Budget. In the event that, upon full buildout of the Residential Sub-Area, there are unused trips remaining within the Remaining Trip Budget (the "Unused Trips"), then those Unused Trips shall be allocated to the Maritime Commercial Sub-Area.

CHAPTER 3
Environmental Assessment

3.1 Introduction

This chapter presents the comparative assessment of potential environmental impacts that may result from adoption and implementation of the proposed amendment to the 2007 Master Plan (proposed Project) compared to the impacts associated with the 2007 Master Plan, as analyzed in the certified 2006 SEIR, to which the City also prepared subsequent addenda. (Described in detail in Chapter 2, *Project Description*, of this addendum). The assessment in this chapter incorporates by reference the discussion and analysis of all potential environmental topics addressed in the 2006 SEIR and its addenda, as they apply. Where appropriated, this assessment addresses environmental topics and/or significance criteria that were established after preparation of the 2006 SEIR.

3.2 Overview

Summarizing from Chapter 1 (Background and Purpose of this Addendum), this assessment makes a determination for each environmental topic under CEQA of whether the proposed Project would result in a new or substantially more severe impact, change or add new mitigation measures, or make feasible any mitigation measures or alternatives previously considered infeasible. This assessment also discloses whether the proposed Project will require major revisions to the certified 2006 SEIR due to new information of substantial importance and/or substantial changes in circumstances relevant to the proposed Project.

None of the conditions requiring preparation of a subsequent EIR, per CEQA Guidelines Section 15162 are met by the proposed Project, as demonstrated throughout this chapter.[1]

3.3 Changed Circumstances and New Information

Pursuant to CEQA Guidelines Section 15162, this addendum must consider whether the proposed Project will require major revisions to the certified 2006 SEIR due to new information of substantial importance and/or substantial changes in circumstances relevant to the proposed Project. There has been minimal "new information" or "substantial changes in circumstance" relative to the proposed Project or the CEQA analysis since the 2006 SEIR, and in particular since the most recent 2011

[1] Table 4-1 in Chapter 4 (Addendum Determination) of this addendum includes all of the impacts and mitigation measures identified in this chapter.

Addendum to the 2006 SEIR. Those changed circumstances and new information of direct relevance to this addendum are as follows[2]:

Changed Circumstances

Cumulative Setting

The cumulative analysis in the 2006 SEIR is based upon buildout of the adopted General Plans of the cities of Alameda (including full buildout of the Alameda Point Preliminary Development Concept) and Oakland. Since publication of the 2006 SEIR, the buildout of land uses in Alameda and Oakland have occurred consistent with General Plans. Between 2006 and 2010, buildout occurred at a relatively slow pace due to economic conditions; between 2010 and 2017, the pace of development increased as overall economic conditions improved.

New Information

Flood Maps and Sea Level Rise

New technical information that is available since the 2011 addendum to the 2006 SEIR is that the Federal Emergency Management Agency (FEMA) completed preliminary Flood Insurance Rate Map (FIRM) updated for the County of Alameda in April 2015, and which are expected to be finalized June 2017. Information from the preliminary FIRM maps are factored into this assessment. Also new technical information available since the 2011 addendum to the 2006 SEIR are updated projections considered for sea level rise. Scientific findings of the National Academy of Science National Research Council (NRC) in 2012 projected possible ranges for San Francisco Bay sea level rise in 2050 at 5 to 24 inches and in 2100 is 17 to 66 inches. Projected ranges reported in the 2011 addendum included sea level rise in 2050 at10 to 17 inches (compared to5 to 24 inches) and in 2100 at 31 to 69 inches. This information is also factored into this assessment.

Overall, even though the 2006 SEIR may not have fully analyzed or discussed these topics, because much was known about each of these topics at the time the 2006 SEIR was prepared, as well as analyzed in its subsequent addenda, none are considered to be "new information" under CEQA Guidelines Section 15162. However, as mentioned above, each of these topics is discussed in this addendum at the level of detail appropriate to assess whether the proposed Project would have new or substantially more severe impacts in these areas compared to the effects disclosed in the previous documents.

3.4 Environmental Effects

The following discussion of each environmental topic is organized in the same sequence and title as presented in the 2006 SEIR and each subsequent addendum.

[2] Changed circumstances resulting from implementation of the first and second phases of the 2007 Master Plan (Bayport and Alameda Landing, respectively) are not considered "changed circumstances" for purposes of considering potential new or more severe effects of the Project as previously analyzed and approved.

A. Land Use

The change in land uses that would be developed on the Project site (the Alameda Landing Waterfront) as a result of the proposed Project (the Master Plan Amendment) are described in Chapter 2 (Sections 2.2 and 2.3) of this addendum. Residential use was not previously considered on the Project site. Also, the proposed Project also introduces maritime commercial and light manufacturing uses within the existing waterfront warehouses; these uses include but are not limited to marine transportation and ship assist services; maintenance, repair and construction of water vessels and/or their components; ship chandleries; maritime and other primarily commercial supply; as well as general waterfront and water-oriented uses. The proposed maritime commercial and light manufacturing uses would generally replace the previously proposed mix of waterfront employment, business, research and development, and other non-residential uses.

The proposed Project would adhere to regulations and guidance that would avoid or reduce potential land use conflicts within the Project site with development of residential uses near the proposed maritime commercial and light manufacturing uses. For example, the future residential Development Plan required by the future developer must demonstrate compliance with the "Land Use Buffer" requirement for a minimum 50-foot wide, landscaped and fenced "buffer" between the residential and waterfront warehouse developments to minimize land use conflicts. The Development Plan also requires that "Existing Use Disclosures" be provided to all future residents of the residential area that the existing environment includes adjacent and nearby maritime manufacturing industries, the Port of Oakland, and heavy industrial uses which may operate 24 hours a day and generate noise, light and odors typical of such uses, including near outdoor spaces that may impact or disturb sleep and the enjoyment of outdoor spaces.

Overall, the proposed Project would not introduce land uses that would be substantially incompatible with existing uses, other previously approved development of the 2007 Master Plan, or various proposed uses within the Project site; incorporating the *Land Use Buffer* and *Existing Use Disclosure* measures as requirements through the Master Plan Development Plan process avoids potential adverse effects related to the proximity of new residential and non-residential uses. No mitigation measures are required. Land use impacts identified in the 2006 SEIR are considered less than significant. The proposed Project would not result in any new or substantially more severe impacts than identified in the 2006 SEIR, contribute considerably to cumulative effects, or add or revise mitigation measures or alternatives regarding Land Use.

B. Plans and Policies

The 2006 SEIR included a discussion regarding project consistency with applicable plans and policies adopted to protect the environment. Similar to the 2006 SEIR impact discussion, the proposed Project is consistent with General Plan policies for a mixed use redevelopment plan for the Master Plan planning area that provides commercial, residential and open space land uses. The maritime warehouse development will be occupied by uses consistent with the CM Commercial Manufacturing Zoning District, and the residential uses will be consistent with the R-4 Residential District use regulations.

No aspect of the proposed Project would change the Master Plan's consistency with other applicable plans and policies, including the City of Alameda Bicycle Master Plan, Community Reuse Plan, BWIP Plan, San Francisco Bay Plan, and the San Francisco Bay Trail Plan. The siting of residential uses near maritime commercial uses would not conflict with any policies or plans adopted to protect the environment. All existing requirements and standards for protecting the environment already established in the 2006 SEIR would still apply to the proposed Project.

Overall, the Proposed Project is consistent with applicable plans and policies. The proposed Project would not result in any new or substantially more severe impacts than identified in the 2006 SEIR, contribute considerably to cumulative effects, or add or revise mitigation measures or alternatives, regarding Plans and Policies; no previous mitigation measures were identified.

C. Population and Housing

The 2006 SEIR described the anticipated changes to the City of Alameda's future resident and employee population as a result of the project. It also considered the related impacts on housing from the Master Plan. The proposed Project would introduce approximately 1,632 residents (912 more residents than the existing Master Plan) depending on the residential mix proposed in the Development Program by a future development and fewer employees due to the shift from office uses to residential uses.[3] Neither change in residents or on-site workers is substantial such that it would result in a substantially different effect on local or regional population, nor would the proposed Project be growth-inducing. Additionally, the proposed Project is located in the Naval Air Station Priority Development Area (PDA), as identified in *Plan Bay Area* (Association of Bay Area Governments and the Metropolitan Transportation Commission, 2013), the regional transportation plan that incorporates the State-mandated Sustainable Communities Strategy. The PDAs are identified by local governments and are targeted to accommodate 80 percent of the region's future housing needs.

A component of the residential unit mix that would be developed on the Project would be affordable units, which would continue to align the Master Plan with the Amanda General Plan Housing Element and the City's Regional Housing Needs Determination, as adjusted by the City of Alameda, which will allow continued consistency with the City's housing objectives for achieving the City's fair share housing need.

Overall, the Proposed project would not result in any new or substantially more severe impacts than identified in the 2006 SEIR, contribute considerably to cumulative effects, or add any mitigation measures or alternatives regarding Population and Housing; no previous mitigation measures were identified.

D. Hydrology and Storm Drainage

Impacts to storm water runoff, flooding, drainage infrastructure, and water quality were analyzed in the 2006 SEIR. Project impacts to storm water runoff, flooding, drainage, and water quality associated with the proposed Project are similar as presented in the 2006 SEIR. Although more

[3] Applies the same conservative average rate of 2.4 residents per unit applied in the 2006 SEIR.

existing structures will be reused (the maritime warehouses), the amount of impervious surface area would not change substantially with the proposed Project. Potential impacts identified in the 2006 SEIR include possible flooding hazards, degradation of water quality, discharge of contaminated ground water, and discharge of hazardous materials that could impair water quality. Implementation of the mitigation measures identified in the 2006 SEIR would reduce potential impacts to less than significant levels.

As mentioned under Section 3.3 *Changed Circumstances and New Information*, above, since preparation of the 2006 SEIR, FEMA has completed preliminary FIRM maps updated for the County of Alameda – including the City - in April 2015, and which are expected to be finalized June 2017. The Project site is within a Zone AE with a base flood elevation (BFE) elevation of 10 feet. Compared to the existing FIRM maps previously referenced for the Master Plan planning area and the Alameda Landing Waterfront, the BFE has increased by 3 feet from a BFE of 7 feet. Future development on the Project site will factor in the most current sea level rise projections discussed in Section 3.3. Although updated in recent years, the 2012 NRC projections are expanded from those reported in the 2011 addendum to the 2006 SEIR. Based on NRC, possible sea level rise range projected to affect the Project site in 2050 is 5 to 24 inches compared to 10 to 17 inches previously reported – approximately a 5- to 7-inch increase. Projected ranges for the Project site in 2100 is 17 to 66 inches compared to the previously reported 31 to 69 inches – approximately a14-inch increase.

The changes to the BFE and increased projections do not result in substantially more severe risk to the Project site than previously analyzed. The proposed Project will continue to adhere to best management practices (BMPs) regarding stormwater and flooding. Development of the proposed Project will continue to incorporate applicable flooding and water quality mitigation measures previously identified in the 2006 EIR, as amended: **Mitigation Measures HYD-1, HYD-2, HYD-3 and HYD-4**. Overall, the Proposed project would not result in any new or substantially more severe impacts than identified in the 2006 SEIR, contribute considerably to cumulative effects, or add or further revise mitigation measures or alternatives regarding Hydrology and Storm Drainage.

E. Geology, Soils, and Seismicity

The 2006 SEIR evaluated whether implementation of the 2007 Master Plan would result in potential adverse impacts related to local geology, existing soil conditions, or seismicity. The proposed Project would be constructed within the same geographic area as studied in the 2006 SEIR. Geologic, soils and seismic hazards for the proposed project would be the same as those previously identified. Potential impacts discussed in the 2006 SEIR include possible seismic hazards, land surface subsidence, and damage due to soil shrinking and swelling, and Development of the proposed Project will continue to incorporate applicable mitigation measures previously identified in the 2006 EIR, as amended, which will reduce impacts to less than significant: **Mitigation Measures GEO-1, GEO-2a, GEO-2b and GEO-3.** Overall, the Proposed project would not result in any new or substantially more severe impacts than identified in the 2006 SEIR, contribute considerably to cumulative effects, or add or further revise mitigation measures or alternatives regarding Geology, Soils and Seismicity impacts.

F. Hazardous Materials

The 2006 SEIR evaluated whether implementation of the 2007 Master Plan would result in public health and environmental issues related to hazards and hazardous materials at the Master Plan planning area, including the Project site. The proposed Project would be result in development in the Project site as previously considered, but would involve the rehabilitation and reuse of existing maritime warehouses rather than their demolition for new development. As described above under A. *Land Use*, the proposed maritime commercial and light manufacturing uses would generally replace the previously proposed mix of waterfront employment, business, research and development, and other non-residential uses. The maritime commercial and light manufacturing uses could involve more intensive use than the previous non-residential uses, however, the same previously identified mitigation measures would apply to the proposed Project, resulting in in similar potentially significant impacts associated with the use and storage of hazardous substances at the Project site. Potential impacts identified in the 2006 SEIR include various possible exposures to hazardous materials during project construction and operation, health risk due to subsurface contamination, asbestos release, and exposure to subsurface soil gases.

The same types of impacts would occur with the proposed Project, however, specific effects associated with demolition of existing maritime warehouse structures might be reduced. As also discussed under A. *Land Us*e, incorporating the *Land Use Buffer* and *Existing Use Disclosure* measures as requirements through the Master Plan Development Plan process avoids potential adverse effects related to the proximity of new residential and non-residential uses.

Overall, the same mitigation measures identified in the 2006 SEIR, as previously amended, would reduce potentially significant impacts associated with hazardous materials to less than significant: **Mitigation Measures HAZ-1a, HAZ-1b, HAZ-1c, HAZ-2, HAZ-3, HAZ-5, HAZ, 6, HAZ-7, HAZ-8, and HAZ-9.** Overall, the Proposed project would not result in any new or substantially more severe impacts than identified in the 2006 SEIR, contribute considerably to cumulative effects, or add or further revise mitigation measures or alternatives regarding Hazardous Materials.

G. Biological Resources

The 2006 SEIR evaluated biological resources that occur or have the potential to occur on the Project site or within the vicinity, and evaluated the possible Project-related impacts to these resources. Construction of the proposed Project would result in similar impacts to biological resources as those identified for the 2006 SEIR. As such, the proposed Project could impact pallid bats and western mastiff bats roosting areas, California least turn and California brown pelican foraging habitat, Pacific herring spawning habitat, as well as nesting raptors and birds. Overall, the same mitigation measures identified in the 2006 SEIR, as previously amended, would reduce potentially significant impacts associated with biological resources to less than significant: **Mitigation Measures BIO-2, BIO-3a** and **BIO-5.** The proposed Project would not result in any new or substantially more severe impacts than identified in the 2006 SEIR, contribute considerably to cumulative effects, or add or further revise mitigation measures or alternatives regarding Biological Resources.

H. Transportation, Circulation, and Parking

To assess the comparative effect of traffic from the 2007 Master Plan and the proposed amendment to the Master Plan, this analysis compares the number of vehicle trips anticipated in the 2007 Master Plan and 2006 SEIR with the number of trips that would be expected from full buildout of the Master Plan with the revised waterfront development (i.e., the proposed Project). To determine the number of vehicle trips anticipated from full buildout of the Master Plan area, this analysis calculated the total number of vehicle trips generated by those portions of the Master Plan area that are either completed or currently under construction. For the remaining undeveloped 39-acre waterfront property, this analysis assumed full use of the 364,000 square foot commercial maritime buildings by Bay Ship and Yacht, the prospective owner and operator. As shown in Table 3-1, the change from 400,000 square feet of office use to 364,000 square feet of commercial maritime use would result in a significant reduction in trips from the 39 acre undeveloped property. The table also shows that, depending on the mix of housing types of the future Development Plan, between 300 and 400 residential units might be accommodated on the remaining 14 acres of residential land without resulting in an exceedance of the vehicle trips that were approved in the 2006 SEIR on a daily basis, during the outbound AM peak period, nor in the inbound PM peak period.

The residential scenario shown in Table 3-1 is provided for informational purposes only, and is an example that does not represent an actual development proposal by an applicant.

With completion of the adjacent TRI Point Homes residential neighborhood and reuse of the 364,000 square feet of warehouse space for Bay Ship and Yacht, the future residential development may generate as many as 478 AM peak hour trips or 342 PM peak hour trips without exceeding the number of trips anticipated for the 2007 Master Plan in the 2006 SEIR. The Master Plan amendment requires a review of the residential Development Plan to ensure that the number and type of housing units proposed in the Development Plan does not generate more than the available allocation of vehicle trips remaining for the Waterfront Residential Sub Area.

When considering the residential Development Plan, the City of Alameda may also consider the vehicle trips that would be removed from the roadway network as a result of the Alameda Landing Shuttle Service. The 2006 SEIR identified significant unavoidable impacts that would occur as the result of vehicle trips from buildout of Alameda Landing, and included **Mitigation Measure T/C-8b** *Transportation Demand Management (TDM)*, that would reduce automobile trips by implementing a daily shuttle service from the site to Oakland BART. Pursuant to the 2006 SEIR Mitigation Measures, the shuttle service has been in operation since 2013; the Alameda Landing Transportation Management Association (TMA) is required to monitor services paid for by the Alameda Landing commercial tenants and TRI Point Homes residents, and to annually report on those services and ridership to the Transportation Commission and City Council. The annual reports will be available to the Planning Board when a future residential development plan is submitted to the City for review and approval.

TABLE 3-1
MASTER PLAN BUILDOUT VEHICLE TRIPS

1. 2006 Supplemental EIR Trip Estimate				AM Peak Hour			PM Peak Hour		
Land Use	**ITE Code**	**Size**	**Daily**	**Total**	**In**	**Out**	**Total**	**In**	**Out**
Single Family Detached	210	200	1,914	150	38	113	202	127	75
Low-Rise Apartments (Rental Apartments)	221	50	330	23	5	18	29	19	10
Duplexes	n/a	50	400	32	6	26	40	28	12
Office	710	400	4,404	620	546	74	596	101	495
Shopping Center	820	317.5	14,390	313	191	122	1,342	644	698
Fast Food w/Drive Through	934	2.5	1,240	133	68	65	87	45	42
Total			**22,678**	**1,271**	**853**	**418**	**2,296**	**965**	**1,331**
Internal Trips AM	*4%*			*-51*	*-34*	*-17*			
Internal Trips PM	*12.5%*						*-287*	*-121*	*-166*
Grand Total				**1,220**	**819**	**401**	**2,009**	**844**	**1,165**

2. Constructed or Under Construction since 2006				AM Peak Hour			PM Peak Hour		
Land Use	**ITE Code**	**Size**	**Daily**	**Total**	**In**	**Out**	**Total**	**In**	**Out**
Single Family Detached	210	91	866	68	17	51	91	57	34
Attached Single Family for Sale Townhomes (2 or 3 story unit w/2-car garage)	231	124	817	83	21	62	97	56	41
Stacked Flats (less than 1,200 sf.) under townhome - Universal Design	232	22	92	7	1	6	8	5	3
Affordable (deed-restricted) Units	223	48	316	14	4	10	19	11	8
Office (second floor over retail)	710	6.7	74	10	9	1	10	2	8
Target	n/a	140	7,650	275	184	91	758	372	387
Rest of Alameda Landing shopping Center	820	151	8,877	200	124	76	790	379	411
Total			**18,693**	**659**	**361**	**298**	**1,772**	**882**	**891**
Internal Trips AM	*4%*			*26*	*14*	*12*			
Internal Trips PM	*12.5%*						*222*	*110*	*111*
Grand Total				**633**	**347**	**286**	**1,551**	**772**	**780**

3. Reuse of Maritime Commercial Warehouse				AM Peak Hour			PM Peak Hour		
Land Use	**ITE Code**	**Size**	**Daily**	**Total**	**In**	**Out**	**Total**	**In**	**Out**
Warehouse	150	364	1,296	109	86	23	116	29	87
Waterfront Residential Sub Area (theoretical residential development)									
Single Family Detached	210	38	362	29	7	21	38	24	14
Attached Single Family for Sale Townhome with 2-car garage	231	105	692	70	18	53	82	48	34
Stacked Flats (less than 1,200 sf) - may be under townhome	232	0	0	0	0	0	0	0	0
Multifamily Stacked Flats For Sale (Building 3+ stories)	232	120	502	41	8	33	46	28	17
Ground Floor Commercial	820	0	0	0	0	0	0	0	0
Affordable Rental Units	223	47	310	14	4	10	18	11	8
Multifamily Stacked Rental Apartments (Building 3+ stories)	223	0	0	0	0	0	0	0	0
Total			**3,161**	**263**	**123**	**140**	**300**	**139**	**161**
Internal Trips AM	*4%*			*11*	*5*	*6*			
Internal Trips PM	*12.5%*						*38*	*17*	*20*
Grand Total				**252**	**118**	**134**	**263**	**122**	**141**

4. Unadjusted Trip Budget			**824**	**335**	**354**	**-19**	**195**	**-50**	**244**
5. TDM Trip Adjustment (estimated)						**50**		**50**	
(to be determined by most recent TDM Annual Report at time of Development Plan Submittal)									
6. Remaining Trip Budget			**824**	**335**	**354**	**31**	**195**	**0**	**224**

Therefore, this analysis determines that the Master Plan amendment ensures that buildout of the proposed Project will not generate more vehicle trips than anticipated in the 2006 SEIR for buildout of the Master Plan. Therefore, this analysis concludes that no new transportation impacts or more severe transportation impacts will occur as the result of adoption of the Master Plan amendment. The mitigation measures identified in the 2006 SEIR would remain valid and would apply to the proposed project.

I. Air Quality

As identified in the 2006 SEIR, new traffic generated by the 2007 Master Plan and new stationary source emissions would increase regional emissions of criteria pollutants beyond the BAAQMD significance standards, resulting in a significant and unavoidable impact. As discussed under H. *Transportation, Circulation and Parking*, the proposed Project would result in an equivalent or less number of automobile trips reported in the 2006 SEIR. Therefore, vehicle trip generated air quality emissions would similar or less than that previously reported however, the previously identified mitigation measures for traffic-related emissions would still be effective in reducing effects from overall Master Plan: **Mitigation Measure AQ-2**.

The construction activities associated with the proposed Project would also be similar to that analyzed in the 2006 SEIR, however, demolition of the maritime warehouses would no longer occur and the residential development would be added. The same mitigation measures identified in the 2006 SEIR, as previously amended, would reduce potentially significant impacts associated with construction air quality to less than significant: **Mitigation Measures AQ-1a, AQ-1b, AQ-1c**. The proposed Project would not result in any new or substantially more severe impacts than identified in the 2006 SEIR, contribute considerably to cumulative effects, or add or further revise mitigation measures or alternatives regarding Air Quality.

J. Noise

As discussed above for I. *Air Quality*, and identified in the 2006 SEIR, new traffic generated by the 2007 Master Plan would be similar or more than with the proposed Project. The 2006 SEIR analyzed potential impacts on the ambient noise environment caused by construction and operation of the Master Plan. It also analyzed the compatibility of proposed noise-sensitive uses, such as residences and commercial areas, with the existing noise environment. As also discussed above, the duration and type of construction activities under the proposed Project would also be similar to that analyzed in the 2006 SEIR, even though demolition of the maritime warehouses would no longer occur and the residential development would be added. The construction period noise impacts were less than significant with no mitigation required.

Potential noise impacts identified in the SEIR include possible exposure of on-site residents to unacceptable noise levels from off-site noise sources and exposure of on-site residential uses to levels of traffic noise from the 5th Street Extension, Tinker Avenue (now Willie Stargell Avenue) and the Mitchell Avenue Extension that would exceed City standards for exterior noise levels. No changes in roadways or traffic patterns would occur with the proposed Project. Noise impacts resulting from the proposed project would be reduced to a less than significant level after implementation of mitigation identified in the 2006 SEIR: **Mitigation Measures NOI-1, NOI-2 and**

NOI-3. Overall, the proposed Project would not result in any new or substantially more severe impacts than identified in the 2006 SEIR, contribute considerably to cumulative effects, or add or further revise mitigation measures or alternatives regarding Noise.

K. Public Services

The 2006 SEIR discussed potential changes in the type and extent of public services needed for the Master Plan, including police protection, fire and emergency services, schools, parks and recreation facilities, and solid waste and recycling provisions. The proposed Project would result in more residential units that analyzed in the 2006 SEIR, therefore, the proposed Project would increase the demand for public services beyond what was identified in the 2006 SEIR. The 2006 SEIR identified potential impacts including that the proposed Project could interfere with the City of Alameda's Fire Department's Disaster Response Plan and that demolition of the existing structures on the project site would result in the generation of large quantities of solid waste, which would include large quantities of potentially recyclable materials. The elimination of demolition previously proposed of the maritime warehouse structures would be reduced for the Project site, however, the impact would remain as other demolition activities are required for the Master Plan development. The mitigation measures identified in the 2006 SEIR are sufficient to mitigate the impacts of the project to less than significant levels, except for Impact PUB-3, which was determined to be significant and unavoidable: **Mitigation Measures PUB-1a, PUB-1b, PUB-1c, PUB-2, and PUB-3**. Overall, the proposed Project would not result in any new or substantially more severe impacts than identified in the 2006 SEIR, contribute considerably to cumulative effects, or add or further revise mitigation measures or alternatives regarding Public Services.

L. Utilities and Service Systems

The 2006 SEIR discussed the type and extent of utilities and service systems needed for the Master Plan, including water, wastewater, electricity and communications provisions. The proposed Project includes additional residential development and different types of non-residential uses, however, the balance of development with the proposed Project would not substantially increase demand for utilities and services beyond what was identified in the 2006 SEIR. The 2006 SEIR identified several potentially significant impacts including that the Master Plan could result in wasteful water use; wastewater from the Project areas that drain to sub- basin 64-5-2 that are rerouted into sub-basin LA2 could exceed the capacity of the existing Mitchell sewer line; asbestos dust could be released into the air and hazardous materials could contaminate pipe disposal sites; under the cumulative condition, the Master Plan still has the potential to contribute to wastewater flows which may exceed the capacity of existing estuary transport facilities and exceed the NAS Alameda's allocation at the EBMUD Water Pollution Control Plan (WPCP); and phased abandonment of the existing gas distribution lines on the project site may leave some facilities in place that present unsafe hazardous conditions. No aspect of the proposed Project would alter these findings. The mitigation measures identified in the 2006 SEIR would continue to apply to the proposed Project and reduce impacts to less than significant: **Mitigation Measures UTL-1, UTL-2, UTL-3, UTL-4 and UTL-5**. Overall, the proposed Project would not result in any new or substantially more severe impacts than identified in the 2006 SEIR, contribute considerably to cumulative effects, or add or further revise mitigation measures or alternatives regarding Utilities and Service Systems.

M. Cultural Resources

The 2006 SEIR discussed potential changes and impacts to cultural resources in the Master Plan planning area. The proposed Project would be constructed within the same area of the Alameda Landing Waterfront as identified for the 2007 Master Plan. Therefore, the proposed Project would result in similar potentially significant impacts associated with cultural resources. Potential impacts identified in the 2006 SEIR would occur if previously undiscovered cultural resources are unearthed during construction of the Project or if buried paleontological resources are discovered on the project site. Potential impacts to archaeological and paleontological resources would be reduced to less than significant levels by implementation of the mitigation measures identified in the 2006 SEIR, as amended: **Mitigation Measures CUL-1 and CUL-2**. Overall, the proposed Project would not result in any new or substantially more severe impacts than identified in the 2006 SEIR, contribute considerably to cumulative effects, or add or further revise mitigation measures or alternatives regarding Cultural Resources.

N. Aesthetics

The 2006 SEIR describes existing visual conditions at the project site and vicinity, and analyzed the potential for the Master Plan to affect those conditions. Similar to the 2006 SEIR impact discussion, the proposed Project would result in redevelopment on the Project site and the construction of new land uses that would be visually compatible with existing land uses in the vicinity. The proposd Project would have visual impacts similar to those identified in the 2006 SEIR. Potential impacts identified in the 2006 SEIR could occur if the project generated light and glare which would be visible primarily from the northern shore of the Oakland Estuary at Jack London Square, as well as from existing and proposed circulation corridors and residential areas within the City of Alameda or if the proposed project retail and office development generated light and glare which would be visible primarily from the existing USCG Housing and the existing multi-family housing. The proposed Project would not introduce any visual changes that would be aesthetically incompatible with existing uses or approved development under the 2006 SEIR. Potential visual impacts would be reduced to less than significant levels by implementation of the mitigation measures identified in the 2006 SEIR: **Mitigation Measures AES-4a, AES-4b, AES-5**. Overall, the proposed Project would not result in any new or substantially more severe impacts than identified in the 2006 SEIR, contribute considerably to cumulative effects, or add or further revise mitigation measures or alternatives regarding Aesthetics.

O. Greenhouse Gas Emissions and Climate Change

Climate change and greenhouse gas emissions were not expressly addressed in the 2006 SEIR or its subsequent addenda for reasons described in Section 3.2 *New Information and Changed Circumstances*. However, as discussed in I. *Air Quality*, above, the proposed Project would result in a similar number or less vehicle trips than that reported in the 2006 SEIR. Emissions from mobile emissions are the substantial contributor to GHG emissions, and therefore the level of emissions compared to that which would have been generated by the 2007 Master Plan would be reduced. No new impact under GHG is added with this addendum analysis, which is provide for informational purposes. Further, vehicle trip generated air quality emissions would be reduced from that previously reported however, the previously identified mitigation measures for traffic-related emissions would also be effective in reducing the effects from GHG emissions: **Mitigation Measure AQ-2**.

CHAPTER 4
Addendum Determination

4.1 Summary of Proposed Changes to the Approved Project

The 2007 Master Plan approved under the certified 2006 SEIR (and updated by its subsequent addenda) considered development of the approximately 39 acres of land referred to as the "Alameda Landing Waterfront", with:

- 393,300 square foot less office
- 364,000 square foot more maritime commercial and light industrial (including existing warehouses previously largely proposed for demolition)
- 9,000 square foot less retail
- 300 to 400 more residential units
- No health club development

No changes are proposed to the location or geographic boundaries of the Master Plan planning are the mix of land uses previously approved. The exchange of land uses proposed with the amendment would not result in peak hour vehicle trips that exceed those generated by the 2007 Master Plan in the 2006 SEIR or its addenda (see Appendix A). Peak hour trip generation would be reduced by 587 trips in the AM peak hour and by 458 in the PM peak hour. Total daily vehicle trips would be reduced by 3,985 trips.

4.2 Changed Circumstances and New Information

Summarizing from Chapter 3 (Environmental Assessment), since certification of the 2006 SEIR or its last addendum in 2001, no changes have occurred in the circumstances under which the proposed Project would be implemented that would change the severity of the proposed Project's physical impacts, as explained throughout Chapter 3. Similarly, no new information has emerged that would materially change the analyses or conclusions set forth in the 2006 SEIR.

4.3 CEQA Determination

The analysis presented in this addendum, combined with the prior 2006 SEIR (as updated by its addenda), demonstrates that the proposed Project would not result in the following, pursuant to PRC Section 21166 and CEQA Guidelines Sections 15162 and 15164:

- new significant impacts that were not previously identified in the 2006 SEIR;

- substantial increase in the severity of previously identified significant impacts in the 2006 SEIR;
- contribute considerably to cumulative effects that were not already accounted for in the 2006 SEIR;
- necessitate implementation of additional or considerably different mitigation measures than those identified in the 2006 SEIR; nor
- render feasible any mitigation measures or alternatives found not to be feasible.

No new impacts or new/updated mitigation measures have been identified for the proposed Project. As such, the impacts and mitigation measures described in the 2006 SEIR would remain valid and would apply to the proposed Project. **Table 4-1 (Summary of Impacts and Mitigation Measures – 2017 Amendment to the Alameda Landing Master Plan)** lists the impacts and mitigation measures identified in the 2006 SEIR.

Overall, the proposed Project's impacts are similar to those identified and discussed in the 2006 SEIR and its addenda, and the findings reached in the 2006 SEIR previously certified by the Planning Commission, and last confirmed by the City Council with the 2011 Addendum to the SEIR, remain valid. Therefore, no supplemental environmental review is required in accordance with PRC Section 21166 and CEQA Guidelines Sections 15162 and 15164.

TABLE 4-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measure	Level of Significance after Mitigation	Amended from the 2006 SEIR
Land Use			
LU-1: The proposed project would create generally beneficial land use impacts on the project site and in the project vicinity by developing compatible land uses, eliminating open expanses of pavement and creating a greater continuity of land use. (Beneficial)	None required.	Not Applicable	No
LU-2: The retail uses proposed as part of the project would not adversely impact existing and proposed retail development elsewhere in the City in a manner that would cause other retail areas to become blighted. (Less than Significant Impact)	None required.	Not Applicable	No
Population and Housing			
***Induce substantial unanticipated population or housing growth*.** The proposed project would add up to 539 housing units to the City's housing stock and up to an additional 1,310 persons. This residential development is consistent with the General Plan as well as Measure A. Therefore, the project's residential development would not result in substantial, unanticipated population or housing growth. The total employment generation associated with the project would be an estimated 4,600 employees. This influx of new employees would increase local housing demand by an estimated 503 to 644 new housing units. This increased housing demand is both less than ABAG's expected City of Alameda housing growth within the next five years and less than the project's residential development. Therefore any job-related housing demand growth associated with the project would have a less-than-significant impact on the City's housing stock.	None required.	Not Applicable	No
***Jobs/Housing Balance*.** The project's contribution to the City-wide jobs/housing balance would be beneficial. The project would contribute to the overall job growth for the City of Alameda.	None required.	Not Applicable	No

TABLE 4-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measure	Level of Significance after Mitigation	Amended from the 2006 SEIR
Potential Effect on the Affordability of Housing. The housing proposed as part of the project is not expected to induce substantial growth in adjacent neighborhoods beyond what has already been considered in the Reuse EIR. While the project's housing may have a beneficial impact of improving the desirability of residential life in the project's neighborhood, other non-project and regional factors will have more effect on local housing prices. Any potential impacts for the project to increase demand for affordable housing in nearby communities will be too widely dispersed to be accurately predicted. The project's impact on affordable housing in nearby communities would not represent a significant adverse impact.	None required.	Not Applicable	No
Hydrology and Storm Drainage			
Proposed Storm Drainage System and System Capacity. As stated in the 2000 EIR, no significant impacts associated with the proposed storm drainage system and system capacity would result. The existing storm drainage system is antiquated and may not be capable of adequately conveying post-development runoff from the project site. For this reason, the project proposed construction of new storm drainage infrastructure. The proposed storm drainage system would be designed in accordance with City of Alameda criteria and will be sized to handle post-development flows from the project site. Installation of the new drainage system would require significant excavation and soil management and may require dredging and other types of soil disturbances. As discussed under Impact HYD-2, potential impacts associated with erosion and sedimentation during trenching would be mitigated by implementation of a Storm Water Pollution Prevention Plan (SWPPP). Thus, potential impacts associated with the proposed storm drainage system and system capacity would be less than significant.	No mitigation required.	Not Applicable	No

TABLE 4-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measure	Level of Significance after Mitigation	Amended from the 2006 SEIR
Water Quality or Discharge Standards. As stated in the 2000 EIR, no impacts to water quality or discharge standards would result. As further discussed under Impact HYD-2, the proposed project would not include any industrial-type discharges that would lead to the imposition of specific Waste Discharge Requirements. Furthermore, as discussed under Impact HYD-2, below, the project be subject to non-point source requirements for water quality.	No mitigation required.	Not Applicable	No
Groundwater. As discussed in the 2000 EIR, the proposed project would not result in any significant adverse effects related to the groundwater supply. No extraction or injection is proposed as part of the project and thus, no significant impacts to deep aquifers would result.	No mitigation required.	Not Applicable	No
Water Movements and Flood Waters. The 2000 EIR stated that the project site is flat and thus, no significant changes to drainage patterns or flood flows would result.	No mitigation required.	Not Applicable	No
Water-Related Hazards. As stated in the 2000 EIR, the project site is flat and is not susceptible to landslides or mudflows. Furthermore, the site is partially protected from seiches by the constriction at the mouth of the Oakland Inner Harbor and thus, would be less than significant.	No mitigation required.	Not Applicable	No

TABLE 4-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measure	Level of Significance after Mitigation	Amended from the 2006 SEIR
HYD-1: Improvements and future site users may be exposed to flooding hazards. (Potentially Significant)	**HYD-1: (A detailed floodplain delineation has been completed and approved.)** The grading and drainage plans shall be designed to ensure that building sites (finished floor elevations) are above the 100-year base flood elevation and that other improvements potentially susceptible to flood damage are sufficiently protected in accordance with the City of Alameda Municipal Code (section 20-4). Roadways and landscaped areas would not be subject to this requirement. Infrequent inundation of these features would be considered a less-than-significant impact. Grading and drainage plans shall be submitted to the Public Works Department for review and approval. Implementation of City ordinances for development within floodplains would mitigate potential impacts associated with construction in flood-prone areas to a less-than-significant level.	Less than Significant	No
HYD-2: Construction activities and post-construction site uses could result in degradation of water quality in the Oakland Estuary and the San Francisco Bay by reducing the quality of storm water runoff. (Less than Significant)	**HYD-2:** A Storm Water Pollution Prevention Plan (SWPPP) designed to reduce potential impacts to surface water quality through the construction and life of the project shall be prepared for each development project (e.g., single-family residential, business park, etc.) that is constructed as part of this project and involves construction activity (including clearing, grading, or excavations). As required by Phase II NPDES Permit requirements, a SWPPP is required for the Catellus Mixed Use Development Project. The SWPPP shall include a site map(s) which shows the construction site perimeter(s), existing and proposed buildings, lots, roadways, storm water collection and discharge points, general topography before and after construction, and drainage patterns across the project site. The SWPPP must list the specific erosion control and storm water quality BMPs that will be employed to protect storm water runoff, the proper methods of installation, and the placement of those BMPs. In addition to erosion control BMPs, the SWPPP shall include BMPs for preventing the discharge of other NPDES pollutants besides sediment (e.g. paint, solvents, concrete, petroleum products) to downstream waters. The SWPPP shall include measures to educate onsite construction and maintenance supervisors and workers about the importance of storm water quality protection. Such measures shall include regular tailgate meetings to discuss pollution prevention and the requirement that all personnel attend. The SWPPP shall contain a visual monitoring program; a chemical monitoring program for “non-visible” pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a waterbody listed on the 303(d) list for sediment, as is the case	Less than Significant	No

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Impact	Mitigation Measure	Level of Significance after Mitigation	Amended from the 2006 SEIR
	with the proposed project. The SWPPP would act as the overall program document designed to provide measures to mitigate potential water quality impacts associated with implementation of the proposed project. Preparers of the SWPPP should review the Conditions of Approval (including General Conditions for Construction, Residential Development/Construction Conditions, and Commercial/Industrial Conditions) established by the City. The SWPPP shall include the following three elements to address construction, post construction and pest management issues: 1) **Specific and detailed Best Management Practices (BMPs) designed to mitigate construction-related pollutants.** These controls shall include practices to minimize the contact of construction materials, equipment, and maintenance supplies (e.g., fuels, lubricants, paints, solvents, and adhesives) with storm water. The SWPPP shall specify properly designed centralized storage areas that keep these materials out of the rain. The contractor(s) shall submit details, design, and procedures for compliance with storage area requirements. An important component of the storm water quality protection effort is knowledge on the part of on-site construction and maintenance supervisors and workers. To educate on-site personnel and maintain awareness of the importance of storm water quality protection, site supervisors shall conduct regular tailgate meetings to discuss pollution prevention. The SWPPP shall establish a frequency for meetings and require all personnel to attend. The SWPPP shall specify a monitoring program to be implemented by the construction site supervisor, and must include both dry and wet weather inspections. City of Alameda shall conduct regular inspections to ensure compliance with the SWPPP. **(Site-specific SWPPP(s) for General Construction Activities will be prepared and/or revised as project components are constructed.)** 2) **Measures Designed to Mitigate Post-construction-Related Pollutants.** The SWPPP shall include measures designed to mitigate potential water quality degradation of runoff from all portions of the completed development. It is important that post construction storm water quality controls are required in the initial design phase of redevelopment projects and not simply added after the site layout and building footprints have been established. The specific BMPs that would be required of a project can be found in SF Bay Regional Water Quality Control Board Staff Recommendations for New and Redevelopment Controls for Storm		

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Impact	Mitigation Measure	Level of Significance after Mitigation	Amended from the 2006 SEIR
	Water Programs. In addition, the design team should include design principles contained in the Bay Area Stormwater Management Agencies Association's manual, Start at the Source, Design Guidance Manual for Stormwater Quality Protection. The selection of BMPs required for a specific project is based on the size of the development and the sensitivity of the area. **(A Storm Water Master Plan to address post-construction water quality issues has been completed.)** The Estuary is considered a sensitive area by the RWQCB. In general, passive, low maintenance BMPs (e.g., grassy swales, porous pavements) are preferred. If the SWPPP includes higher maintenance BMPs (e.g., sedimentation basins, fossil filters), then funding for long term maintenance needs must be specified in the SWPPP as a condition of approval of the grading, excavation, or building permits, as appropriate (the City will not assume maintenance responsibilities for these features). 3) **Integrated Pest Management Plan.** An Integrated Pest Management Plan (IPM) shall be prepared and implemented by the Project for all common landscaped areas. Each IPM shall be prepared by a qualified professional. The IPMs shall address and recommend methods of pest prevention and turf grass management that use pesticides as a last resort in pest control. Types and rates of fertilizer and pesticide application shall be specified. Special attention in the IPMs shall be directed toward avoiding runoff of pesticides and nitrates into sensitive drainages or leaching into the shallow groundwater table. Pesticides shall be used only in response to a persistent pest problem. Preventative chemical use shall not be employed. Cultural and biological approaches to pest control shall be fully integrated into the IPMs, with an emphasis toward reducing pesticide application.		
HYD-3: Dewatering activities during construction could result in the discharge of contaminated groundwater to the Oakland Inner Harbor and San Francisco Bay. (Potentially Significant)	**HYD-3:** This mitigation measures applies to all portions of the project site. Dewatering activities conducted within 100 feet of the benzene/naphthalene plume, at areas IR02 through IR07, or in areas where apparent contamination has been encountered shall be conducted by OSHA-certified personnel according to the dewatering management protocols delineated in the Site Management Plan prepared by Environmental Resources Management (2002) for the proposed project. Dewatering management protocols described in the Site Management Plan are as follows: • The dewatering system shall be monitored on a continuous, 24-hour basis during dewatering, or be designed with dual redundancy to prevent	Less than Significant	No

TABLE 4-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measure	Level of Significance after Mitigation	Amended from the 2006 SEIR
	the possibility of an overflow of contaminated water from detention structures. For example, fractionation tanks shall be equipped with both a high-level and an ultrahigh-level sensor, both of which will shut off influent pumps if tripped. • All applicable discharge permits shall be obtained and observed. • Dewatering and treatment residuals, such as tank bottoms and spent granular activated carbon, shall be disposed of in an appropriate manner at the direction of the contractor's environmental professional. • Dewatering performed in the vicinity of IR04/IR06 should be coordinated with the environmental professional responsible for remediation in this area, and should be conducted in such a way that nonaqueous phase liquid or contaminated groundwater migration is not induced by dewatering activities.		
HYD-4: The operation of boating activities (water taxi) at the project site could result in the inadvertent discharge of hazardous materials that could impair water quality in the Inner Harbor and San Francisco Bay. (Potentially Significant)	**HYD-4:** Prior to initiating water taxi operations from the project site, the project sponsor shall ensure that water taxi landing operations implement (as a part of the project) BMPs that shall include, but not be limited to, the following: • Prohibit any refueling, maintenance or cleaning activities on site such as oil changes and engine cleaning. • Prohibit pouring of wastes into drains, into surface water, or onto the ground; • Prohibit hosing down discharged spills with water; • Use only biodegradable, low-phosphate content, water-based cleaners, whenever necessary; avoid the use of halogenated compounds, aromatic hydrocarbons, chlorinated hydrocarbons, petroleum-based cleaners or phenolics. (The presence of these substances can be checked in the material safety data sheet sheets for each cleaning agent.)	Less than Significant	No
Geology, Soils and Seismicity			
Fault Rupture, Landsliding, Erosion, Expansive Soils (Less Than Significant Impacts) As reported in the 2000 EIR, no active faults or steep slopes are located on the site, making the potential for fault rupture, landsliding and erosion low, and the near-surface soils	No mitigation required.	Not Applicable	No

TABLE 4-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measure	Level of Significance after Mitigation	Amended from the 2006 SEIR
of the site have a low potential for shrink-swell, limiting the adverse effects of expansive soils.			
GEO-1: Occupants of development constructed under the proposed project would be subject to seismic hazards. (Potentially Significant; Additional Mitigation Included)	**GEO-1:** Prior to the issuance of any grading or building permits, a detailed geotechnical and soils report shall be prepared and submitted to the City of Alameda Public Works Department and the California State Geologist for review and approval. The report shall determine the site's surface geotechnical conditions and address potential seismic hazards, including liquefaction and associated ground failure, and the stability of the bulkhead. The report shall identify building techniques appropriate to minimize seismic damage, including, but not limited to, the following: • Buildings and other structures shall be designed to meet the requirements of the most recently adopted Uniform Building Code (UBC) for Seismic Zone 4. • Analysis presented in the geotechnical report shall conform with the California Division of Mines and Geology recommendations presented in the "Guidelines for Evaluating Seismic Hazards in California." All mitigation measures, design criteria, and specifications set forth in the geotechnical and soils report shall be followed in order to reduce impacts associated with seismic hazards to a less-than-significant level.	Less than Significant	No
GEO-2: Expected continuing consolidation and land surface subsidence at the project site could result in damage to project improvements. (Potentially Significant)	**GEO-2a:** Prior to issuance of a grading permit, a site-specific geotechnical report that provides analysis of consolidation potential shall be prepared and submitted to the City Department of Public Works for approval. The report shall specify all measures necessary to limit consolidation including minimization of structural fills and use (when necessary) of lightweight and low plasticity fill materials to reduce the potential for excessive loading caused by fill placement. The placement of artificial fill should be limited to reduce the potential for increased loading and associated settlement in areas underlain by thick young bay muds. Increased area settlement could have implications for flooding potential as well as foundation design. Reconditioning (compaction) of existing subgrade materials would be preferable to placement of fill. The report shall present recommendations for specific foundation designs which minimize the potential for damage related to settlement. The design of utilities shall consider differential settlements along utility alignments constructed in filled areas of the project site. The geotechnical report shall provide	Less than Significant	No

TABLE 4-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measure	Level of Significance after Mitigation	Amended from the 2006 SEIR
	recommended design elements to minimize the potential for damage or leakage. The geotechnical report shall specify foundation design for the proposed structures. Multi-story frame residential buildings could be adequately supported on appropriately designed structural or post-tension slab foundations underlain by engineered fill. Larger buildings, heavy structures or equipment, and multi-story commercial or industrial buildings would require pile foundations to minimize settlement of these structures. The piles would need to be driven into a suitable strong bearing unit (possibly old bay mud or Merritt sands) to have adequate skin friction, and to account for "downdrag" on piles related to consolidation of underlying young bay muds, if present.		
	GEO-2b: Mat or slab foundations constructed in areas of expected areal settlement (i.e., areas underlain by thick young bay muds) shall be designed to minimize the potential for soil erosion under the perimeter of the foundation. The perimeter of the slabs could be thickened and established sufficiently below existing grade to minimize the potential for exposure of the bottom of the foundation. Alternatively, other forms of erosion protection could be recommended by site-specific geotechnical reports.	Less than Significant	No
GEO-3: Damage to structures or property related shrink-swell potential of project soils could occur. (Potentially Significant)	**GEO-3:** On expansive soils with moderate to high shrink-swell potential, proposed building foundations and improvements shall consider these conditions; foundation design may include drilled per and grade beams, deepened footings (extending below expansive soil), or post-tensioned slabs. Alternatively, expansive soil shall be removed and replaced with compacted non-expansive soil prior to foundation construction. The geotechnical report for each phase of the project shall require that subgrade soils for pavements consist of moisture-conditioned, lime-treated, or non-expansive soil, ant that surface (including roof drainage) and subsurface water be directed away from foundation elements to minimize variations in soil moisture.	Less than Significant	No
Hazards and Hazardous Materials			
***Airport Safety Hazards*.** No significant impacts related to airport related safety hazards would occur. The airfield at the adjoining Alameda Naval Air Station is closed and no other airports are located within two miles of the project site. Therefore, the proposed	No mitigation required.	Not Applicable	No

TABLE 4-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measure	Level of Significance after Mitigation	Amended from the 2006 SEIR
project would not create any airport-related safety hazards for people residing or working in the project area.			
***Wildland Fire Hazards*.** No wildlands are present or adjacent to the project site, and no new wildlands are proposed to be created in the proposed project. Therefore, no wildland fire hazards would result from implementation of the proposed project.	No mitigation required.	Not Applicable	No
HAZ-1: Construction activities could potentially expose persons at and near the project site to hazardous materials in the marsh crust and groundwater. (Potentially Significant)	**HAZ-1a:** *The City shall implement an excavation ordinance, and/or similar regulatory measures or condition of approval, requiring a permit or prior approval to excavate to the depth of the marsh crust at the project site. The permit or approval shall require that appropriate health and safety and disposal procedures be followed during excavation activities, as required based on the presence of hazardous materials in the marsh crust, including, but not limited to:* • *Restrictions on materials stockpiling.* • *Disposal of excavated materials at an appropriate landfill.* • *Disposal of extracted groundwater at a wastewater treatment plant of in accordance with RWQCB requirements.* • *Implementation of a site-specific site management plan for construction activities.* **HAZ-1b:** *If the US Navy does not record a restrictive covenant prohibiting the installation of drinking water wells into the shallow groundwater at the project site, the City shall record a covenant, prior to transfer of the property, prohibiting excavation into the marsh crust without a permit or prior approval where required under the City excavation ordinance and/or similar regulatory measures or project condition adopted pursuant to Mitigation Measure HAZ-1a.* **HAZ-1c:** Preparation by a qualified registered professional of a Site Management Plan (SMP) for the project site shall be a condition of approval for the first subdivision map for the project site. The SMP would provide site-specific information for contractors (and others) developing the project site that would improve their management of environmental and health and safety contingencies. Topics covered by the SMP shall include, but not be limited to:	Less than Significant	No

TABLE 4-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measure	Level of Significance after Mitigation	Amended from the 2006 SEIR
	• Land use history, including known hazardous material use, storage, disposal, and spillage, for specific areas within the site. • The nature and extent of previous environmental investigation and remediation at the site. • The nature and extent of ongoing remedial activities and the nature and extent of unremediated areas of the project site, including the nature and occurrence of marsh crust and hazardous materials associated with the dredge material used as fill at the site. • A listing and description of institutional controls, such as the City's excavation ordinance and other local, State, and federal laws and regulations that will apply to development of the site. • Requirements for site-specific Health and Safety Plans (HASPs) to be prepared by all contractors at the site. The HASPs should be prepared by a Certified Industrial Hygienist and would protect construction workers and interim site users adjacent to construction activities by including engineering controls, monitoring, and security measures to prevent unauthorized entry to the construction site and to reduce hazards outside the construction site. The HASPs would address the possibility of encountering subsurface hazards and include procedures to protect workers and the public. If prescribed exposure levels were exceeded, personal protective equipment would be required for workers in accordance with DOSH regulations. • A description of protocols for the investigation and evaluation of previously unidentified hazardous materials that may potentially be encountered during project development, including engineering controls that may be required to reduce exposure to construction workers and future users of the site. • Requirements for site specific construction techniques at the site, based on proposed development, such as minimizing the transport of contaminated materials to the surface during construction activities by employing pile driving techniques that consist of driving the piles directly without boring, where practical. The SMP shall be distributed to all contractors at the project site; implementation of the SMP shall be a condition of approval for excavation, building, and grading permits at the project site.		

TABLE 4-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measure	Level of Significance after Mitigation	Amended from the 2006 SEIR
HAZ-2: There may be a potential for contaminated subsurface materials to be discovered during development of the project site. These materials could potentially present a health risk to construction workers and/or future workers and residents at the project site. (Potentially Significant)	**HAZ-2:** An SMP for project site construction (see Mitigation Measure HAZ-1c, above) shall be prepared and implemented.	Less than Significant	No
HAZ-3: Demolition or renovation of existing buildings or removal of asbestos cement pipe could release lead dust and asbestos fibers, potentially affecting construction workers. (Less than Significant)	**HAZ-3:** Adherence by the project sponsors and the City to existing to existing regulations requiring abatement of lead and asbestos hazards and worker health and safety procedures during demolition and renovation activities would further minimize this less-than-significant impact.	Less than Significant	No
HAZ-5: Future land uses at the project site could include the use, storage, transportation, or generation of hazardous materials. If these materials were improperly used, stored, transported, or generated, human health and/or the environment could be affected. (Potentially Significant)	**HAZ-5:** If future land uses at the project site involve the use, storage, transport, treatment, or generation of hazardous materials, the site operator shall be required to comply with applicable federal, state, and local requirements for managing hazardous materials. Depending on the type and quantity of hazardous materials, these requirements could include the preparation of, implementation of, and training in the following plans, programs, and permits: (1) Hazardous Materials Business Plans. Facilities that use, store, or handle hazardous materials in quantities greater than 500 pounds, 55 gallons, or 200 cubic feet are required to prepare a Business Plan. The Business Plan shall contain facility maps, up-to-date inventories of all hazardous materials for each shop/area, emergency response procedures, equipment, and employee training. (2) Hazardous Waste Generator Requirements. Facilities that generate more than 100 kilograms per month of hazardous waste, or more than 1 kilogram per month of acutely hazardous waste, must be registered under RCRA. DTSC administers hazardous waste generator registration in California. (3) Contingency Plan. All facilities that generate hazardous waste must prepare a Contingency Plan. The Contingency Plan identifies the duties of the facility Emergency Coordinator and identifies and gives the location of emergency equipment. It also includes reporting procedures for the facility Emergency Coordinator to follow after an incident. (4) California Accidental Release Prevention Program. Facilities that use significant quantities of acutely hazardous materials must prepare an Accidental Release Prevention Program if these is a significant	Less than Significant	No

TABLE 4-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measure	Level of Significance after Mitigation	Amended from the 2006 SEIR
	likelihood that this use may pose an accident risk. The Program must include a description of acutely hazardous material accidents occurring at the facility within the past three years, and a description of equipment, procedures, and training to reduce the risk of acutely hazardous materials accidents. (5) Injury and Illness Prevention Plans. The California General Industry Safety Order requires that all employers in California prepare and implement an Injury and Illness Prevention Plan which shall contain a code of safe practice for each job category, methods for informing workers of hazards, and procedures for correcting identified hazards. (6) Emergency Action Plans. The California General Industry Safety Order requires that all employers in California prepare and implement an Emergency Action Plan. The Emergency Action Plan designates employee responsibilities, evacuation procedures and routes, alarm systems, and training procedures. (7) Fire Prevention Plans. The California General Industry Safety Order requires that all employers in California prepare and implement a Fire Prevention Plan. The Fire Prevention Plan specifies areas of potential hazard, persons responsible for housekeeping procedures, and fire hazard training procedures. (8) Hazard Communication Plan. Facilities involved in the use, storage, and handling of hazardous materials are required to prepare a Hazard Communication Program. The purpose of the Hazard Communication Program is to ensure safe handling practices for hazardous materials, proper labeling of hazardous materials containers, and employee access to Material Safety Data Sheets (MSDSs). (9) Aboveground and Underground Storage Tank Permit. Facilities with aboveground or underground storage tanks must be permitted. Other plans, such as a Spill Prevention Control and Countermeasures Program, may be required depending on the size, location, and contents of the tank.		
HAZ-6: Routine site use and development could potentially result in exposure of project site users to hazardous concentrations of subsurface soil gases. (Significant)	**HAZ-6:** The City shall require that all buildings constructed on the Project site be designed and constructed to prevent unacceptable exposures to soil gases in exposed building spaces, using techniques such as limiting building slab joints and installing foundation vapor barriers and passive venting systems. All such City requirements shall be in accordance with any	Less than Significant	No

TABLE 4-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measure	Level of Significance after Mitigation	Amended from the 2006 SEIR
	remedy (which shall include institutional controls) established by DTSC as part of a Remedial Action Plan for the benzene plume. Institutional controls shall be implemented for all structures within the footprint of the 1-microgram-per-liter benzene isoconcentration line. In addition to vapor barriers and passive venting systems, appropriate institutional controls that could be used at the site include: (1) sub-slab depressurization systems and (2) indoor and/or crawl space air monitoring for selected groups of existing homes and buildings as proposed during the remedial design. Both the proposed Remediation Action Plan and Record of Decision must include these institutional controls as parts of the remedy for the benzene/naphthalene plume.		
HAZ-7: Construction workers and nearby site users could be exposed to hazardous materials prior to complete remediation of the project site. (Potentially Significant)	**HAZ-7:** Remediation workers who could directly contact contaminated dust, soil, or groundwater must perform all remediation activities in accordance with a site-specific HASP developed for the specific contaminants of concern (petroleum, volatile organic compounds [VOCs], metals, radium, etc.) on-site. The HASP would protect those workers as well as site users and occupants adjacent to remediation activities by requiring engineering controls, monitoring, and security measures as needed to prevent unauthorized entry to remediation sites and to reduce hazards outside the investigation/ remediation area. The HASP would address the possibility of encountering unknown buried hazards and include procedures to protect workers and the public. If prescribed exposure levels were exceeded, personal protective equipment would be required for workers in accordance with California Occupational Safety and Health Act (CAL OSHA) regulations. While the primary intent of CAL OSHA requirements is to protect workers, compliance with these regulations also reduces potential hazards to other project site occupants (tenants and visitors) and ecological receptors because of the required site monitoring, reporting, and other controls. Potential site access controls implemented during remediation could include: • Securing the site with fencing or other barriers of sufficient height and structural integrity to prevent unauthorized pedestrian/vehicular entry. • Posting “no trespassing” signs. • Providing on-site meetings with construction workers to inform them about security measures and reporting/contingency procedures.	Less than Significant	No

TABLE 4-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measure	Level of Significance after Mitigation	Amended from the 2006 SEIR
	The HASP shall include effective dust control measures, which may include wetting soil materials and placing covers on trucks to reduce the potential for generating airborne dust. The HASP shall also provide measures to control site runoff and manage soil stockpiles to prevent erosion.		
HAZ-8: Ecological receptors in the project vicinity could be affected by hazardous materials during remediation of the project site. (Potentially Significant)	**HAZ-8:** Implementing required laws, regulations, a SWPPP (see Mitigation Measure HYD-2) and a HASP (see Mitigation Measure HAZ-7) would be adequate to ensure that potential impacts on ecological receptors near remediation activities would be less than significant. No further mitigation is required.	Less than Significant	No
HAZ-9: Environmental restrictions currently prohibit residential land uses on the project site for all lands north of the Tinker Site. (Significant)	**HAZ-9:** Upon completion of remediation activities at the project site, the City of Alameda shall enter an agreement with the DTSC to remove this interim covenant and allow residential land uses at the project site. With the removal of this environmental restriction, project impacts associated with restriction violations would be considered less than significant.	Less than Significant	No
Biological Resources			
The project would not have significant adverse effects on the following 18 special-status animals due to the lack of suitable nesting or foraging habitat, and the extent of disturbance on the site: steelhead, winter-run Chinook salmon, longfin smelt, tidewater goby, double-crested cormorant, California clapper rail, western snowy plover, Caspian tern, northern harrier, merlin, peregrine falcon, burrowing owl, California horned lark, loggerhead shrike, salt marsh common yellowthroat, Alameda song sparrow, salt marsh harvest mouse, and Steeler's sea lion.	None required.	Not Applicable	No
The project would not have a significant impact on fish or wildlife movement corridors, wildlife breeding areas, or roosting sites.	None required.	Not Applicable	No
The project would not conflict with the City of Alameda's Historic Preservation Ordinance as it applies to native live oaks.	None required.	Not Applicable	No
The project would not conflict with any habitat conservation plans.	None required.	Not Applicable	No

TABLE 4-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measure	Level of Significance after Mitigation	Amended from the 2006 SEIR
BIO-2: The proposed project could impact pallid bats and western mastiff bats that may roost in the abandoned buildings onsite. (Potentially Significant)	**BIO-2**: Within a 6-month period prior to any demolition of abandoned buildings, a qualified biologist familiar with bats shall conduct a survey to determine the status of these bat species on the project site. If special-status bat species are found, a biologist familiar with relocating bats shall be consulted regarding the best methods to remove bats from the buildings, and such methods shall be implemented. This could include removing sections of the walls and roofs, which could discourage bats from continuing to roost in the buildings. If a maternity colony if these species is found, the building and the bats shall not be disturbed until the young have dispersed.	Less than Significant	No
BIO-3: Construction of a new outfall structure and any improvements to existing outfalls within the Lagoon storm drain outfall structure and/or in the Oakland Inner Harbor that are necessary to serve the project could adversely impact California least tern and California brown pelican foraging habitat, Pacific herring spawning habitat, Chinook salmon, and/or open waters that are subject to US Army Corps of Engineers jurisdiction. (Potentially Significant)	**BIO-3a: Mitigation Measures Applicable to All Activities and Species** The project shall: • Implement Best Management Practices, as identified by the Regional Water Quality Control Board (RWQCB) to minimize water quality impacts (see also, Mitigation Measure HYD-2) (CSWQA, 2003). • Determine whether in-water activities (including dredging) will require Corps authorization in compliance with Section 10 (Rivers and Harbors Act) or Section 404 (Clean Water Act) and a Section 401 (Clean Water Act) water quality certification. The applicant shall obtain such approvals (if required) before activities proceed within Corps jurisdictional waters, and shall comply with all mitigation measures required by those approvals. • If the project will cause unavoidable direct or indirect effects to submerged or emergent aquatic vegetation, provide compensatory mitigation at a 3:1 ratio for lost functions and values. Other proposed ratios require consultation with USFWS and CDFG. **Mitigation Measure 3b: Mitigations Applicable by Species:** • During the Pacific herring spawning period (December 1 – February 28) dredging is restricted. If dredging must be conducted during this period, CDFG must be contacted and the permittee must provide an observer to identify herring spawning activity. Dredging must stop immediately if herring are within 200 meters of the work site, and may not continue until hatch-out is complete (approximately 10-14 days). • No dredging within 300 feet of the brown pelican nighttime communal roost site located at Alameda Breakwater will occur during the period between one hour before sunset to sunrise, and from July 1 to September 30.	Less than Significant	No

TABLE 4-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measure	Level of Significance after Mitigation	Amended from the 2006 SEIR
	• During the California least tern breeding season (March 15 – July 31) dredging is restricted within 3 miles of active nesting areas. • During the period of December 1 – May 3, dredging will be restricted to protect adult and juvenile salmonids occurring in the Bay.		
BIO-5: Construction activities could adversely affect non-listed special-status nesting raptors and other nesting birds. (Potentially Significant)	**BIO-5:** To the extent practicable, construction activities should be performed or vegetation removed from September through February to avoid the general nesting period for birds. If construction or vegetation removal cannot be performed during this period, pre-construction surveys should be performed by a qualified biologist no more than 14 days prior to construction activities to locate any active nests on site or within 250 feet from proposed construction activities prior to the start of construction and prior to the removal of any tree. If active nests are located, a 250-foot buffer zone will be established around any active nest which is not a raptor species; active raptor nests will require a 500 foot buffer zone. However, buffer zones can be reduced or modified on a case-by-case basis with consultation with CDFG. Construction activities shall avoid buffer zones and no tree with an active nest will be removed until the young have fledged or the nest is otherwise abandoned.	Less than Significant	No
Transportation, Circulation, and Parking			
Pedestrian and bicycle circulation.	None required.	Not Applicable	No
The project would create demand for transit service.	None required.	Not Applicable	No
The project would create demand for parking spaces.	None required.	Not Applicable	No
On-site circulation and access	None required.	Not Applicable	No
T/C-1: The generation of additional trips and the temporary closure of lanes during the construction period could cause circulation impacts on local roadways.	**T/C-1:** The construction period impacts of the proposed Project would be addressed by implementing the following measures: • The Project shall prepare a Traffic Control Plan (TCP) to address the impacts of construction vehicles on the regional and local roadways. The TCP shall address construction truck routes and access to the Project site; lane closures including those that may require coordination with and/or approval from the City of Oakland and Caltrans; and shall provide for coordination with closure of Webster Street and the Tubes as they are scheduled for closure for seismic safety repairs being completed independent of this Project. The TCP shall be submitted to the City of	Less than Significant	No

TABLE 4-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measure	Level of Significance after Mitigation	Amended from the 2006 SEIR
	Alameda Public Works Department for review and approval prior to the issuance of any building or grading permits. • In addition, the Project shall be responsible for restoring affected street surfaces to pre-construction conditions on roadways affected by construction vehicles consistent with the City's Pavement Management Program. • Construction traffic shall be restricted to designated truck routes within the Cities of Alameda and Oakland. • Construction traffic shall be restricted from using Mariner Square Drive for access to and from Constitution Way unless this route is determined by the Public Works Director to be the only feasible access. Where possible, trucks should access the site from Tinker Avenue (which may require construction of a temporary truck access) and along Atlantic Avenue. • The TCP shall include a signage program for all truck routes serving the site during construction. • Construction traffic shall be restricted to daytime hours and, to the extent feasible, shall be minimized during the AM and PM peak hours.		
T/C-2: The location of the school site at the intersection of 5th Street and Tinker Avenue could create safety hazards for pedestrians, bicycles, or automobiles.	**T/C-2:** Site planning for the school should pay close attention to safety, pedestrian activity, bicycle movements, and vehicle circulation issues related to its location. Orientation of school access points shall be designed to discourage jay walking and encourage use of controlled intersections. Vehicle queuing for student pick-up and drop-off should be discouraged near the intersection of 5th Street and Tinker Avenue. The City shall consider implementation of this mitigation as part of its review of the encroachment permits that would be required as part of the school project.	Less than Significant	No
T/C-3: The pairing of signals on Atlantic Avenue at 5th Street and West Campus Drive could create an operational hazard for automobiles.	**T/C-3:** Upon full buildout of the project, coordinate the signalized intersection of West Campus Drive and Atlantic Avenue, and the new signal at Fifth Street and Atlantic Avenue by interconnecting all three signals. The implementation of T/C-3 would reduce this potential impact to a less than significant level.	Less than Significant	No

TABLE 4-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measure	Level of Significance after Mitigation	Amended from the 2006 SEIR
T/C-4 (Third and Atlantic): The introduction of additional traffic to the intersection of Third Street and Atlantic Avenue, a location where higher than average accident rates have been experienced, would represent a significant adverse impact.	**T/C-4:** Undertake the planned median improvements from 5th Street to Main Street on Atlantic Avenue. The Project shall pay its fair share toward the construction of these improvements.	Less than Significant	No
T/C-5 (Mariner Square Drive and Constitution Way): The 2000 EIR found that addition of Project traffic to the future baseline condition would result in an impact at the intersection of Mariner Square Drive and Constitution Way, which would operate at LOS F during the AM and PM peak hours. The current analyses confirms this intersection would continue to operate at an unacceptable level of service with the proposed project (during the weekend peak hour as well).	**T/C-5a:** (Tinker Extension Project) Construct the approved Tinker Extension project to extend Tinker Avenue from 5th Street to Webster Street, to provide a new connection from the project site to Webster Street and a new signalized intersection at Tinker Avenue and Webster Street. **T/C-5b:** Signalize the intersection of Mariner Square Drive and Constitution Way. Mitigation Measure T/C-5b would not be needed to mitigate project impacts in 2010 if Mitigation Measure T/C-5a were implemented prior to project buildout.	Less than Significant	No
T/C-6: (Atlantic and Webster) The 2000 EIR analysis found that addition of Project traffic to the future baseline condition would result in an impact at Atlantic Avenue and Webster Street, which would deteriorate from LOS D in the AM peak hour and LOS C in the PM peak hour to LOS F during both the AM and PM peak hours. The current analysis finds that with project traffic, the intersection would operate at LOS D in the AM, PM, and weekend peak hours in 2010.	None needed.	Not Applicable	No
T/C-7: (Atlantic and Constitution) The 2000 EIR found that addition of Project traffic to the future baseline condition would result in an impact at Atlantic Avenue and Constitution Way, which would deteriorate from LOS C to E during the AM peak hour. The current analysis finds that with project traffic the intersection would operate at LOS C in the AM, PM, and weekend peak hours in 2010.	None needed.	Not Applicable	No

TABLE 4-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measure	Level of Significance after Mitigation	Amended from the 2006 SEIR
T/C-8: (Jackson and 6th) The 2000 EIR found that addition of Project traffic to the future baseline condition would result in a significant traffic impact at the intersection of Jackson Street and 6th Street, which would deteriorate from LOS D to LOS F during the AM peak hour and exacerbate LOS F conditions during the PM peak hour. This analysis finds that the traffic generated by the Project would cause conditions at the signalized intersection of 6th and Jackson Streets at the I-880 Northbound On-Ramp to degrade from LOS E to LOS F during the PM peak hour and would add more than four seconds of delay, which is a significant impact.	**T/C-8a (Jackson and 6th):** Provide a separate left and through lane on the northbound approach of Jackson Street at 6th Street. The construction of a separate northbound left-turn lane at Jackson Street and 6th Street would be required before any of the office/R&D development is occupied as the Project exacerbates an existing deficiency condition. The Route 260 Deficiency Plan also includes this improvement. The Project shall contribute its fair share toward the construction of this improvement. With this improvement (shown in Figure IV.H-6), the intersection would operate at LOS B and C during the AM and PM peak hours, respectively. Unless already completed by the City of Oakland prior to issuance of the building permits for the first phase of the Catellus Project, the project proponents shall fund optimization of the traffic signal timing at the signalized intersection of 6th and Jackson Streets at the I-880 Northbound On-Ramp. Optimization of traffic signal timing shall include determination of allocation of green time for each intersection approach in tune with the relative traffic volumes on those approaches, and coordination with signal phasing and timing of adjacent intersections. **T/C 8b: Transportation Demand Management (TDM)**. To reduce the peak-hour traffic along local roadway segments to levels below those forecast in this analysis (which does not assume any reduction in trip generation rates to account for TDM programs, the Project shall implement a comprehensive set of TDM programs for each of the residential, retail and office components of the Project. The TDM Plan should meet the requirements of the City of Alameda's 2001 Transportation Capacity Management Procedure (TCMP) and be compatible with the Alameda Point Transportation Strategy and designed to be easily expanded to serve Alameda Point and be co-funded by the future developments at Alameda Point. The existing City of Alameda ordinance for trip reduction programs identifies measures to increase the awareness and use of alternative modes of transportation. The Project shall develop a TDM plan, which would be approved and operational before the site is occupied. The plan shall include trip reduction strategies, site specific requirements, a schedule of implementation and funding mechanisms, and an evaluation of effectiveness that demonstrates compliance with the TCMP requirements. The Project TDM program could include the following components: • Create a position of Transportation Systems Manager. The manager would coordinate, monitor and implement the Project components' ride sharing programs, preferential parking plans, car and van pooling	Less than Significant if Mitigation Measure T/C-8a were implemented. Significant and Unavoidable if Mitigation Measure T/C-8a were not implemented.	No

TABLE 4-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measure	Level of Significance after Mitigation	Amended from the 2006 SEIR
	programs, bicycle and pedestrian programs, promotion and marketing activities, and BART shuttle, water shuttle, and/or AC Transit services. • Develop parking management strategies for the site. Most parking management plans are directed at the employment end of the trip. Elements such as car pools and van pools, preferential parking and transit incentives should be used to reduce parking demand. The Transportation Systems Manager would need to work with all employer groups to develop the parking management strategies. To the degree that on-site home-to-work opportunities may exist, internal shuttle systems could be provided which would reduce parking on-site. As a parking management strategy, the plan may require that parking in employment/commercial sites be leased independently from buildings to allow for parking cash out. Such a strategy should be detailed in the TDM plan as one measure to achieve a reduction in trips. Other "Transit First" design measures (as outlined in guidelines prepared by the ACCMA) could be incorporated into the specific site design. • Implement a shuttle bus system that inter-connects on-site developments and the internal transit centers. Implement shuttle services and/or contribute to the expansion of AC Transit service to provide linkages between the site and off-site ferry and BART terminals. The TDM plan would include details for the internal shuttle, including funding and operations. • For office and R&D uses, require implementing one or more peak-hour trip reduction and/or trip elimination programs. These components would include: compressed work weeks, telecommuting, staggered hours, flex-time and other trip reduction activities. • As a condition of approval, the City of Alameda could require contributions to fund the various trip reduction programs developed by the Transportation Systems Manager. Contributions could be based on the number of employees. Funding of the trip reduction program should be detailed and tied to site assessments and CC&Rs or the municipal services district. A per-employee and per-residential-unit rate could be included. Funding could be developed on the amount of trip reduction required and the types of strategies recommended in the TDM plan. • Employers could be encouraged to hire local residents and create incentive programs to attract local residents.		

TABLE 4-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measure	Level of Significance after Mitigation	Amended from the 2006 SEIR
	• The Transportation System Manager for the site should participate in all of the area-wide or regional transportation planning studies that relate to the access routes relating to the site. To the degree possible, the TDM program for the site should be augmented to incorporate the portions of these regional and local studies that would enhance the site's TDM program and reduce regional traffic during the peak hours. • The project proponent will provide annual report to the City documenting activities completed under the TDM Plan.		
T/C-9: (7th and Harrison) The 2000 EIR found that the addition of Project traffic to the future baseline condition would result in a significant traffic impact at the intersection of Harrison Street and 7th Street in the City of Oakland, which would deteriorate from LOS C to LOS F during the PM peak hour. The current EIR finds that the project would not have an impact at this location due to the two free right-turn lanes and three through lanes at this intersection, which provides adequate capacity for the two lanes of traffic exiting tube and the one way flow of traffic through the intersection from 7th Street.	None needed.	Not Applicable	No
T/C-10: (Jackson and 5th) The addition of any Project traffic to the future baseline condition would result in a significant traffic impact at the intersection of Jackson Street and 5th Street in the City of Oakland, which would exacerbate LOS F conditions during the PM peak hour. There have been substantial geometric changes at this intersection since the 2000 EIR analysis was conducted. These geometric enhancements greatly reduced the average delay experienced at this intersection, not only under existing conditions, but in 2010 as well.	None needed.	Not Applicable	No
T/C-11: (Atlantic and Webster) The 2000 analysis found that under year 2020 cumulative conditions, a significant impact would result at the intersection of Atlantic Avenue at Webster Street, which would deteriorate to LOS F during the AM peak hour and LOS E during the PM peak hour. Although the current	**T/C-11:** Implement the following three-part mitigation: Modify the existing signal timing by maintaining the current minimum green times but increasing the cycle length to 130 seconds. This improvement would result in LOS D during the AM and PM peak hours. **T/C-11a:** Implement Mitigation Measure T/C-5a Tinker Extension Project.	Less than significant with implementation of Mitigation Measure T/C-11; Significant and unavoidable if Mitigation Measure T/C-11 were	No

TABLE 4-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measure	Level of Significance after Mitigation	Amended from the 2006 SEIR
analysis uses a different cumulative year of 2025, this analysis confirms that the intersection will operate at unacceptable levels of service in the cumulative condition. The signalized intersection of Atlantic Avenue and Webster Street would operate at LOS F during both the AM and PM peak hours in 2025. Traffic generated by buildout of the project would contribute at least three percent of the cumulative traffic increases during the AM and PM peak hours, as measured by the difference between existing and cumulative (with project) conditions. This represents a significant cumulative impact.	**T/C-11b:** Mitchell Avenue Extension. Construct the Mitchell Avenue Extension from the western project boundary to a new signalized intersection at Main Street. The project applicant shall pay a fair share contribution toward the construction of the extension of Mitchell Avenue from Mariner Square Loop to Main Street, including the signal at Main Street, taking into account that the project proposes to fund 100 percent of the cost of the construction of Mitchell Avenue from Mariner Square Loop to the western project boundary. **T/C-11c: Atlantic and Webster Intersection Improvements.** Modify the intersection as follows: (a) Webster Street (Northbound) – add one dedicated Left-turn lane, convert the current Through/Right-turn lane to a dedicated Through lane, and add a dedicated Right-turn lane; (b) Atlantic Avenue (Westbound) – convert the existing Through/Right-turn lane to a dedicated Through lane and add one dedicated Right turn lane; and (c) Atlantic Avenue (Eastbound) – convert the Though/Left-turn lane to a dedicated Left-turn lane and add a Through lane.	not implemented.	
T/C-12: (Central and Eight) The 2000 EIR found that under year 2020 cumulative conditions, a significant impact would result at the intersection of Central Avenue and Eighth Street, which would deteriorate to LOS E during the PM peak hour. The current analysis confirms that the intersection will be adversely affected in the cumulative condition, but finds that the intersection will operate at LOS F in 2025 during both the AM and PM peak hours. Traffic generated by buildout of the project would contribute at least three percent of the cumulative traffic increases during the AM and PM peak hours, as measured by the difference between existing and cumulative (with project) conditions. This represents a significant impact.	**T/C-12:** Implement TDM Mitigation Measure T/C-8b.	Significant and Unavoidable	No

TABLE 4-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measure	Level of Significance after Mitigation	Amended from the 2006 SEIR
T/C-13: (Main at Pacific) The 2000 EIR found that under year 2020 cumulative conditions, a significant impact would result at the intersection of Pacific Avenue at Main Street, which would deteriorate to LOS F during the AM and PM peak hours. The current analysis finds that a very small number of trips generated by the project would use this intersection.	None needed.	Not Applicable	No
T/C-14: (Tinker and Webster) The 2000 analysis found that under year 2020 cumulative conditions, a significant impact would result at the intersection of the Tinker Avenue extension and Webster Street, which would deteriorate to LOS F during the PM peak hour. The 2000 EIR recommended that the design of the proposed Tinker Avenue and Webster Street intersection be modified to include an extra turn lane from Webster Street. Since 2000, the Tinker Extension Project has undergone a substantial amount of design work and is currently being reviewed by Caltrans. The current geometry of the intersection is designed to accommodate all of the cumulative condition traffic and to operate at an acceptable level of service.	None needed.	Not Applicable	No
T/C-15: (Jackson and 6th) The 2000 EIR found that under year 2020 cumulative conditions, a significant impact would result at the signalized intersection of Jackson Street and 6th Street in the City of Oakland, which would deteriorate to LOS F during the PM peak hour. The current analysis finds that in 2025, the intersection would operate at LOS F during both the AM and PM peak hours. Traffic generated by buildout of the project would contribute at least three percent of the cumulative traffic increases during the peak hours, as measured by the difference between existing and cumulative (with project) conditions. This represents a significant impact.	**T/C-15:** Implement TDM Mitigation Measure T/C-8b.	Significant and Unavoidable	No

TABLE 4-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measure	Level of Significance after Mitigation	Amended from the 2006 SEIR
T/C-16: (Oak and 5th) The 2000 EIR found that under year 2020 cumulative conditions, a significant impact would result at the intersection of Oak Street and 5th Street in the City of Oakland, which would deteriorate to LOS E during the PM peak hour. Current analysis shows that this intersection would operate at an acceptable LOS A in the AM and LOS D in the PM under 2025 cumulative conditions.	None needed.	Nott Applicable	No
T/C-17: (Broadway and 5th) The 2000 EIR found that in the year 2020 cumulative conditions, a significant impact would result at the intersection of Broadway and 5th Street in the City of Oakland, which would deteriorate to LOS F during both the AM and PM peak hours. The current analysis finds that the signalized intersection of 5th Street and Broadway would operate at LOS F during both the AM and PM peak hours in 2025. Traffic generated by buildout of the project would contribute at least three percent of the cumulative traffic increases during the AM and PM peak hours, as measured by the difference between existing and cumulative (with project) conditions. This represents a significant impact.	**T/C-17:** Implement TDM Mitigation Measure T/C-8b.	Significant and Unavoidable	No
T/C-18: Regional Roadways (2005) The 2000 EIR found that the Catellus Mixed Use Project would have a significant impact on one regional roadway segment in 2005: 7th Street in Oakland. The current analysis examines the impact of the project in 2010 and finds that the addition of Project-generated traffic to the regional and local roadways would adversely affect six roadway segments.	**T/C-18:** To reduce congestion local and regional roadways, the project shall include a comprehensive trip reduction strategy as required by TDM Mitigation Measure T/C-8b.	Significant and Unavoidable	No
T/C-19: Regional Roadways (2020) The 2000 EIR found that the Catellus Mixed Use Project would have a significant impact on five regional roadways in 2020: the Webster Tube, 7th Street (Harrison to Jackson), Atlantic Avenue (Main Street to Webster Street), Park Street, and High Street. The current analysis examines the impact of the project in 2010 and finds	**T/C-19:** Implement revised Mitigation Measure T/C –18.	Significant and Unavoidable	No

TABLE 4-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measure	Level of Significance after Mitigation	Amended from the 2006 SEIR
that the addition of Project-generated traffic to the regional and local roadways would adversely affect nine roadway segments.			
T/C-20: Traffic generated by the Project would affect traffic levels of service at local intersections in the Project vicinity in 2010 during the weekday AM and PM peak hours and weekend. (Significant Impact at the intersections described below under Impacts T/C-20a through T/C-20g)			
T/C-20a: Traffic generated by the Project would cause the signalized intersection of *Central Avenue and 8th Street (#9)* to degrade from LOS D to LOS F in the PM peak hour. (Significant)	**T/C-20a:** Implement TDM Mitigation Measure T/C-8b.	Significant and o Unavoidable	N
T/C-20b: Traffic generated by the Project would cause the signalized intersection of *Marina Village Parkway and Constitution Way (#10)* to degrade to LOS E during both the AM and PM peak weekday hours. (Significant)	**T/C-20b:** Modify the signal phasing at this location to allow traffic turning right off Marina Village Parkway onto Constitution Way to overlap with traffic turning left from Constitution Way to Marina Village Parkway	Less than Significant	No
T/C-20c: Traffic generated by the Project would cause the unsignalized intersection of *Tinker Avenue and Mariner Square Loop (#11)* to degrade to LOS F during both the AM and PM peak weekday hours, and during the weekend peak hour. (Significant)	**T/C-20c:** Implement Mitigation T/C–5a Tinker Extension and TDM Mitigation Measure T/C-8b.	Less than significant if the Tinker extension is implemented. Significant and unavoidable if the Tinker Extension is not implemented.	No
T/C-20d: The unsignalized intersection of *Mitchell Avenue and 5th Street (#13)*, which would be constructed by the Project, would operate at LOS F in the PM peak hour. (Significant)	**T/C-20d:** Install traffic signals at the intersection of Mitchell Avenue and 5th Street. Traffic signal equipment shall include pedestrian signal heads (with adequate time for pedestrians to cross the streets).	Less than Significant	No
T/C-20e: Traffic generated by the Project would cause the unsignalized intersection of *Marina Village Parkway and Mariner Square Loop (#14)* to degrade from LOS B to LOS F in both the AM and PM peak hours. (Significant)	**T/C-20e:** Install traffic signals at the intersection of Marina Village Parkway and Mariner Square Loop. Traffic signal equipment shall include pedestrian signal heads (with adequate time for pedestrians to cross the streets).	Less than Significant	No

TABLE 4-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measure	Level of Significance after Mitigation	Amended from the 2006 SEIR
T/C-20f: Traffic generated by the Project would cause conditions at the unsignalized intersection of *Tinker Avenue and 5th Street (#17)* to degrade from LOS B to LOS F during the PM peak hour (and under Variant B only, from LOS B to LOS F during the AM peak hour). (Significant)	**T/C-20f:** Install a traffic signal at the intersection of Tinker Avenue and 5th Street. Traffic signal equipment shall include pedestrian signal heads (with adequate time for pedestrians to cross the streets).	Less than Significant	No
T/C-20g: The LOS F conditions at the signalized intersection of *5th Street and Broadway (#30)*, which would prevail during the PM peak hour under 2010 baseline conditions, would worsen with the addition of traffic generated by the Project. The Project-generated increases in vehicle delay on a critical movement would exceed the four-second threshold of significance. (Significant)		Significant and Unavoidable	No
T/C-21: Traffic generated by buildout of the Project would contribute to cumulatively significant impacts at local intersections in the Project vicinity in 2025. (Significant Impact at the intersections described below under Impacts T/C-21a through T/C-21n)			
T/C-21a: The signalized intersection of *Atlantic Avenue and Constitution Way (#4)* would operate at LOS F during both the AM and PM peak hours in 2025. Traffic generated by buildout of the project would contribute at least three percent of the cumulative traffic increases during the AM and PM peak hours, as measured by the difference between existing and cumulative (with project) conditions. (Significant)	None available.	Significant and Unavoidable	No
T/C-21b: The signalized intersection of *Lincoln Avenue and Constitution Way (#7)* would operate at LOS D during the AM peak hour and at LOS F during PM peak hour in 2025. Traffic generated by buildout of the project would contribute at least three percent of the cumulative traffic increases during the PM peak hour, as measured by the difference between existing and cumulative (with project) conditions, and buildout	None available.	Significant and Unavoidable	No

TABLE 4-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measure	Level of Significance after Mitigation	Amended from the 2006 SEIR
under Variant B only would cause the service level to degrade to LOS F during the AM peak hour. (Significant)			
T/C-21c: The signalized intersection of *Marina Village Parkway and Constitution Way (#10)* would to operate at LOS F during both the AM and PM peak weekday hours. Traffic generated by buildout of the Project would contribute at least three percent of the cumulative traffic increases during the PM peak hour, as measured by the difference between existing and cumulative (with project) conditions. (Significant)	**T/C-21c:** Modify the signal phasing at this location to allow traffic turning right off Marina Village Parkway onto Constitution Way to overlap with traffic turning left from Constitution Way to Marina Village Parkway.	Less than Significant	No
T/C-21d: The unsignalized intersection of *Tinker Avenue and Mariner Square Loop (#11)* would to operate at LOS F during both the AM and PM peak weekday hours. Traffic generated by buildout of the Project would contribute at least three percent of the cumulative traffic increases during the PM peak hour, as measured by the difference between existing and cumulative (with project) conditions. (Significant)	**T/C-21d:** Implement Mitigation T/C–5a Tinker Extension and TDM Mitigation Measure T/C-8b.	Less than Significant if the Tinker extension is implemented. Significant and unavoidable if the Tinker Extension is not implemented.	No
T/C-21e: The unsignalized intersection of *Mariner Square Drive and Constitution Way (#12)* would operate at LOS F during both the AM and PM peak hours in 2025. Traffic generated by buildout of the project would contribute at least three percent of the cumulative traffic increases during the AM and PM peak hours, as measured by the difference between existing and cumulative (with project) conditions. (Significant)	None feasible.	Significant and Unavoidable.	No
T/C-21f: The unsignalized intersection of *Mitchell Avenue and 5th Street (#13)*, which would be constructed by the Project, would operate at LOS F in both the AM and PM peak hours in 2025. Traffic generated by buildout of the project would contribute at least three percent of the cumulative traffic increases during the AM and PM peak hours, as measured by the difference between existing and	Implement Mitigation Measure T/C-20d.	Less than Significant.	No

TABLE 4-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measure	Level of Significance after Mitigation	Amended from the 2006 SEIR
cumulative (with project) conditions. (Significant)			
T/C-21g: The unsignalized intersection of *Marina Village Parkway and Mariner Square Loop (#14)* would operate at LOS F during both the AM and PM peak hours in 2025. Traffic generated by buildout of the project would contribute at least three percent of the cumulative traffic increases during the AM and PM peak hours, as measured by the difference between existing and cumulative (with project) conditions. (Significant)	**T/C-21g:** Implement Mitigation Measure T/C-5a (Tinker Extension Project)	Less than Significant if the Tinker extension is implemented. Significant and Unavoidable if the Tinker Extension is not implemented.	No
T/C-21h: The unsignalized intersection of *Marina Village Parkway and Mariner Square Drive (#15)* would operate at LOS F during both the AM and PM peak hours in 2025. Traffic generated by buildout of the project would contribute at least three percent of the cumulative traffic increases during the AM and PM peak hours, as measured by the difference between existing and cumulative (with project) conditions. (Significant)	**T/C-21h:** The project applicant shall pay its fair share contribution to **s**ignalization of the intersection at Marina Village Parkway and Mariner Square Drive. **T/C-21g:** Implement T/C-5a **(**Tinker Extension Project)	Less than Significant if Mitigation Measures T/C-21h and T/C-21g are implemented. Significant and Unavoidable if Mitigation Measures T/C-21h and T/C-21g are not implemented.	No
T/C-21i: The signalized intersection of *Tinker Avenue and Main Street (#16)* would operate at LOS F during both the AM and PM peak hours in 2025. Traffic generated by buildout of the project would contribute at least three percent of the cumulative traffic increases during the AM and PM peak hours, as measured by the difference between existing and cumulative (with project) conditions. (Significant)	**T/C-21i:** The project applicant shall pay its fair share contribution to construct two additional lanes on the westbound approach, to include a dedicated through lane, a dedicated left-turn lane, and a through-right lane, and an additional dedicated through lane on the eastbound approach. With these improvements, the intersection would operate at LOS D in the AM and PM peak periods.	Less than Significant	No
T/C-21j: The unsignalized intersection of *Tinker Avenue and 5th Street (#17)* would operate at LOS F during both the AM and PM peak hours in 2025. Traffic generated by buildout of the project would contribute at least three percent of the cumulative traffic increases during the AM and PM peak hours, as measured by the difference between existing and cumulative (with project) conditions. (Significant)	**T/C-21j:** Install a signal at the intersection of Tinker Avenue and 5th Street prior to project buildout as required by Mitigation Measure T/C-20f. The project applicant shall also pay a fair share contribution to the cost of expanding the intersection to include two lanes in either direction on Tinker.	Less than Significant.	No

TABLE 4-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measure	Level of Significance after Mitigation	Amended from the 2006 SEIR
T/C-21k: The signalized intersection *Atlantic Avenue and 5th Street (#20)* would operate at LOS F during both the AM and PM peak hours in 2025. Traffic generated by buildout of the project would contribute at least three percent of the cumulative traffic increases during both the AM and PM peak hours, as measured by the difference between existing and cumulative (with project) conditions. (Significant)	**T/C-21k:** Implement Mitigation Measure T/C-5a (Tinker Extension)	Significant and Unavoidable if Tinker Extension not constructed; Less than significant with Mitigation Measure T/C-21k.	No
T/C-21L: The signalized intersection of *7th Street and Jackson Street (#23)* would operate at LOS E and LOS F during the AM and PM peak hours, respectively, in 2025. Traffic generated by buildout of the project would contribute at least three percent of the cumulative traffic increases during both the AM and PM peak hours, as measured by the difference between existing and cumulative (with project) conditions. (Significant)	None feasible.	Significant and Unavoidable	No
T/C-21m: The signalized intersection of *7th Street and Harrison Street (#27)* would operate at LOS E during the PM peak hour in 2025. Traffic generated by buildout of the project would contribute at least three percent of the cumulative traffic increases during the PM peak hour, as measured by the difference between existing and cumulative (with project) conditions. (Significant)	None feasible.	Significant and Unavoidable	No
T/C-21n: The signalized intersection *12th Street and Brush Street/I-980 Southbound Off-Ramp (#31)* would operate at LOS F during the AM peak hour in 2025. Traffic generated by buildout of the project would contribute at least three percent of the cumulative traffic increases during the AM peak hour, as measured by the difference between existing and cumulative (with project) conditions. (Significant)	None feasible.	Significant and Unavoidable.	No

TABLE 4-1
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Impact	Mitigation Measure	Level of Significance after Mitigation	Amended from the 2006 SEIR
Air Quality			
Future tenants of the proposed project could generate new emissions of odors or toxic air contaminants as a part of their operations.	None.	Not Applicable	No
Future tenants of the proposed project could use or store chemicals that could result in acutely hazardous air emissions under upset conditions.	None.	Not Applicable	No
Increases in roadway congestion resulting from project traffic could result in a violation of the state or federal standards for carbon monoxide.	None.	Not Applicable	No
AQ-1: Construction-period activities such as demolition, excavation and grading operations, construction vehicle traffic, utility extensions and improvements, and roadway reconstruction would generate exhaust emissions and fugitive particulate matter emissions that would affect local air quality. (Significant Impact)	**AQ-1a:** Consistent with the BAAQMD's preferred approach, the project developer shall ensure that the following measures are included in construction contracts and specifications to control fugitive dust emissions. • Water all active construction areas at least twice daily and more often during windy periods; active areas adjacent to existing land uses shall be kept damp at all times, or shall be treated with non-toxic stabilizers or dust palliatives; • Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 2 feet of freeboard. • Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites; • Sweep daily (with water sweepers) all paved access roads, parking areas and staging area at construction sites; water sweepers shall vacuum up excess water to avoid runoff-related impacts to water quality; • Sweep streets daily (preferably with water sweepers) if visible soil material is carried onto adjacent public streets; • Hydroseed or apply non-toxic soil stabilizers to inactive construction areas; • Enclose, cover, water twice daily or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.). • Limit traffic speeds on unpaved roads to 15 mph;	Less than Significant	No

TABLE 4-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measure	Level of Significance after Mitigation	Amended from the 2006 SEIR
	• Install sandbags or other erosion control measures to prevent silt runoff to public roadways; and • Suspend excavation and grading activity whenever the wind is so high that it results in visible dust plumes despite control efforts. **Measure AQ-1b:** The Project developer shall ensure that emissions from construction equipment exhaust, and from workers commuting to the site, are reduced from implementation of the following measures: • Store construction tools on-site in secure facilities to encourage commuting by transit; • Use alternative fueled construction equipment to the fullest extent possible; • Minimize addling time (e.g., 5-minute maximum); • Maintain properly tuned equipment according to equipment manufacturer's guidelines; and • Limit hours of operation of heavy duty equipment to the hours between 7:00 A.M. and 7:00 P.M. Monday through Friday, and between 8:00 A.M. and 5:00 P.M. on Saturday, as specified in Section J, Noise, of this chapter and in the City of Alameda Community Noise Ordinance. **AQ-1c:** To minimize air quality impacts to the lowest practicable levels, BAAQMD Regulation 11, Rule 2: Hazardous Materials; Asbestos Demolition, Renovation and Manufacturing shall be adhered to during the demolition/construction process.		
AQ-2: New traffic generated by the Project and new stationary source emissions would increase regional emissions beyond the BAAQMD significance standards. (Significant)	**AQ-2 (revised):** The following measures, if applied to office, commercial and R&D areas and uses in the proposed Project, would reduce this impact. These measures represent a menu of options for reducing the intensity of long-term air quality impacts. However, this air quality impact would remain significant and unavoidable. • Construct transit facilities such as bus turnouts/bus bulbs, benches, shelters, etc; • Provide shuttle service to the BART station to encourage employee and resident use for their daily commute; • Implement carpool/vanpool program, e.g., carpool ridematching,	Significant and Unavoidable	No

TABLE 4-1
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Impact	Mitigation Measure	Level of Significance after Mitigation	Amended from the 2006 SEIR
	assistance with vanpool formation, provision of vanpool vehicles, etc; • Provide preferential parking for carpool and vanpool vehicles; • Provide for electric vehicle (EV) outlets for employee and resident vehicles and maintenance; • Provide on-site shops and services for employees, such as cafeteria, bank/ATM, dry cleaners, convenience market, etc., or provide midday shuttle service from work site to food service establishments/commercial areas; • Provide on-site child care, or contribute to off-site child care within walking distance; • Provide secure, weather-protected bicycle parking for employees; • Provide safe, direct access for bicyclists to adjacent bicycle routes; • Provide showers and lockers for employees bicycling or walking to work; • Provide secure short-term bicycle parking for retail customers and other non-commute trips; and • Obtain the required permit to burn wastes that result from "Land Development Clearing" through BAAQMD and/or the local fire agency, depending on the time of year the burning is to take place. Only vegetative waste materials may be disposed of using an open outdoor fire.		
The project would have a less than significant air quality impact as a result of the siting of residential uses near Port facilities.	No mitigation required.	Not Applicable	No
Noise			
Construction Period Impacts, Noise Impacts to On-site Uses, Long-term Aircraft and Train Noise Impacts, Long-term vehicular Traffic Noise Impacts, Noise Effects on Off-site Sensitive Uses	No mitigation required.	Not Applicable	No
NOI-1: On-site residential uses and the school site may be exposed to levels of traffic noise from Atlantic Avenue that would exceed the acceptable outdoor noise levels. (Significant)	**NOI-1**: *Detailed noise studies that consider the specific design of the residential areas proposed adjacent to Atlantic Avenue and Tinker Avenue and determine what the maximum height of the sound wall(s) will need to be to achieve an acceptable exterior noise level shall be prepared by a*		No

TABLE 4-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measure	Level of Significance after Mitigation	Amended from the 2006 SEIR
	qualified noise consultant. The studies shall be submitted to the City for review and the recommendations shall be incorporated into the Development Plan and the Project improvement Plans (see Mitigation Measure AES-3). Design measures such as the following could also be required (by the City's Noise Element Policy 8.7.f), depending on the specific findings of the detailed noise study: double-paned glass for windows facing the direction of traffic; weather-tight seals for doors and windows; or mechanical ventilation such as an air conditioning system		
NOI-2: The proposed project could result in exposure of on-site residents to unacceptable noise levels from off-site noise sources. (Potentially Significant)	**NOI-2:** The residential developer(s) shall submit a detailed noise study, prepared by a qualified noise consultant, to determine design measures necessary to achieve acceptable exterior and interior noise levels at the proposed new residences. If possible, this study should be conducted after existing on-site tenants have vacated the site, as their activities may affect the degree of design measures required. The study shall be submitted to the City for review and the recommendations shall be incorporated into the Planned Development permit plan and the project improvement plans. Design measures such as the following could be required, depending on the specific findings of the noise study: orienting new homes to face Tinker Avenue, the 5th Street Extension and the Mitchell Avenue Extension to ensure that rear yard open space is buffered from the street; double-paned glass windows facing the noise source; weather-tight seals for doors and windows; or mechanical ventilation such as an air conditioning system.	Less than Significant	No
NOI-3: Onsite residential uses may be exposed to levels of traffic noise from the 5th Street Extension, Tinker Avenue and the Mitchell Avenue Extension that would exceed City standards for exterior noise levels. (Potentially Significant)	**NOI-3:** Implement Mitigation Measure NOI-2.	Less than significant	No
Public Services			
Implementation of the proposed project could affect the ability of the Alameda Unified School District to adequately provide educational services to school-age residents of City of Alameda.	None.	Not Applicable	No
The project would create extensive new parks and open space. Furthermore, the increased population resulting from the project would not result in the use of existing parks and recreation facilities such that	None. (Beneficial)	Not Applicable	No

TABLE 4-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measure	Level of Significance after Mitigation	Amended from the 2006 SEIR
substantial physical deterioration of such facilities would occur, nor would the project result in City residents being outside the target maximum radius (within 3/8-mile) of a park.			
Implementation of the proposed project would result in an increase the demand for police protection services.	None.	Less than Significant	No
Implementation of the proposed project would result in an increase the demand for fire protection services.	None.	Less than Significant	No
PUB-1: Development of the proposed project would interfere with the City of Alameda's Fire Department's Disaster Response Plan. (Potentially Significant)	**PUB-1a:** The City of Alameda Planning Department shall work with the Fire Department to provide for the installation of saltwater pumping facility for use by the City of Alameda Fire Department in a seismic event. **PUB-1b:** As part of the Project's Improvement Plans for the wharf area, the City of Alameda shall work with the Fire Department to ensure that adequate access for pumping vehicles operated by City of Alameda Fire Department is provided within 40 feet of the facility. **PUB-1c:** The City of Alameda shall construct the facility during construction of the waterfront promenade.	Less than Significant	No
PUB-2: Demolition of the existing structures on the project site would result in the generation of large quantities of solid waste, which would include large quantities of potentially recyclable materials. (Potentially Significant)	**PUB-2:** As part of the required Waste Management Plan for the project, the project sponsor shall work with organizations able to provide funding and technical assistance for managing and financing the demolition, recycling and reuse project. The Waste Management Plan include plans for managing the construction debris that promotes separation of waste types and recycling, and provides for reuse of materials onsite for reconstructing infrastructure. This plan shall be prepared in coordination with City staff, the project sponsor, the demolition subcontractor and any involved organizations per Mitigation Measure PUB-2, and shall be approved by City staff prior to issuance of a demolition permit as required by Chapter 21 of the Municipal Code.	Less than Significant	No
PUB-3: Demolition of existing structures on the project site would result in the generation of large quantities of solid waste which are not reusable or recyclable, including hazardous waste. (Potentially Significant)	**PUB-3:** There is no mitigation available to reduce the amount of hazardous waste generated during project demolition. This impact would therefore be significant and unavoidable.	Significant and o Unavoidable	N

TABLE 4-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measure	Level of Significance after Mitigation	Amended from the 2006 SEIR
PUB-4: Operations of the completed project would result in an increase in solid waste generated in the City of Alameda. (Less than Significant)	No mitigation required.	Not Applicable	No
Utilities and Service Systems			
The implementation of the proposed project would create an increased demand for electricity at the project site.	None.	Not Applicable	No
The implementation of the proposed project would create an increased demand for natural gas at the project site.	None.	Not Applicable	No
The implementation of the proposed project would create an increased demand for telephone and cable services at the project site.	None.	Not Applicable	No
UTL-1: The Project could result in wasteful water use if appropriate measures are not implemented. (Potentially Significant)	**UTL-1:** The Project shall incorporate the following water conservation measures to help minimize any increase in EBMUD's system-wide water consumption: • The use of potable water for irrigation shall be minimized by encouraging homeowners to utilize drought-tolerant plant materials and gardening techniques in the design of landscaped areas, and by requiring commercial properties to install and maintain drought-resistant landscaping with limited areas of turf, in accordance with the City's water conservation landscaping design standards. • The use of water conserving fixtures, such as low-flow toilets and shower heads, flow reducing aerators on sinks, and automatic shut-off faucets in commercial buildings, in accordance with the Uniform Plumbing Code.	Less than Significant	No
UTL-2: If wastewater from the Project areas that now drain to sub-basin 64-5-2 are rerouted into sub-basin LA2 (under Option A), the resulting peak flow rates could exceed the capacity of the existing Mitchell sewer line. (Potentially Significant)	**UTL-2:** The project sponsor shall construct a new parallel line to supplement the EMBUD Mitchell line to provide combined capacity required to the siphon junction structure [Footnote 5] Furthermore, additional gravity flow capacity shall be installed as part of the Project improvements and shall be extended to the Alameda interceptor or to the point at which gravity flow capacity becomes available.	Less than Significant	No

TABLE 4-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measure	Level of Significance after Mitigation	Amended from the 2006 SEIR
UTL-3: If existing asbestos cement pipe is either removed during Project construction or crushed in place with insufficient cover, asbestos dust could be released into the air and hazardous materials could contaminate pipe disposal sites. (Potentially Significant)	**UTL-3:** Implementation of Mitigation Measure HAZ-3 as stated below would reduce this impact to a less-than-significant level: • Adherence by the Project sponsors and the City to existing regulations requiring abatement of lead and asbestos hazards and worker health and safety procedures during demolition and renovation activities would reduce this impact to a less-than-significant level. No additional mitigation is required.	Less than Significant	No
UTL-4: Under the cumulative condition, the proposed Project still has the potential to contribute to wastewater flows which may exceed the capacity of existing estuary transport facilities and exceed the NAS Alameda's allocation at the EBMUD Water Pollution Control Plan (WPCP).	**UTL-4:** Should the City determine that it needs to further reduce its overall peak flows into the WPCP, the proposed Project should contribute its fair share of the costs associated with the design and development of a sewer retention facility or an enhanced West Alameda I&I Program.	Less than Significant	No
UTL-5: Phase abandonment of the existing gas distribution lines on the Project site may leave some facilities in place that present unsafe hazardous conditions. (Potentially Significant)	**UTL-5:** A gas line abandonment plans shall be prepared by the Project or other responsible entity for approval. At a minimum, it is recommended that the plan address the following issues: • Scheduling for service disconnection at buildings to be demolished; • Completion of mapping, leak detection and repairs on all portions of the existing system that may be impacted by Project construction, and that are planned to remain in service during Project construction; and	Less than Significant	No
	• Compliance with all other CPUC provisions relating to system abandonment. • Implementation of Mitigation Measure UTL-5 would reduce potential impacts to less than significant levels.		
Cultural Resources			
CUL-1: If previously undiscovered cultural resources are unearthed during construction on the project, a significant impact would occur. (Potentially Significant)	**CUL-1:** In the event that previously unidentified cultural resources are discovered during site preparation or construction, the project sponsor shall cease work in the immediate area until such time as a qualified archaeologist and City of Alameda personnel can assess the significance of the find. The following mitigation measures shall be implemented at the time of the find: • Activity in the vicinity of the suspected resources shall be immediately	Less than Significant	No

TABLE 4-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measure	Level of Significance after Mitigation	Amended from the 2006 SEIR
	suspended and City of Alameda personnel and a qualified archaeologist shall evaluate the find. Project personnel shall not alter any of the uncovered materials or their context. • If a human burial or disassociated human bone is encountered, current state law requires that the County Coroner be called immediately. All work must be curtailed in the vicinity of the discovery until the Coroner's approval to continue has been received. • If archaeological resources are discovered, and the City and the cultural resource consultant find that the resource is unique based on the criteria provided in the CEQA Guidelines and criteria listed above, the City and the project developer, in consultation with a cultural resource expert, shall seek to avoid damaging effects on the resources wherever feasible. • If the City determines that avoidance is not feasible, a qualified cultural resource consultant shall prepare an excavation plan for mitigating the effect of the project on the qualities that make the resource unique. The mitigation plan shall be prepared in accordance with CEQA Guidelines and shall be submitted to the City for review and approval.		
CUL-2: If buried paleontological resources are discovered on the project site, a significant impact would result. (Potentially Significant)	**CUL-2.** If paleontological resources are encountered during project site preparation or construction activities, the following mitigation measures shall be implemented: • Activity in the vicinity of the suspected resource(s) shall be immediately suspended and City of Alameda personnel and a qualified paleontological resource consultant shall be contacted to evaluate the find. Project personnel shall not alter any of the uncovered materials or their context. • If paleontological resources are discovered, and the City and the paleontological resource consultant find that the resource is unique based on the criteria provided in the CEQA Guidelines and criteria listed above, the City and the project developer, in consultation with a paleontological resource expert, shall seek to avoid damaging effects on the resources wherever feasible. • If the City determines that avoidance is not feasible, a qualified paleontological resource consultant shall prepare a salvage plan for mitigating the effect of the project on the qualities that make the resource unique. The project applicant, in consultation with a qualified	Less than Significant	No

TABLE 4-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Mitigation Measure	Level of Significance after Mitigation	Amended from the 2006 SEIR
	paleontologist, shall complete a paleontological resource inventory, declaration, and mitigation plan in accordance with CEQA Guidelines and shall be submitted to the City for review and approval.		
Aesthetics			
AES-1: The proposed project would create a generally beneficial aesthetic impact on the project site and in the project vicinity by removing deteriorating buildings, eliminating open expanses of pavement, creating a greater continuity of land use, and introducing new public views. (Beneficial)	None required.	Not Applicable	No
AES-2: The proposed project could expose waterfront tenants and patrons to industrial lighting that may generate unacceptable levels of glare during hours of darkness. (Less than Significant)	None required.	Not Applicable	No
AES-4: The proposed project could generate light and glare which would be visible primarily from the northern shore of the Oakland Estuary at Jack London Square, as well as from existing and proposed circulation corridors and residential areas within the City of Alameda. (Potentially Significant)	**AES-4a:** The specific reflective properties of the project building materials should be assessed by the City during the Design Review as part of the Development Plan approval process. Design review shall ensure that the use of reflective exterior materials is minimized. **AES-4b:** Specific lighting proposals shall be reviewed and approved by the City prior to installation. This review shall ensure that any outdoor night lighting for the proposed waterfront promenade would be downshielded and would not create additional nighttime glare.	Less than Significant	No
AES-5: The proposed project retail (Variant A) and office/R&D (Variant B) development could generate light and glare which would be visible primarily from the existing USCG Housing and the proposed multi-family housing. (Potentially Significant)	**AES-5:** Specific lighting proposals for the proposed office/R&D and retail parking lot areas shall be reviewed and approved by the City during Design Review for office/R&D and retail structures. This review shall ensure that any outdoor night lighting for the proposed office/R&D and retail parking lot areas is downshielded and would not create nighttime glare for surrounding residential areas.	Less than Significant	No

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