CITY OF ALAMEDA

ENVIRONMENTAL CHECKLIST FOR STREAMLINED REVIEW

Pursuant to California Public Resources Code Sections 21083.3 and CEQA Guidelines and 15183

Project Title:	West Midway/RESHAP Residential Project
Lead Agency:	City of Alameda 2263 Santa Clara Avenue Alameda, CA 94501
Contact Person:	Andrew Thomas, Planning Director, City of Alameda 2263 Santa Clara Avenue Alameda, CA 94501 Phone: (510) 747-6881
Project Sponsors:	City of Alameda, The Collaborating Partners, MidPen Housing Corporation, Catellus Development Corporation, and Brookfield Homes
General Plan Designation:	Mixed-Use
Zoning:	AP-MS – Main Street Neighborhood (Alameda Point)

1.0 PROJECT OVERVIEW

The West Midway/RESHAP project is a public/private partnership between the City of Alameda, Brookfield Homes, Catellus Development Corporation, and MidPen Housing Corporation for the development of two adjacent properties at Alameda Point in the City of Alameda. The City with MidPen Housing Corporation propose to develop a 309 unit supportive mixed use housing project on a 8 acre site, and the City and Brookfield and Catellus proposed to develop a 485 residential mixed use project on an adjacent 26 acre site.

The two adjacent projects are located within the Main Street Neighborhood Specific Plan area of Alameda Point on lands bounded by West Midway Avenue on the north, Pan Am Way on the west, West Tower Avenue on the south, and Main Street on the east. Orion Street bisects the site in the north-south direction.

The West Midway and RESHAP projects are designed to implement the:

- 2022 Alameda Housing Element. The Housing Element identifies the West Midway/RESHAP project as a housing opportunity site and a housing program essential to the City of Alameda's ability to meet its regional housing needs by 2031. The environmental impacts of the Housing Element were considered in the 2021 General Plan EIR.

- 2021 Alameda General Plan Land Use Element. The General Plan land use element specifically identifies the project site for housing and the mixed use land use designation for the West Midway and RESHAP project. The Land Use Mixed Use Designation for the property permits "*a wide variety of housing types, including multifamily housing, a wide variety of commercial and business uses and a maximum FAR of 0.25 to 5.0 depending on the sub district and historic district designations*." The proposed project includes a wide variety of housing types including multifamily housing and up to 50,000 square feet of non-residential space with a project FAR between 0.25 and 5.0. The environmental impacts of the General Plan Land Use Element were considered in the 2021 General Plan EIR.

- 2018 Main Street Neighborhood Specific Plan. The RESHAP project is one of the Specific Plan's policy goals. The West Midway/RESHAP project is consistent with the land use, density, street design, and open space standards and regulations of the Specific Plan. The environmental impacts of the Main Street Specific Plan were considered in the 2021 General Plan EIR and the 2014 Alameda Point EIR.

- 2020 Alameda Point Master Infrastructure Plan. All proposed infrastructure improvements would be consistent with the approved Master Infrastructure Plan for Alameda Point. The environmental impacts of the Alameda Point Master Infrastructure Plan were considered in the 2021 General Plan EIR and the 2014 Alameda Point EIR.

Project Description:

As depicted in Figure 1 Proposed Site Plan, the two projects in combination include construction of:

- 309 supportive housing units and community spaces and facilities for extremely low, very low income, low income, and transitional households and up to 8 units for managers and staff;
- 41 residential units to be deed restricted for moderate income households;
- 437 market rate residential units in three and four story buildings, with at least 43 of these units affordable by design;
- Up to 50,000 square feet of non-residential uses (including but not limited to, retail, commercial, civic and other commercial space);
- New and/or upgraded public streets and utilities including water distribution, wastewater collection, storm water collection and management control, and recycled water storage and distribution systems;

Figure 1: West Midway and RESHAP Site Plans

The proposed projects include a variety of building types, including townhomes, condomiums, stacked flats, and commercial spaces. All the residential buildings will be between three and four stories with a maximum height limit of approximately 50 feet. A freestanding one story commercial building is proposed at the corner of Pan Am and West Tower in the lower left corner of the property.

Consistent with the *Main Street Neighborhood Specific Plan*, the project site would be developed with a "complete streets" transportation network that would support a variety of modes of transportation, and would provide pedestrian, bicycle, and transit facilities. Protected, separated two-way bikeways will be constructed on Main Street on the east side of the project, West Midway on the north side of the project, and through the middle of the project from Main Street to Pan Am Way.

The project site is served by AC Transit Line 96 and is within a 5 minute walk of two ferry terminals providing direct access to Oakland and San Francisco.

Construction of the project is planned to occur in phases, with demolition, ground and soil improvements, and grading preceding each phase, and utility and street infrastructure constructed prior to completion of vertical construction for each phase. The phasing of the project allows for the first two of the four RESHAP buildings (first half of the RESHAP campus) to be built first. The West Midway project will then proceed with its first two phases of three story for sale townhomes. Once RESHAP Phase 1 is complete, the second and final phase of the RESHAP project and the third and final phase of West Midway will be completed in 2031. Temporary improvements would be installed as needed to connect to adjacent facilities and roadways to provide access and utilities until future development occurs.

Figure 2: Phase 1 Infrastructure and Development Areas

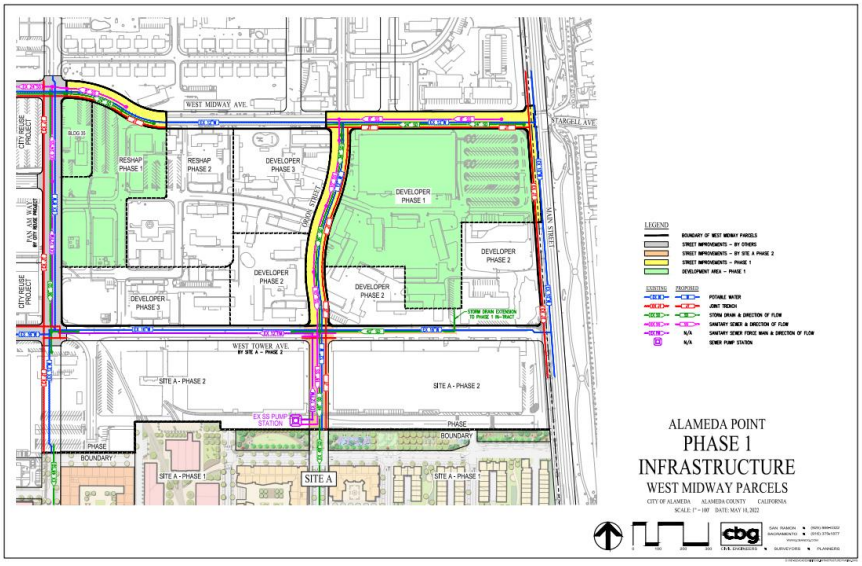
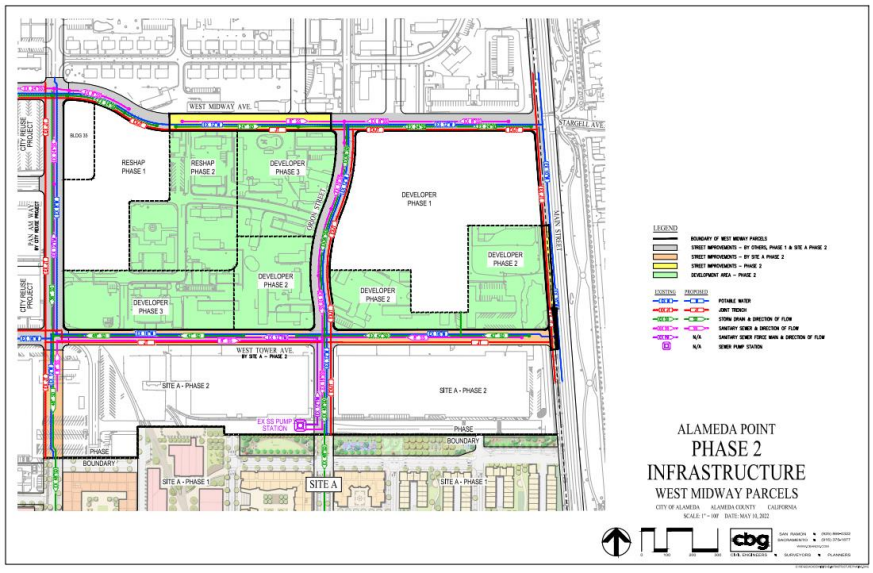


Figure 3: Phase 2 Infrastructure and Development Areas



The proposed project infrastructure improvements would be phased to accommodate the scheduled build- out of the residential, retail, commercial, parks, and open space planned for each phase of development. All below-grade utility and street surface improvements that are necessary to comply with the local, State, and federal requirements and applicable law would be completed to deliver a fully functional phase. The phasing of the infrastructure improvements may vary depending on final build-out mix and need. All local in-tract streets (streets within the parcels) necessary to

provide access and utility connections would be constructed in the appropriate phase. Each phase would also require interim transitions from the permanent improvements to the existing utilities and roadway sections.

The proposed project requires the following approvals from the City of Alameda:

- Disposition and Development Agreements for the RESHAP Project and the West Midway.
- Development Agreements for the RESHAP Project and the West Midway Project.
- Development Plans for the RESHAP Project and the West Midway Projects, each including a detailed site plan, with backbone and in-tract street alignments and sections, building footprints and massing, landscape concepts, and a phasing plan, pursuant to Section 30-4.13 (j) of the Alameda Municipal Code.
- Tentative and Final Maps and Design Review for each phase of the RESHAP Project and West Midway Project.
- Site Management Plan providing guidelines for development activities to be conducted in a manner to protect the health and safety of workers, residents, visitors, and the environment.
- Infrastructure Improvement Plans for the improvement of the on-site and adjacent off-site streets, open space, wastewater, stormwater, potable water, recycled water, power, natural gas, and communications facilities for each phase of development.
- Excavation permit per City of Alameda Marsh Crust Ordinance.
- A design-level geotechnical analysis to confirm that the necessary corrective measures would be prepared as part of the design process of proposed improvements.
- Demolition, grading, and building permits.
- All proposed improvements and structures would be compliant with the avoidance and minimization measures outlined in the Biological Opinion issued by the U.S. Fish and Wildlife Service; the Declaration of Restrictions recorded on the Alameda Point property; and a Memorandum of Agreement with the Veterans' Administration for lighting mitigation measures related to protecting the least tern colony in the Veterans' Administration property. The City of Alameda would review all proposed improvements to ensure compliance.

The projects will also require permits from regional agencies:

- Bay Area Quality Management District – Permit for asbestos abatement activities.
- EBMUD – Review and approval of proposed water, wastewater, and recycled water infrastructure improvements.

2.0 BASIS FOR STREAMLINING

The California Environmental Quality Act (CEQA) allows for streamlined environmental review and/or tiering under California Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183 for projects that "are consistent with the development density established by existing

zoning, community plan, or general plan policies for which an EIR was certified." (Section 15183(a).)

Section 15183(c) provides that "[i]f an impact is not peculiar to the parcel or the project, has been addressed as a significant effect in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards, [. . .] then an additional EIR need not be prepared for the project solely on the basis of that impact."

The proposed project is eligible for streamlined review under Section 15183, as detailed in Section 2.1 below, and therefore only those impacts that are considered peculiar to the project or project site need be reviewed to determine whether there will be any project-specific significant effects. Review of any project-specific impacts is guided by Public Resources Code section 21166 and CEQA Guidelines Section 15162, which provide that "no subsequent or supplemental environmental impact report shall be required" unless there are substantial changes proposed in the project or with respect to the circumstances under which the project is being undertaken, "which will require major revisions of the EIR . . . due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects," or where there is "[n]ew information of substantial importance." (Section 15162.)

Here, none of the conditions for preparation of a subsequent EIR per Section 15162(a) would apply to the proposed project:

1. The proposed project is consistent with the 2022 Housing Element, the 2021 General Plan, and the 2018 Main Street Specific Plan. The environmental impacts of these plans were adequately considered in the 2021 General Plan EIR and 2014 Alameda Point EIR.
2. The proposed West Midway/RESHAP development does not involve substantial changes that would require major revisions to the 2014 Alameda Point EIR or the 2021 General Plan EIR. The 2021 GP EIR analyzed the environmental impacts of adding up to 12,000 new housing units in Alameda and over 1,480 new housing units between 2023 and 2031 at Alameda Point. The proposed housing to be constructed as part of this project is part of the 1,480 units to be constructed at Alameda Point to implement the 2022 Housing Element.
3. There are no substantial changes in the circumstances of the project. The existing conditions at Alameda Point and the 34 acres are consistent with the conditions that existed at the time of the 2021 General Plan EIR and the 2014 Alameda Point EIR. No new significant environmental effects or substantial increase in the severity of previously identified significant effects would result from the proposed development of the project site, as outlined in the Environmental Checklist below.
4. The projects will be required to implement all applicable mitigation measures from the 2014 Alameda Point EIR and 2021 General Plan EIR to mitigate potential significant impacts associated with the development.
5. There is no new information of substantial importance that was not known and could not have been known at the time of preparation of the Alameda Point EIR, which was certified on February 4, 2014, or the GP EIR, which was certified on November 30, 2021. As outlined in the Environmental Checklist below, the project would not have more significant effects, or significant effects that are substantially more severe than shown in the Alameda

Point EIR or GP EIR. No mitigation measure or alternatives identified in the Alameda Point EIR that are found to be infeasible would be feasible, nor are considerably different mitigations or alternatives available that would substantially reduce significant effects.

The attached Checklist evaluates the potential project-specific environmental effects of the proposed project and evaluates whether such impacts were adequately covered by the Alameda Point EIR and/or the GP EIR, consistent with CEQA Guidelines Section 15183. This Checklist hereby incorporates by reference the Alameda Point EIR and General Plan EIR analysis of all potential environmental impact topics, including all background information it contains regarding the environmental setting of the Alameda Point project. The Alameda Point EIR and General Plan EIR are available for review at the offices of the Planning, Building and Transportation Department located at 2263 Santa Clara Avenue. In addition, electronic copies of the Alameda Point EIR and General Plan EIR are available on the City's website at: https://www.alamedaca.gov/Departments/Base-Reuse-Alameda-Point and http://alameda2040.org/document-library.

3.0. EVALUATION OF ENVIRONMENTAL EFFECTS

This Checklist compares the potential environmental impacts that may result from implementation of the proposed project to the effects previously identified for the Alameda Point project's Development Program (including the project site), to determine whether the proposed project's environmental impacts were adequately addressed in the Alameda Point EIR and the General Plan EIR per CEQA Guidelines Sections 15162 and 15183, as described under Section 2.0, above.

The checkboxes in the Checklist indicate whether the proposed project would result in environmental impacts, as described below:

- **Equal or Less Severity of Impact than Previously Identified in the Alameda Point EIR or GP EIR** – The severity of the specific impact of the proposed project would be the same as or less than the severity of the specific impact described in the Alameda Point EIR and/or in the General Plan EIR.

- **Substantial Increase in Severity of Previously Identified Significant Impact in the Alameda Point EIR or GP EIR** – The proposed project's specific impact would be substantially greater than the specific impact described in the Alameda Point EIR and/or in the General Plan EIR.

- **New Significant Impact** – The proposed project would result in a new significant impact that was not previously identified in the Alameda Point EIR and/or in the General Plan EIR.

Where the severity of the impacts of the proposed project would be the same as or less than the severity of the impacts described in the Alameda Point EIR and/or in the General Plan EIR, the checkbox for Equal or Less Severity of Impact Previously Identified in Alameda Point EIR and/or

in the General Plan EIR is checked. Where the checkbox for Substantial Increase in Severity of Previously Identified Significant Impact in Alameda Point EIR and/or in the General Plan EIR or New Significant Impact is checked, there are significant impacts that may be:

- Peculiar to the project or project site (CEQA Guidelines Section 15183(b)(3));
- Not analyzed as significant impacts in the previous EIR, including off-site and cumulative impacts (CEQA Guidelines Section 15183(b)(2));
- Due to substantial changes in the project (CEQA Guidelines Section 15162(a)(1));
- Due to substantial changes in circumstances under which the project will be undertaken (CEQA Guidelines Section 15162(a)(2)); or
- Due to substantial new information not known at the time the EIR was certified (CEQA Guidelines Sections 15162(a)(3) and 15183(b)(4)).

This Checklist hereby incorporates by reference the Alameda Point EIR and General Plan EIR discussion and analysis of all potential environmental impact topics; only those environmental topics that could have a potential project-specific environmental impact are included. The EIR significance criteria have been consolidated and abbreviated in this Checklist for administrative purposes; a complete list of the significance criteria can be found in the Alameda Point EIR. The discussions of previous EIR findings throughout the Checklist focus on the findings of the Alameda Point EIR but, where appropriate, relevant information and findings from the General Plan EIR is also presented.

	Equal or Less Severity of Impact than Previously Identified in Alameda Point EIR or GP EIR	**Substantial Increase in Severity of Previously Identified Significant Impact in EIR or GP EIR**	**New Significant Impact**
1. Land Use Consistency and Compatibility Would the project:			
a. Physically divide an established community;	☒	☐	☐
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the General Plan, specific plans, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or	☒	☐	☐
c. Conflict with any applicable habitat conservation plan or natural community conservation plan.	☒	☐	☐

The proposed West Midway/RESHAP Residential Project is specifically designed to implement the General Plan Land Use Element and Housing Element housing construction objectives for the property.

There are no changes to the project design or land use program for the property or the circumstances under which the project is to be undertaken that would require revisions of the EIR due to new significant environmental effects or a substantial increase in the severity of previously identified significant effects. There is also no new information of substantial importance that was not known at the time of the 2021 General Plan EIR.

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2. Population and Housing Would the project:	**Equal or Less Severity of Impact than Previously Identified in Alameda Point EIR or GP EIR**	**Substantial Increase in Severity of Previously Identified Significant Impact in EIR or GP EIR**	**New Significant Impact**
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure);	☒	☐	☐
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; or	☒	☐	☐
c. Displace substantial numbers of existing people, necessitating the construction of replacement housing elsewhere.	☒	☐	☐

West Midway/RESHAP Development Plan

The proposed West Midway/RESHAP Residential Project is specifically designed to implement the General Plan Land Use Element and Housing Element housing construction objectives for the property. The purpose of a Housing Element is to address statewide, regional, and local housing and displacement impacts.

There are no changes to the project design or land use program for the property or the circumstances under which the project is to be undertaken that would require revisions of the EIR due to new significant environmental effects or a substantial increase in the severity of previously identified significant effects. There is also no new information of substantial importance that was not known at the time of the 2021 General Plan EIR.

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3. Transportation and Circulation Would the project result in:[1]	Equal or Less Severity of Impact than Previously Identified in Alameda Point EIR or GP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in EIR or GP EIR	New Significant Impact
a. Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;	☒	☐	☐
b. Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the congestion management agency for designated roads or highways;	☒	☐	☐
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;	☒	☐	☐
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);	☒	☐	☐
e. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities; or	☒	☐	☐
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.	☒	☐	☐

[1] The Alameda Point EIR also included an analysis of potential transportation and circulation impacts based on criteria recommended by the City of Alameda Transportation Commission, the City of Oakland CEQA thresholds (for intersections in Oakland), Caltrans (for freeway segments and ramps), and the Alameda County Transportation Commission (for Congestion Management Program roadway segments). Although these specific criteria are not listed here, the discussion below reflects the results of this analysis. Please refer to the APP EIR for these specific criteria.

The proposed West Midway/RESHAP Residential Project is specifically designed to implement the General Plan, Specific Plan, and Transportation Element policies to place higher density, mixed use residential development within walking distance of transit lines and ferry terminals.

The 2021 General Plan EIR determined that the construction of up to 10,000 more residential units in Alameda over the next 20 years would not result in a Vehicle Miles Traveled (VMT) impacts. The General Plan EIR assumed that over 1,480 of those units would be constructed at Alameda Point during the next 8 years.

The General Plan EIR evaluated the VMT projected under 2040 General Plan buildout conditions; this analysis assumed that the majority of the City's household and employment growth would occur in the Alameda Point and Northern Waterfront Priority Development Areas (PDAs) identified in *Plan Bay Area*, the Regional Transportation Plan/Sustainable Communities Strategy for the San Francisco Bay Area. The analysis determined that the average household VMT per capita is projected to decline by about 3 percent below the 2020 baseline, which would be at least 15 percent below the average Bay Area regional household VMT per capita, the applicable threshold of significance.

The EIR identified numerous General Plan policies that would directly or indirectly result in the reduction of VMT, including policies ME-13, ME-14, ME-16, ME-17, ME-20, ME-22, LU-2, LU-3, LU-16, LU-34, CC-7, CC-8, CC-9, CC-10, and CC-11,. The proposed project is consistent with the project evaluated in the General Plan EIR, Therefore, the project's VMT impact has been previously evaluated and disclosed, and the project would not increase the severity of the impact. Furthermore, the project will be required to participate in the Alameda Point Transportation Demand Management Program to meet the mobility needs of residents and employees, which would further reduce project-generated VMT.

Consistent with the General Plan and the Main Street Neighborhood Specific Plan, the project would be developed with a multi-modal "complete streets" transportation network that would support a variety of modes of transportation, and would provide pedestrian, bicycle, and transit facilities, consistent with the MIP. New roadways would be constructed, and existing roadways would be re-aligned, resulting in a grid street network on the site, as described under Project Description, above. The street system would include regional arterials, such as Main Street and West Atlantic; collector streets, such as Pan Am Way and West Midway Avenue; and a network of local streets with connecting alleys. Sidewalks would be constructed along streets, with widths varying between 6 and 15 feet, based on street right-of-way sections. Bus lines along West Midway Avenue and Orion Street would provide access to public transit.

There are no changes to the project design or land use program for the property or the circumstances under which the project is to be undertaken that would require revisions of the EIR due to new significant transportation environmental effects or a substantial increase in the severity of previously identified transportation significant effects. There is also no new information of substantial importance that was not known at the time of the 2021 General Plan EIR.

The West Midway/RESHAP project will be required to implement the relevant Mitigation Measures from the Alameda Point Mitigation Monitoring and Reporting Program adopted for all Alameda Point projects in 2014.

4. Cultural and Paleontological Resources Would the project:	**Equal or Less Severity of Impact than Previously Identified in Alameda Point EIR or GP EIR**	**Substantial Increase in Severity of Previously Identified Significant Impact in EIR or GP EIR**	**New Significant Impact**
a. Cause a substantial adverse change in the significance of a historical resource, as defined in Section 15064.5;	☒	☐	☐
b. Cause a substantial adverse change in the significance of a unique archaeological resource, pursuant to Section 15064.5;	☒	☐	☐
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or	☒	☐	☐
d. Disturb any human remains, including those interred outside of formal cemeteries.	☒	☐	☐

West Midway/RESHAP Development Plan

The Housing Element identifies this property for the West Midway/RESHAP project. One building adjacent to the property - the Radio Transmitter Building (Building 35) constructed in 1940—is a contributor to the NAS Alameda Historic District. This building, which is identified as a contributing structure to the Historic District, is not part of the project site and would not be demolished to accommodate the proposed project. None of the buildings to be demolished for the project are contributors to the NAS Historic District.

Based on the records search performed as part of the Alameda Point EIR cultural resources analysis (which included a 0.5-mile radius around the project area), there are no known archaeological or paleontological resources in the project area (including the West Midway/RESHAP project site), and no indication that the project area has been used for burial purposes.

Based on an examination of the analysis, findings, and conclusions of the Alameda Point EIR, General Plan EIR, and on the discussion above, development of the West Midway/RESHAP project site would not substantially increase the severity of the significant cultural and paleontological resources impacts identified in the Alameda Point EIR, nor would it result in new significant cultural and paleontological resources impacts that were not identified in the Alameda Point EIR.

5. Biological Resources Would the project:	**Equal or Less Severity of Impact than Previously Identified in Alameda Point EIR or GP EIR**	**Substantial Increase in Severity of Previously Identified Significant Impact in EIR or GP EIR**	**New Significant Impact**
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service;	☒	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service;	☒	☐	☐
c. Have a substantial adverse effect on federally protected wetlands (as defined by Section 404 of the Clean Water Act) or on Waters of the State protected wetlands, through direct removal, filling, hydrological interruption, or other means;	☒	☐	☐
d. Interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;	☒	☐	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or	☒	☐	☐
f. Conflict with any adopted local, regional, or State Habitat Conservation Plan.	☒	☐	☐

West Midway/RESHAP Development Plan

The project site is an underutilized 34 acre urban block surrounded by urban development. The property is not within close proximity of the California least tern nesting colony, and the project does not require any work on submerged lands or in wetland areas. The proposed land uses, building types, heights, and massing for the West Midway/RESHAP project would be consistent with the development standards and design guidelines in the Main Street Neighborhood Specific Plan. N o

Based on an examination of the analysis, findings, and conclusions of the Alameda Point EIR, and on the discussion above, development of the proposed West Midway/RESHAP Residential Project would not substantially increase the severity of the less-than-significant biological resources impacts identified in the Alameda Point EIR, nor would it result in new significant biological impacts that were not identified in the Alameda Point EIR.

There is also no new information of substantial importance related to biological resources on the site that was not known at the time of the 2021 General Plan EIR.

6. Air Quality and Greenhouse Gases Would the project:	**Equal or Less Severity of Impact than Previously Identified in Alameda Point EIR or GP EIR**	**Substantial Increase in Severity of Previously Identified Significant Impact in EIR or GP EIR**	**New Significant Impact**
a. Conflict with or obstruct implementation of the applicable air quality plan;	☒	☐	☐
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation;	☒	☐	☐
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);	☒	☐	☐
d. Expose sensitive receptors to substantial pollutant concentrations;	☒	☐	☐
e. Create objectionable odors affecting a substantial number of people;	☒	☐	☐
f. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or	☒	☐	☐
g. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.	☒	☐	☐

West Midway/RESHAP Development Plan

The proposed West Midway/RESHAP Residential Project is specifically designed to implement the General Plan, Specific Plan, and Conservation and Climate Change Element policies to place

higher density, mixed use residential development within walking distance of transit lines and ferry terminals to reduce greenhouse gas and air quality impacts resulting from transportation.

The 2021 General Plan EIR determined that the construction of up to 10,000 more residential units in Alameda over the next 20 years would not result in a Vehicle Miles Traveled (VMT) impacts. The General Plan EIR assumed that over 1,480 of those units would be constructed at Alameda Point during the next 8 years.

The General Plan EIR evaluated the VMT projected under 2040 General Plan buildout conditions; this analysis assumed that the majority of the City's household and employment growth would occur in the Alameda Point and Northern Waterfront Priority Development Areas (PDAs) identified in *Plan Bay Area*, the Regional Transportation Plan/Sustainable Communities Strategy for the San Francisco Bay Area. The analysis determined that the average household VMT per capita is projected to decline by about 3 percent below the 2020 baseline, which would be at least 15 percent below the average Bay Area regional household VMT per capita, the applicable threshold of significance.

The EIR identified numerous General Plan policies that would directly or indirectly result in the reduction of VMT, including policies ME-13, ME-14, ME-16, ME-17, ME-20, ME-22, LU-2, LU-3, LU-16, LU-34, CC-7, CC-8, CC-9, CC-10, and CC-11,. The proposed project is consistent with the project evaluated in the General Plan EIR, Therefore, the project's VMT impact has been previously evaluated and disclosed, and the project would not increase the severity of the impact. Furthermore, the project will be required to participate in the Alameda Point Transportation Demand Management Program to meet the mobility needs of residents and employees, which would further reduce project-generated VMT.

There are no changes to the project design or land use program for the property or the circumstances under which the project is to be undertaken that would require revisions of the EIR due to new significant air quality environmental effects or a substantial increase in the severity of previously identified air quality significant effects. There is also no new information of substantial importance that was not known at the time of the 2021 General Plan EIR.

The West Midway/RESHAP project will be required to implement the relevant Mitigation Measures from the Alameda Point Mitigation Monitoring and Reporting Program adopted for all Alameda Point projects in 2014.

Based on an examination of the analysis, findings, and conclusions of the Alameda Point EIR, and on the discussion above, development of the proposed project would not substantially increase the severity of significant air quality or greenhouse gas (GHG) impacts identified in the General Plan EIR or the Alameda Point EIR, nor would it result in new significant air quality or GHG impacts that were not identified in the previous EIRs.

7. Noise Would the project result in:	**Equal or Less Severity of Impact than Previously Identified in Alameda Point EIR or GP EIR**	**Substantial Increase in Severity of Previously Identified Significant Impact in EIR or GP EIR**	**New Significant Impact**
a. Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies; • An increase in noise exposure of 4 or more dB if the resulting noise level would exceed that described as normally acceptable for the affected land use, as indicated in Table 8-1 (Table 4.G-3 above). • Any increase of 6 dB or more, due to the potential for adverse community response. • When evaluating noise impacts associated with new residential development, exposure to traffic noise in outdoor yard spaces shall not be considered a significant impact. *(Policy 8.7.h)*;	☒	☐	☐
b. Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels;	☒	☐	☐
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;	☒	☐	☐
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;	☒	☐	☐
e. Exposure of people residing or working in the area around the project site to excessive noise levels (for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport); or	☒	☐	☐
f. Exposure of people residing or working in the area around the project site to excessive noise levels (for a project within the vicinity of a private airstrip).	☒	☐	☐

West Midway/RESHAP Development Plan

Existing noise levels at the site have not changed since the 2021 General Plan EIR was completed and the anticipated noise resulting from construction of residential buildings on the site was fully

considered in the Alameda Point EIR and General Plan EIR. There is no new circumstances or changes to the project that would require revisions to either of the prior EIRs.

Based on an examination of the analysis, findings, and conclusions of the Alameda Point EIR, development of the project would not substantially increase the severity of significant noise impacts identified in the Alameda Point EIR, nor would it result in new significant noise impacts that were not identified in the Alameda Point EIR.

8. Geology, Soils, and Seismicity Would the project:	**Equal or Less Severity of Impact than Previously Identified in Alameda Point EIR or GP EIR**	**Substantial Increase in Severity of Previously Identified Significant Impact in EIR or GP EIR**	**New Significant Impact**
a. Expose people or structures to potential substantial adverse effects, including risk of loss, injury or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; ii) Strong seismic ground-shaking; iii) Seismic-related ground failure, including liquefaction; and/or iv) Landslides.	☒	☐	☐
b. Result in substantial soil erosion or the loss of topsoil;	☒	☐	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse;	☒	☐	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code creating substantial risks to life or property; or	☒	☐	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.	☒	☐	☐

West Midway/RESHAP Development Plan

The West Midway/RESHAP site is relatively flat, with very little topographical relief, and is generally not susceptible to landslides. It is not within 50 feet of the northern shoreline, and is not considered to have static slope stability issues. However, the project site is underlain by artificial fill and Bay Mud, which is generally susceptible to subsidence or settlement. Subsidence related to consolidation of Bay Mud beneath fill and foundation settlement, and directly related to site-specific structural building loads, could affect structures proposed as part of the development of the project. In addition, the site is in an area of high seismic activity.

The West Midway/RESHAP project will be required to implement the relevant Mitigation Measures from the Alameda Point Mitigation Monitoring and Reporting Program adopted for all Alameda Point projects in 2014.

Based on an examination of the analysis, findings, and conclusions of the Alameda Point EIR, and on the discussion above, development of the project would not substantially increase the severity of significant geology, soils, or seismicity impacts identified in the Alameda Point EIR, nor would it result in new significant geology, soils, or seismicity impacts that were not identified in the Alameda Point EIR.

9. Hydrology and Water Quality Would the project:	**Equal or Less Severity of Impact than Previously Identified in Alameda Point EIR or GP EIR**	**Substantial Increase in Severity of Previously Identified Significant Impact in EIR or GP EIR**	**New Significant Impact**
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade water quality;	☒	☐	☐
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level;	☒	☐	☐
c. Substantially alter the existing drainage pattern of the site or area through the alteration of the course of a stream or river, or by other means, in a manner that would result in substantial erosion or siltation on- or off-site or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off- site;	☒	☐	☐
d. Create or substantially contribute to runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;	☒	☐	☐
e. Place housing or other improvements within a 100-year flood hazard zone as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard map or impede or redirect flood flows;	☒	☐	☐
f. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; or	☒	☐	☐
g. Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow.	☒	☐	☐

West Midway/RESHAP Development Plan

As described in the Master Infrastructure Plan (MIP), the elevation on Alameda Point ranges from 1 foot to 8 feet, with areas near the Oakland Inner Harbor and extending south along Main Street and onto the project site that are in the 100-year tide zone, and that are therefore vulnerable to flooding. Much of the rest of Alameda Point is also within the 100-year tide zone. In addition, some areas, including north of Seaplane Lagoon and on the east side of the project site are also in the 100-year tide, plus 24-inch sea-rise zone, and are therefore also vulnerable. The project would be required to implement flood and sea-level rise protection improvements that are consistent with the requirements established in the MIP, described under Project Description, above, which would provide protection for up to 24 inches of future sea-level rise. This level of protection would exceed the level of protection required per the Alameda Point EIR, for 18 inches of future sea-level rise.

The proposed project would involve construction of new buildings, new streets, and all necessary infrastructure. These activities are within the scope of the project evaluated in the Alameda Point EIR. The new utilities—including storm drains, flood, and sea-level–rise protection—and implementation of Low- Impact Development in compliance with Provision C.3 of the National Pollutant Discharge Elimination System (NPDES) Municipal Regional Stormwater Permit would reduce impacts to water quality.

Based on an examination of the analysis, findings, and conclusions of the Alameda Point EIR, and on the discussion above, development of the proposed project would not substantially increase the severity of significant hydrology and water quality impacts identified in the Alameda Point EIR, nor would it result in new significant hydrology and water quality impacts that were not identified in the Alameda Point EIR.

10. Hazards and Hazardous Materials Would the project:	**Equal or Less Severity of Impact than Previously Identified in Alameda Point EIR or GP EIR**	**Substantial Increase in Severity of Previously Identified Significant Impact in EIR or GP EIR**	**New Significant Impact**
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;	☒	☐	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;	☒	☐	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;	☒	☐	☐
d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment;	☒	☐	☐
e. Be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area;	☒	☐	☐
f. Result in a safety hazard for people residing or working in the project site vicinity for a project within the vicinity of a private airstrip;	☒	☐	☐
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or	☒	☐	☐
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.	☒	☐	☐

The U.S. Navy has been undertaking "necessary measures to meet the requirements and notifications for hazardous substances, petroleum products, and other regulated materials necessary for an environmentally suitable transfer of the site to the City of Alameda." These measures have included a process to "identify, analyze, and clean up any releases of hazardous materials and wastes associated with past Navy operations." These measures and activities will continue after transfer of the former NAS Alameda to the City of Alameda, until regulatory closure is received.

A Finding of Suitability to Transfer (FOST) for the project site was completed on February 13, 2013; it covers a large portion of Alameda Point, and addresses areas of the former base outside of the FOST area, including the entirety of the project site. As designated under the Department of Defense's Installation Restoration (IR) Program (an initiative to identify, investigate, and clean up hazardous waste sites on former military bases), the project site includes IR 7 (Building 459–Navy Exchange Service Station) and portions of IR 35 (Ares of Concern in Transfer Parcel EDC-5). Remediation of these sites has been completed in accordance with the Resource Conservation and Recovery Act (RCRA), Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) Program, and or in accordance with an integrated approach based on both laws.

The West Midway/RESHAP site is subject to the City of Alameda's Marsh Crust Ordinance (City of Alameda General Ordinance No. 2824), which requires notification and permit requirements for excavations that may encounter a layer of deposits that commonly contain petroleum-related substances. The Marsh Crust Ordinance applies to excavations deeper than 5 feet in nearly all areas of the project site; in the southeast corner of the site, it applies to excavations deeper than the mean higher high tide.

Site disturbance could disturb or release contaminated soil and/or groundwater, exposing construction workers, the public or the environment to hazardous materials. Numerous requirements described in the Alameda Point EIR for protecting people and the environment, including a Site Management Plan, that must be approved by the U.S. Environmental Protection Agency, California Department of Toxic Substances Control, and the RWQCB, and included in construction specifications, would address impacts.

As described in the Alameda Point EIR, with the continued remediation efforts currently being conducted by the Navy and any that would be assumed by the City as overseen by the California Department of Toxic Substances Control or the RWQCB—combined with the City's tracking system, continued compliance with deed restrictions, implementation of Site Management Plans, mitigation measures, and other permit requirements (including adherence to the Marsh Crust Ordinance)—the potential for residual contamination to significantly impact residents, employees, or the general public would be minimized, and is considered less than significant with mitigation. In addition, the proposed land uses and densities for the West Midway/RESHAP site are consistent with the project evaluated in the Alameda Point EIR. Mitigation Measures 4.J-1a through 4.J-1e, 4.J-2, and 4.J-7 would apply to the project.

Based on an examination of the analysis, findings, and conclusions of the Alameda Point EIR, and on the discussion above, development of the proposed project would not substantially increase the severity of significant Hazards or Hazardous Materials impacts identified in the Alameda Point EIR, nor would it result in new significant Hazards or Hazardous Materials impacts that were not identified in the Alameda Point EIR.

11. **Aesthetics** Would the project:	**Equal or Less Severity of Impact than Previously Identified in Alameda Point EIR or GP EIR**	**Substantial Increase in Severity of Previously Identified Significant Impact in EIR or GP EIR**	**New Significant Impact**
a. Have a substantial adverse effect on a scenic vista;	☒	☐	☐
b. Substantially damage scenic resources within a state scenic highway;	☒	☐	☐
c. Substantially degrade the existing visual character or quality of the site and its surroundings; or	☒	☐	☐
d. Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area.	☒	☐	☐

West Midway/RESHAP Development Plan

There have been no changes to the project design or the surrounding urban environment that result in a new or more severe aesthetics impact than was identified in the Alameda Point and General Plan EIRs, both of which determined that no aesthetic impact would occur as the result of the project.

All development under the proposed project would be subject to Design Review pursuant to the City of Alameda's General Plan polices and Design Review Ordinance, Sections 30-36 and 30-37. According to the Alameda Point EIR, implementation of the planning and design controls included in the Alameda Point project, and as required by Sections 30-36 and 30-37.

Existing views from the project site are limited to: 1) views across the site, consisting of expanses of pavement and/or ruderal grasses, dilapidated buildings from the former NAS Alameda, and building foundations; 2) near-distance views of the edges of the "Big Whites," the former NAS Alameda officers' homes; and 3) views up street corridors, some of which provide highly constrained views of the distant East Bay Hills. These views do not comprise scenic views.

The proposed project substantially conforms to the development of the site that was envisioned in the Alameda Point EIR, which evaluated the aesthetic impacts of the project. The project would not substantially increase the severity of significant aesthetics impacts identified in the Alameda Point EIR, nor would it result in new significant aesthetics impacts that were not identified in the Alameda Point EIR.

12. **Public Services and Recreation** Would the project:	**Equal or Less Severity of Impact than Previously Identified in Alameda Point EIR or GP EIR**	**Substantial Increase in Severity of Previously Identified Significant Impact in EIR or GP EIR**	**New Significant Impact**
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services: • Fire protection; • Police protection; • Schools; • Parks; and • Other public facilities.	☒	☐	☐
b. Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated;	☒	☐	☐
c. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.	☒	☐	☐

West Midway/RESHAP Development Plan

The proposed West Midway/RESHAP Residential Project is designed to implement the General Plan and Housing Element policies and objectives. To evaluate the potential impacts of these objectives, the General Plan EIR considered the impacts to public services of 10,000 new housing units over 20 years and over 5,353 new housing units over the next 8 years. As described in the EIRs, the project sponsor would be required by the City of Alameda's Fiscal Neutrality Policy to fund the proportional share of the cost of additional fire and emergency medical services, police services, and related infrastructure, as well as pay development fees to the Alameda Unified School District to mitigate potential impacts from an increase in students. The project would also have to comply with applicable code requirements, including the California Building Code, California Fire Code, Alameda Fire Code, and Alameda Municipal Code.

Based on an examination of the analysis, findings, and conclusions of the Alameda Point EIR, and on the discussion above, development of the project would not substantially increase the severity of the less-than-significant public services and recreation impacts identified in the Alameda Point EIR, nor would it result in new significant public services and recreation impacts that were not identified in the Alameda Point EIR.

13. Utilities and Service Systems Would the project:	**Equal or Less Severity of Impact than Previously Identified in Alameda Point EIR or GP EIR**	**Substantial Increase in Severity of Previously Identified Significant Impact in EIR or GP EIR**	**New Significant Impact**
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board;	☒	☐	☐
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;	☒	☐	☐
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;	☒	☐	☐
d. Have insufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed;	☒	☐	☐
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments;	☒	☐	☐
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs; or	☒	☐	☐
g. Not comply with federal, state, and local statutes and regulations related to solid waste.	☒	☐	☐

West Midway/RESHAP Development Plan

The proposed West Midway/RESHAP Residential Project is designed to implement the General Plan and Housing Element policies and objectives. To evaluate the potential impacts of these objectives, the 2021 General Plan EIR considered the impacts to public services of 10,000 new housing units over 20 years and over 5,353 new housing units over the next 8 years.

Based on an examination of the analysis, findings, and conclusions of the Alameda Point EIR, and on the discussion above, development of the project would not substantially increase the severity of significant utilities and service systems impacts identified in the Alameda Point EIR, nor would it result in new significant utilities and service systems impacts that were not identified in the Alameda Point EIR.

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WEST MIDWAY MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

Mitigation Measures	Implementation Procedures	Monitoring Responsibility	Monitoring and Reporting Action	Mitigation Schedule	Notes
C. Transportation and Circulation					
Mitigation Measure 4.C-1 (Construction Management Plan): Project applicant(s) and construction contractor(s) shall develop a Construction Management Plan for review and approval by the Public Works Department prior to issuance of any permits. The Plan shall include at least the following items and requirements to reduce traffic congestion during construction: 1. A set of comprehensive traffic control measures shall be developed, including scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes. 2. The Construction Management Plan shall identify haul routes for movement of construction vehicles that would minimize impacts on motor vehicle, bicycle, and pedestrian traffic, circulation, and safety, and specifically to minimize impacts, to the greatest extent possible, to streets in and around the Alameda Point project site. The haul routes shall be approved by the City. 3. The Construction Management Plan shall provide for notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures would occur. 4. The Construction Management Plan shall provide for monitoring surface streets used for haul routes so that any damage and debris attributable to truck hauling can be identified and corrected by the project applicant.	Project applicant and its contractor(s) obtain approval of Construction Management Plan and implement the plan during construction.	City of Alameda Public Works Department	Public Works Department must review and approve Construction Management Plan	Prior to issuance of building or grading permit(s); inspect during construction	

Mitigation Measures	Implementation Procedures	Monitoring Responsibility	Monitoring and Reporting Action	Mitigation Schedule	Notes

Mitigation Measures	Implementation Procedures	Monitoring Responsibility	Monitoring and Reporting Action	Mitigation Schedule	Notes
Mitigation Measure 4.D-2 (Archaeological Resources): Project applicant shall be responsible for implementing the following on site procedures: If cultural resources are encountered, all activity within 100 feet of the find shall halt until it can be evaluated by a qualified archaeologist and a Native American representative. Prehistoric archaeological materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or toolmaking debris; culturally darkened soil ("midden") containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-era materials might include stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse. If the archaeologist and Native American representative determine that the resources may be significant, they shall notify the City of Alameda and shall develop an appropriate treatment plan for the resources. The archaeologist shall consult with Native American monitors or other appropriate Native American representatives in determining appropriate treatment for unearthed cultural resources if the resources are prehistoric or Native American in nature. In considering any suggested measures proposed by the archaeologist and Native American representative in order to mitigate impacts to cultural resources, the project applicant shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project area while mitigation for cultural resources is being carried out. Pursuant to CEQA Guidelines Section 15126(b), *Mitigation Measures Related to Impacts on Historical Resources*, the City of Alameda will, whenever feasible, seek to avoid damaging effects on any historical resource of an archaeological nature. The following factors shall be considered for a project involving an archaeological site: A. Preservation in place is the preferred manner of mitigating impacts to archaeological sites. Preservation in place maintains the relationship between artifacts and the archaeological context. Preservation may also avoid conflict with religious or cultural values of groups associated with the site.	Project applicant and its contractor(s) shall halt work and notify archaeologist and Native American representative if materials are discovered. Archaeologist and Native American representative shall conduct independent review and prepare treatment plan, if necessary. Project applicant or its contractor(s) shall implement treatment plan and mitigate impacts pursuant to CEQA Guidelines.	City of Alameda Community Development Department	If resources are encountered, verify work is suspended and review and approve the treatment and monitoring plan if archaeological materials are discovered	If resources encountered, review of treatment and monitoring plan prior to continuation of construction	

B. Preservation in place may be accomplished by, but is not limited to, the following: 1. Planning construction to avoid archaeological sites; 2. Incorporation of sites within parks, greenspace, or other open space; 3. Covering the archaeological sites with a layer of chemically stable soil before building tennis courts, parking lots, or similar facilities on the site. 4. Deeding the site into a permanent conservation easement. C. When data recovery through excavation is the only feasible mitigation, a data recovery plan, which makes provisions for adequately recovering the scientifically consequential information from and about the historical resource, shall be prepared and adopted prior to any excavation being undertaken. Such studies shall be deposited with the California Historical Resources Regional Information Center. Archeological sites known to contain human remains shall be treated in accordance with the provisions of Section 7050.5 Health and Safety Code. If an artifact must be removed during project excavation or testing, curation may be an appropriate mitigation. D. Data recovery shall not be required for an historical resource if the lead agency determines that testing or studies already completed have adequately recovered the scientifically consequential information from and about the archaeological or historical resource, provided that the determination is documented in the EIR and that the studies are deposited with the California Historical Resources Regional Information Center.					
Mitigation Measure 4.D-3 (Paleontological Resources): If paleontological resources, such as fossilized bone, teeth, shell, tracks, trails, casts, molds, or impressions are discovered during ground-disturbing construction activities, all such activities within 100 feet of the find shall be halted until a qualified paleontologist can assess the significance of the find and, if necessary, develop appropriate salvage measures in consultation with the City of Alameda and in conformance with Society of Vertebrate Paleontology Guidelines (SVP, 1995; SVP, 1996).	Project applicant and its contractor(s) shall halt construction within 100 feet of paleontological resources Project applicant shall retain a paleontologist to assess significance of resources and develop salvage measures, if necessary Project applicant shall incorporate measures upon continuation of construction	City of Alameda Community Development Department	Consult paleontologist in development of appropriate salvage measures for any paleontological resources found	If resources encountered, review of treatment and monitoring plan prior to continuation of construction	
Mitigation Measure 4.D-4 (Human Remains): In the event of discovery or recognition of any human remains during construction activities, such activities within 100 feet of the find shall cease. The Alameda County Coroner shall be contacted immediately. If the remains are determined to be Native American, and no investigation of the cause of death is required, the Native American Heritage Commission (NAHC) will be contacted within 24 hours. The NAHC will identify and contact the person or persons it believes to be the "most likely descendant (MLD)" of the deceased Native American, who in turn would make recommendations for the appropriate means of treating the human remains and any grave goods.	Project applicant and its contractor(s) shall halt work and notify coroner and City of Alameda Community Development Department if remains are discovered NAHC shall assign most likely descendant Project applicant and its contractor(s) shall hire archaeologist and cease work if site contains Native American remains	City of Alameda Community Development Department; NAHC; County Coroner	Contact City, NAHC, or County Coroner if human remains are encountered	Ongoing	

Mitigation Measures	Implementation Procedures	Monitoring Responsibility	Monitoring and Reporting Action	Mitigation Schedule	Notes
E. Biological Resources					
Mitigation Measure 4.E-1f: (Bat Pre-Construction Survey) Potential direct and indirect disturbances to bats shall be identified by locating colonies, and instituting protective measures prior to construction. No more than two weeks in advance of tree removal, demolition of buildings onsite, or initiation of construction within 100 feet of trees or structures providing potential bat roosting sites, a qualified bat biologist (e.g., a biologist holding a CDFW collection permit and a Memorandum of Understanding with CDFW allowing the biologist to handle and collect bats) shall conduct pre-construction surveys for bat roosts. No activities that could disturb active roosts shall proceed prior to the completed surveys.	Project applicant will obtain a qualified biologist to conduct pre-construction surveys for bat roosts. Qualified biologist will conduct pre-construction bat surveys two weeks prior to tree removal and building demolition work and shall develop protective measures.	City of Alameda Community Development Department	Review construction specifications to ensure inclusion of protective measures for active bat roosts. Monitor to ensure completion of pre-construction survey.	Prior to issuance of demolition or tree removal permit	This mitigation measure applies to any project requiring removal of trees and/or demolition of buildings.

Mitigation Measure 4.E-1g: (Bat Maternity Colony Measures) If a maternity colony is located within the project site during pre-construction surveys, the project shall be redesigned to avoid impacts if feasible, and a no-disturbance buffer acceptable in size to the CDFW shall be created around the roost. Bat roosts (maternity or otherwise) initiated during construction are generally presumed to be unaffected by increased noise, vibration, or human activity, and no buffer is necessary as long as roost sites are not directly altered or destroyed. However, the "take" of individuals is still prohibited at any time. • If there is a maternity colony present and the project cannot be redesigned to avoid removal of the tree or structure inhabited by the bats, demolition of that tree or structure shall not commence until after young are flying (i.e., after July 31, confirmed by a qualified bat biologist) or before maternity colonies form the following year (i.e., prior to March 1). • If a non-maternity roost must be removed as part of the project, the non-maternity roost shall be evicted prior to building/tree removal by a qualified biologist, using methods such as making holes in the roost to alter the air-flow or creating one-way funnel exits for the bats. • If significant (e.g., maternity roosts or large non-maternity roost sites) bat roosting habitat is destroyed during building/tree removal, artificial bat roosts shall be constructed in an undisturbed area in the project site vicinity away from human activity and at least 200 feet from project demolition/construction activities. The design and location of the artificial bat roost(s) shall be determined by a qualified bat biologist.	Project applicant and its contractor(s) shall incorporate measures in the construction specifications to reduce impacts to maternity colonies. During pre-construction surveys, Project applicant and/or its contractor(s) will redesign the project if maternity colony is located within the project site.	City of Alameda Community Development Department; CDFW	Monitor to ensure adequate measures are taken to avoid impacts to maternity colonies.	Prior to issuance of demolition or tree removal permit	This mitigation measure applies to any project requiring removal of trees and/or demolition of buildings.

Mitigation Measures	Implementation Procedures	Monitoring Responsibility	Monitoring and Reporting Action	Mitigation Schedule	Notes
Mitigation Measure 4.E-4b: (Bird Strike Mitigation) Prior to the issuance of the first building permit for each new building, or for any exterior renovation that would increase the surface area of glazing by 50 percent or more or that would replace 50 percent or more of existing glazing, the City shall require that the project applicant retain a qualified biologist experienced with bird strike issues to review and approve the design of the building to ensure that it sufficiently minimizes the potential for bird strikes. The City may also consult with resource agencies such as the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or others, as it determines to be appropriate during this review. The project applicant shall provide to the City a written description of the measures and features of the building design that are intended to address potential impacts on birds. The design shall include some of the following measures or measures that are equivalent to, but not necessarily identical to, those listed below, as new, more effective technology for addressing bird strikes may become available in the future: • Employ design techniques that create "visual noise" via cladding or other design features that make it easy for birds to identify buildings as such and not mistake buildings for open sky or trees; • Decrease continuity of reflective surfaces using "visual marker" design techniques, which techniques may include: – Patterned or fritted glass, with patterns at most 28 centimeters apart, – One-way films installed on glass, with any picture or pattern or arrangement that can be seen from the outside by birds but appear transparent from the inside, – Geometric fenestration patterns that effectively divide a window into smaller panes of at most 28 centimeters, and/or – Decals with patterned or abstract designs, with the maximum clear spaces at most 28 centimeters square. • Up to 60 feet high on building facades facing the shoreline, decrease reflectivity of glass, using design techniques such as plastic or metal screens, light-colored blinds or curtains, frosting of glass, angling glass towards the ground, UV-A glass, or awnings and overhangs; • Eliminate the use of clear glass on opposing or immediately adjacent faces of the building without intervening interior obstacles such that a bird could perceive its flight path through the glass to be unobstructed; • Mute reflections in glass using strategies such as angled glass, shades, internal screens, and overhangs; and • Place new vegetation sufficiently away from glazed building facades so that no reflection occurs. Alternatively, if planting of landscapes near a glazed building façade is desirable, situate trees and shrubs immediately adjacent to the exterior glass walls, at a distance of less than 3 feet from the glass. Such close proximity will obscure habitat reflections and will minimize fatal collisions by reducing birds' flight momentum. ***Lighting.*** In addition to implementation of the City/VA Lighting MOA, the project applicant shall similarly ensure that the design and specifications for buildings implement design elements to reduce lighting usage, change light direction, and contain light. These include, but are not limited to, the following general considerations that should be applied wherever feasible throughout Alameda Point to reduce night lighting impacts on species other than least terns: • Avoid installation of lighting in areas where not required for public safety • Examine and adopt alternatives to bright, all-night, floor-wide lighting when interior lights would be visible from the exterior or exterior lights must be left on at night, including: – Installing motion-sensitive lighting – Installing task lighting – Installing programmable timers – Installing fixtures that use lower-wattage, sodium, and yellow-red spectrum lighting. • Install strobe or flashing lights in place of continuously burning lights for any obstruction lighting. • Where exterior lights are to be left on at night, install fully shielded lights to contain and direct light away from the sky.	Project applicant shall retain a qualified biologist to review and approve design of buildings for potential impacts on birds related to bird strike, lighting, and placement of rooftop antennae and other rooftop elements. Project applicant shall provide educational materials to building tenants and occupants, hotel guests, and residents encouraging them to minimize light transmission from windows. Project applicant or City shall document activities undertaken per this mitigation measure. Project applicant or City shall maintain records that include the written descriptions provided by the building developer of the measures and features of the design for each building that are intended to address potential impacts on birds, and the recommendations and memoranda prepared by the qualified biologist experienced with bird strikes.	City of Alameda Community Development Department; CDFW; USFWS	Review submittal and documentation of measures and features incorporated to address potential impacts on birds. Ensure that education materials get distributed to building tenants, occupants, hotel guests, and residents appropriately. Ensure proper documentation of activities prescribed by Measure 4.E-4b.	Prior to issuance of building permit(s)	

Mitigation Measures	Implementation Procedures	Monitoring Responsibility	Monitoring and Reporting Action	Mitigation Schedule	Notes
Antennae, Monopole Structures, and Rooftop Elements*.** The City shall ensure, as a condition of approval for every building permit, that buildings minimize the number of and co-locate rooftop- antennas and other rooftop equipment, and that monopole structures or antennas on buildings, in open areas, and at sports and playing fields and facilities do not include guy wires. ***Educating Residents and Occupants. The City shall ensure, as a condition of approval for every building permit, that the project applicant agrees to provide educational materials to building tenants and occupants, hotel guests, and residents encouraging them to minimize light transmission from windows, especially during peak spring and fall migratory periods, by turning off unnecessary lighting and/or closing window coverings at night. The City shall review and approve the educational materials prior to building occupancy. ***Documentation.*** The project applicant and/or City shall document undertaking the activities described in this mitigation measure and maintain records that include, among others, the written descriptions provided by the building developer of the measures and features of the design for each building that are intended to address potential impacts on birds, and the recommendations and memoranda prepared by the qualified biologist experienced with bird strikes who reviews and approves the design of any proposed projects to ensure that they sufficiently minimize the potential for bird strikes.					
Mitigation Measure 4.E-4c: (Breeding Birds) The City shall require project applicants to conduct pre-construction breeding bird surveys for projects proposed in areas containing, or likely to contain, habitat for nesting birds as a condition of approval for any development-related permit. Specific measures to avoid and minimize impacts on nesting birds include, but are not limited to, those described below. • To avoid and minimize potential impacts on nesting raptors and other birds, preconstruction surveys shall be performed not more than one week prior to initiating vegetation removal and/or construction activities during the breeding season (i.e., February 1 through August 31) • To avoid and minimize potential impacts on nesting raptors and other birds, a no-disturbance buffer zone shall be established around active nests during the breeding season until the young have fledged and are self-sufficient, when no further mitigation would be required • Typically, the size of individual buffers ranges from a minimum of 250 feet for raptors to a minimum of 50 feet for other birds but can be adjusted based on an evaluation of the site by a qualified biologist in cooperation with the USFWS and/or CDFW • Birds that establish nests after construction starts are assumed to be habituated to and tolerant of the indirect impacts resulting from construction noise and human activity. However, direct take of nests, eggs, and nestlings is still prohibited and a buffer must be established to avoid nest destruction. • If construction ceases for a period of more than two weeks, or vegetation removal is required after a period of more than two weeks has elapsed from the preconstruction surveys, then new nesting bird surveys must be conducted.	Project applicant shall conduct pre- construction breeding bird surveys. Project applicant shall implement identified avoidance and minimization measures for nesting bird impacts.	City of Alameda Community Development Department	Review construction specifications to ensure incorporation of nesting bird avoidance and minimization measures. Monitor to ensure implementation of avoidance and minimization measures during construction.	Prior to issuance of building permit(s) and during construction	Although this mitigation measure is particularly critical for projects located in the Northwest Territories and the Federal Property, it is applicable to any project on a site that has trees, shrubs, buildings, or other structures, all of which can provide nesting habitat for birds.
Mitigation Measure 4.E-4f: (Open Refuse Containers) The City shall prohibit open refuse containers that contain food waste throughout the project area. This prohibition shall be incorporated into the terms and conditions of all City approvals for future development at Alameda Point.	The City will prohibit placement of open refuse containers that contain food waste.	City of Alameda Community Development Department	City to ensure that measure is implemented.	After construction is complete.	

Mitigation Measures	Implementation Procedures	Monitoring Responsibility	Monitoring and Reporting Action	Mitigation Schedule	Notes
F. Air Quality and Greenhouse Gases					
Mitigation Measure 4.F-1a: (Fugitive Dust) The following BAAQMD Best Management Practices for fugitive dust control will be required for all construction activities within the project area. These measures will reduce fugitive dust emissions primarily during soil movement, grading and demolition activities, but also during vehicle and equipment movement on unpaved project sites: ***Basic Controls that Apply to All Construction Sites*** 1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. 2. All haul trucks transporting soil, sand, or other loose material off site shall be covered. 3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. 4. All vehicle speeds on unpaved roads shall be limited to 15 mph. 5. All streets, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. 6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of CCR). Clear signage shall be provided for construction workers at all access points. 7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. 8. A publicly visible sign shall be posted with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.	Project applicant shall incorporate the BAAQMD BMPs for fugitive dust control in construction specifications. Project applicant shall implement BMPs during construction.	City of Alameda Community Development Department	Review construction specifications for inclusion of BAAQMD BMPs. Monitor to ensure that BMPs are implemented during construction.	Prior to issuance of building permit(s) and on-going during construction.	
Mitigation Measure 4.F-1.b: (Construction Exhaust) The following control measures for construction emissions will be required for all construction activities within the project area: • All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. • Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two minutes. Clear signage shall be provided for construction workers at all access points. • The Project shall develop a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project wide fleet-average 20 percent NO reduction and 45 percent PM reduction compared to the most recent CARB fleet average. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after- treatment products, add-on devices such as particulate filters, and/or other options as such become available. (The Level 3 Verified Diesel Emissions Control (VDEC) required under Mitigation Measure 4.F-1d would also comply with this measure) • Require that all construction equipment, diesel trucks, and generators be equipped with Best Available Control Technology for emission reductions of NO and PM. • Require all contractors to use equipment that meets CARB's most recent certification standard for off-road heavy duty diesel engines	Project applicant shall incorporate control measures for construction emissions in construction specifications. Project applicant shall implement control measures during construction.	City of Alameda Community Development Department	Review construction specifications to ensure incorporation of control measures for construction emissions. Monitor to ensure that construction exhaust measures are implemented during construction.	Prior to issuance of building permit(s) and during construction.	
Mitigation Measure 4.F-1c: (Demolition Controls) Demolition and disposal of any asbestos containing building material shall be conducted in accordance with the procedures specified by Regulation 11, Rule 2 (Asbestos Demolition, Renovation and Manufacturing) of BAAQMD's regulations.	Project applicant shall incorporate BAAQMD's Regulation 11, Rule 2 procedures in construction specifications. Project applicant shall implement measures as outlined in Regulation 11, Rule 2 of BAAQMD's regulations.	City of Alameda Community Development Department	Review construction specifications to ensure incorporation of BAAQMD's measures for the demolition and disposal of asbestos. Ensure Project applicant complies with Regulation 11, Rule 2 procedures of BAAQMD's regulations.	Prior to and during construction.	

Mitigation Measures	Implementation Procedures	Monitoring Responsibility	Monitoring and Reporting Action	Mitigation Schedule	Notes
Mitigation Measure 4.F-1d: (Toxic Air Contaminants and PM2.5) The project sponsors shall ensure that construction contract specifications include a requirement that all off-road construction equipment used for project improvements be equipped with a Level 3 Verified Diesel Emissions Control (VDEC), which would reduce diesel particulate emissions by at least 85 percent.	Project applicant shall incorporate toxic air contaminants and PM2.5 measure in construction contract specifications. Project applicant will use off-road construction equipment with a Level 3 Verified Diesel Emissions Control.	City of Alameda Community Development Department	Review construction specifications to ensure that toxic air contaminants and PM2.5 measure is incorporated. Ensure that Project applicant uses off-road construction equipment with a Level 3 Verified Diesel Emissions Control.	Prior to and during construction.	
Mitigation Measure 4.F-2: (Greenhouse Gas Reduction Measures) The following measures shall be incorporated into the project design: • Implement a Transportation Demand Management (TDM) program by participation in the Alameda TMA. • All electric residential heating cooling and cooking facilities and appliances; • Consider smart meters and programmable thermostats; • Meet State and local Green Building Code standards in all new construction; • Install solar water heaters for all uses as feasible; • Use recycled water when available; • Install low-flow fixtures (faucets, toilets, showers); • Use water efficient irrigation systems; and • Institute recycling and composting services.	Project applicant shall incorporate measures into project design documents.	City of Alameda Community Development Department	Ensure that project design documents incorporate measures identified in Mitigation Measure 4.F-2.	During design phase.	
G. Noise					
Mitigation Measure 4.G-1a: (Construction Hours) Applicant shall require construction contractors to limit standard construction activities hours to be in compliance with the Noise Ordinance. Pile driving activities greater than 90 dBA limited to between 8:00 a.m. and 4:00 p.m. Monday through Friday. No pile driving shall be allowed on weekends and National holidays.	Project applicant and its contractor(s) to include noise limitations in construction specifications. Project applicant and its contractor(s) to comply with the Noise Ordinance and ensure that pile driving activities greater than 90 dBA are limited to between 8:00 a.m. and 4:00 p.m. Monday through Friday.	City of Alameda Community Development Department	Review construction specifications to ensure measure is incorporated; inspection to ensure conformance.	Prior to issuance of grading or building permit(s); inspection during construction	

Mitigation Measures	Implementation Procedures	Monitoring Responsibility	Monitoring and Reporting Action	Mitigation Schedule	Notes
Mitigation Measure 4.G-1b: (Construction Noise Measures) To reduce daytime noise impacts due to construction, the applicants will require construction contractors to implement the following measures: • Equipment and trucks used for project construction will utilize the best available noise control techniques, such as improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds, wherever feasible. Impact tools (i.e., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust will be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves will be used where feasible, and this could achieve a reduction of 5 dBA. Quieter procedures will be used, such as drills rather than impact equipment, whenever feasible. • Stationary noise sources will be located as far from adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or other measures to the extent feasible. • Haul routes that affect the fewest number of people will be selected.	Project applicant and its contractor(s) shall use best available noise-control techniques described and locate stationary noise sources as far from adjacent receptors as possible.	City of Alameda Community Development Department	Require use of noise-control techniques in building permit; inspect construction site to confirm adherence to those requirements.	Prior to issuance of grading building permit(s); inspect during construction	
Mitigation Measure 4.G-1c: (Pile Driving Noise Attenuation Measures) Pile driving activities within 300 feet of sensitive receptors will require additional noise attenuation measures. Prior to commencing construction, a plan for such measures will be submitted for review and approval by the City to ensure that maximum feasible noise attenuation will be achieved. These attenuation measures will include as many of the following control strategies as feasible: • Erect temporary plywood noise barriers if they would block the line of sight between sensitive receptors and construction activities, particularly for existing residences in the northern area of the project site and for residences across Main Street; • Implement "quiet" pile driving technology (such as pre-drilling of piles or use of sonic pile drivers), where feasible, in consideration of geotechnical and structural requirements and conditions; and • Utilize noise control blankets on the building structure as the building is erected to reduce noise emission from the site.	Project applicant and its contractor(s) shall prepare plan and submit to City; implement during construction.	City of Alameda Community Development Department	Review noise-attenuation plan and incorporate plan into building permit; inspect site during construction to confirm adherence to plan.	Prior to issuance of grading or building permit(s); inspect site during construction	
Mitigation Measure 4.G-1d: (Complaint Tracking) Prior to the issuance of each building permit, along with the submission of construction documents, the project applicant will submit to the City a list of measures to respond to and track complaints pertaining to construction noise. These measures will include: • Signs will be posted at the construction site that include permitted construction days and hours, a day and evening contact number for the job site, and a contact number with the City of Alameda in the event of noise complaints. The project applicant will designate an onsite complaint and enforcement manager to track and respond to noise complaints; and • Notification of neighbors within 300 feet of the project construction area at least 30 days in advance of pile-driving activities about the estimated duration of the activity.	Project applicant and its contractor(s) shall post construction information and track complaints pertaining to construction noise	City of Alameda Community Development Department	Review construction specifications to ensure conformance; inspection to ensure conformance	Prior to issuance of building permit(s)	
Mitigation Measure 4.G-4: (Noise Ordinance) During individual project phase design preparation, the City will require a project applicant to comply with the Noise Ordinance and General Plan standards. These measures implement noise control measures to ensure that all non-transportation source operations comply with City standards and will include, but not be limited to, the following: • The proposed land uses will be designed so that onsite mechanical equipment (e.g., HVAC units, compressors, generators) and area-source operations (e.g., loading docks, parking lots, and recreational-use areas) are located as far as possible and/or shielded from nearby noise sensitive land uses to meet City noise standards. • Onsite landscape maintenance equipment will be equipped with properly operating exhaust mufflers and engine shrouds, in accordance with manufacturers' specifications. • The following activities will be limited to the hours of 7:00 a.m. to 10:00 p.m. unless site-specific analysis confirms that noise impacts to sensitive receptors would be less-than-significant: – Truck deliveries; – Operations of motor powered landscape maintenance equipment; and – Outdoor use of amplified sound systems.	Project applicant and its contractor(s) shall incorporate operational noise control measures in project design phase documents.	City of Alameda Community Development Department	City shall ensure that design phase documents of individual projects incorporate operational noise control measures.	During design phase and prior to issuance of building permit(s)	

Mitigation Measures	Implementation Procedures	Monitoring Responsibility	Monitoring and Reporting Action	Mitigation Schedule	Notes
Mitigation Measure 4.G-5: (Noise Study and Design Measures) Project applicants shall submit a detailed noise study, prepared by a qualified noise consultant, to determine design measures necessary to achieve acceptable interior noise levels at the proposed new residences. The study will be submitted to the City for review and approval. Design measures such as the following could be required, depending on the specific findings of the noise study: double-paned glass windows facing noise sources; solid-core doors; increased sound insulation of exterior walls (such as through staggered-or double-studs, multiple layers of gypsum board, and incorporation of resilient channels); weather-tight seals for doors and windows; or mechanical ventilation such as an air conditioning system.	Project applicant shall obtain a qualified noise consultant to prepare a noise study. Noise consultant will prepare a noise study and determine design measures necessary to achieve acceptable interior noise levels at new residences.	City of Alameda Community Development Department	City shall review and approve noise study and ensure that design measures would meet acceptable interior noise level standards.	Prior to construction.	*This mitigation measure applies only to residential projects.
H. Geology, Soils, and Seismicity					
Mitigation Measure 4.H-1: (Geotechnical Investigation) Prior to approval of a building permit, a site specific, design-level geotechnical investigation shall be prepared for all proposed development on the project site. The investigation shall include detailed characterization of the distribution and compositions of subsurface materials and an assessment of their potential behavior during violent seismic ground-shaking. The analysis shall recommend site preparation and design parameters that would be necessary to avoid or substantially reduce structural damage under anticipated peak ground accelerations in accordance with seismic design requirements within the most current version of the California Building Code and Alameda Municipal Code. The investigation and recommendations shall be in conformance with all applicable city ordinances and policies and consistent with the design requirements of the calculated Seismic Design Category for each site in accordance with the California Building Code. The geotechnical report shall be prepared by a California-registered geotechnical engineer and approved by the City, and all recommendations contained in the report shall be included in the final design of the project. Mitigation Measure 4.H-1 would ensure that the proposed project would be designed to withstand strong seismic ground-shaking, and that the occupants of the proposed development are informed of safety procedures to follow in the event of an earthquake.	Project applicant shall obtain a California-registered geotechnical engineer to conduct design-level geotechnical investigation. Geotechnical engineer shall conduct geotechnical investigation, prepare a report and develop recommendations in accordance to Measure 4.H-1. Engineer shall ensure that recommendations conform to city ordinances and policies.	Project applicant and City of Alameda Community Development Department	City shall review and approve geotechnical report.	Prior to approval of building permit(s)	
Mitigation Measure 4.H-2: (Geotechnical Mitigation) Prior to issuance of a building permit, earthwork, foundation and structural design for proposed development under the project shall be conducted in accordance with all recommendations contained in the required geotechnical investigation (Mitigation Measure 4.H-1a). The investigation must include an assessment of all potentially foreseeable seismically- induced ground failures, including liquefaction, sand boils, lateral spreading and rapid settlement. Mitigation strategies must be designed for the site-specific conditions of the project and must be reviewed for compliance with the guidelines of CGS Special Publication 117A prior to incorporation into the project. Examples of possible strategies include edge containment structures (berms, diked sea walls, retaining structures, compacted soil zones), removal or treatment of liquefiable soils, soil modification, modification of site geometry, lowering the groundwater table, in-situ ground densification, deep foundations, reinforced shallow foundations, and structural design that can accommodate predicted displacements.	Project applicant shall ensure that geotechnical investigation includes assessment of all potentially foreseeable seismically-induced ground failures, including liquefaction, sand boils, lateral spreading and rapid settlement. Project applicant shall ensure that mitigation strategies are developed consistent with the guidelines of CGS Special Publication 117A.	Project applicant and City of Alameda Community Development Department	Ensure that geotechnical report addresses seismically-induced ground failures listed in the measure. Review and ensure that mitigation strategies are developed consistent with the guidelines of CGS Special Publication 117A.	Review mitigation strategies prior to incorporation into the project. Prior to issuance of building permit(s).	
Mitigation Measure 4.H-4: (Settlement Mitigation) The required geotechnical report for each development project (Mitigation Measure 4.H-1a) shall determine the susceptibility of the project site to settlement and prescribe appropriate engineering techniques for reducing its effects. Where settlement and/or differential settlement is predicted, mitigation measures—such as lightweight fill, geofoam, surcharging, wick drains, deep foundations, structural slabs, hinged slabs, flexible utility connections, and utility hangers—shall be used. These measures shall be evaluated and the most effective, feasible, and economical measures shall be recommended. Engineering recommendations shall be included in the project engineering and design plans, and be reviewed and approved by a registered geotechnical engineer. All construction activities and design criteria shall comply with applicable codes and requirements of the most recent California Building Code, and applicable City construction and grading ordinances.	Project applicant shall ensure that geotechnical investigation assesses the susceptibility of the site to settlement, prescribes engineering techniques for reducing its effects, and includes recommended mitigation measures. Project applicant will include recommendations in project engineering and design plans. Applicant will comply with all applicable codes and requirements during construction.	City of Alameda Community Development Department and registered geotechnical engineer.	Ensure that geotechnical report evaluates susceptibility of the site to settlement and that recommendations and mitigation measures are included. Registered geotechnical engineer will review and approve engineering recommendations. City will ensure that construction activities and design criteria comply with applicable codes and requirements.	During the design and construction phases.	
Mitigation Measure 4.H-5: (Expansive Soils Assessment) Prior to issuance of a building permit, subsurface earthwork (e.g., placement of engineered fill), shall be conducted in accordance with all recommendations contained in the required geotechnical investigation (Mitigation Measure 4.H-1). The geotechnical report must include an assessment of all potentially expansive soils that could adversely affect proposed improvements. Geotechnical strategies must be designed for the site-specific conditions of the project and must be reviewed for compliance with the requirements of the most recent California Building Code as well as any additional City of Alameda requirements.	Project applicant will ensure that geotechnical report includes assessment of expansive soils and strategies consistent with most recent California Building Code as well as any additional City of Alameda requirements.	City of Alameda Community Development Department	City will review and approve strategies/recommendations outlined in geotechnical report.	Prior to issuance of building permit(s)	

Mitigation Measures	Implementation Procedures	Monitoring Responsibility	Monitoring and Reporting Action	Mitigation Schedule	Notes
I. Hydrology and Water Quality					
Mitigation Measure 4.I-1: (Water Quality Measures) Project applicants shall implement the following measures as part associated with the extracted water during project construction: • The RWQCB could require compliance with certain provisions in the permit such as treatment of the flows prior to discharge. The project applicant shall discharge the extracted water to the sanitary sewer or storm drain system with authorization of and required permits from the applicable regulatory agencies, in this case the City of Alameda. • The project applicant shall comply with applicable permit conditions associated with the treatment of groundwater prior to discharge. • If necessary a dewatering collection and disposal method shall be prepared and implemented for the project.	Project applicant will incorporate water quality measures in the construction specifications. Project applicant will obtain and comply with necessary permits from RWQCB and City of Alameda for any activities requiring discharge of extracted water to the sanitary sewer or storm drain system.	City of Alameda Community Development Department, RWQCB	RWQCB and City will review permit application for activities involving discharge or extracted water necessary during construction activities. Upon approval, City will monitor to ensure compliance with permit conditions.	Prior to construction	
Mitigation Measure 4.I-2: (Integrated Pest Management) Project applicants shall implement Integrated Pest Management measures to reduce fertilizer and pesticide contamination of receiving waters, as follows: • Prepare and Implement an Integrated Pest Management Plan (IPM) for all common landscaped areas. The IPM shall be prepared by a qualified professional and shall 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. • The IPM shall specify methods of avoiding runoff of pesticides and nitrates into receiving storm drains and surface waters or leaching into the shallow groundwater table. Pesticides shall be used only in response to a persistent pest problem that cannot be resolved by non-pesticide measures. Preventative chemical use shall not be employed. • The IPM shall fully integrate considerations for cultural and biological resources into the IPM with an emphasis toward reducing pesticide application.	The Project applicant will incorporate Integrated Pest Management measures into construction specifications. The Project applicant will implement Integrated Pest Management measures including an integrated pest management plan.	City of Alameda Community Development Department	City will ensure that the Integrated Pest Management measures are included in the construction specifications. City will monitor and ensure that Project applicant implements pest management measures.	Prior to construction and after construction.	
Mitigation Measure 4.I-8: (Sea-Level Protection) The applicants shall implement the following steps prior to project implementation: • Apply for membership in the National Flood Insurance Program (NFIP) Community Rating System (CRS), and as appropriate through revisions to the City Code, obtain reductions in flood insurance rates offered by the NFIP to community residents. • Cooperate with FEMA in its efforts to comply with recent congressional mandates to incorporate predictions of sea level rise into its Flood Insurance Studies and FIRM. • Implement climate adaptation strategies such as avoidance/planned retreat, enhance levees, setback levees to accommodate habitat transition zones, buffer zones and beaches, expanded tidal prisms for enhanced natural scouring of channel sediments, raising and flood-proofing structures, or provisions for additional floodwater pumping stations, and inland detention basins to reduce peak discharges.	~~City~~ will incorporate climate adaptation measures into construction plans and specifications.	City of Alameda Community Development Department	City shall ensure that structural design and climate adaptation~~ive~~ measures are incorporated in construction plans and specifications. City will monitor to ensure implementation of measures.	Prior to construction.	*Although implementation of this mitigation measure is the responsibility of the City of Alameda, it should be implemented prior to construction of the first new development project at Alameda Point.
J. Hazards and Hazardous Materials					
Mitigation Measure 4.J-1a: (Hazardous Building Material Assessment) Prior to issuance of any demolition permit, the project applicant shall submit to the City a hazardous building material assessment prepared by qualified licensed contractors for each structure intended for demolition indicating whether LBP or lead-based coatings, ACMs, and/or PCB-containing equipment are present.	Project applicant will obtain a qualified licensed contractor to prepare and submit a hazardous building material assessment. Qualified contractor will prepare and submit hazardous building material assessment for the Project applicant and City's review.	City of Alameda Community Development Department	City will review the hazardous building material assessment.	Prior to issuance of demolition permit(s).	*This mitigation measure applies only to projects entailing demolition of existing buildings or other structures.
Mitigation Measure 4.J-1b: (Health and Safety Plan) If the assessment required by Mitigation Measure 4.J-1a indicates the presence of LBP, ACMs, and/or PCBs, the project applicant shall create and implement a health and safety plan to protect demolition and construction workers and the public from risks associated with such hazardous materials during demolition or renovation of affected structures.	Project applicant will prepare and implement a health and safety plan if Measure 4.J-1 indicates the presence of LBP, ACMs, and/or PCBs.	City of Alameda Community Development Department	City will review health and safety plan. City will monitor to ensure that the health and safety plan is implemented.	Prior to and during construction.	*This mitigation measure applies only to projects entailing demolition of existing buildings or other structures.

Mitigation Measures	Implementation Procedures	Monitoring Responsibility	Monitoring and Reporting Action	Mitigation Schedule	Notes
Mitigation Measure 4.J-1c: (LBP Removal Plan) If the assessment required by Mitigation Measure 4.J-1a finds presence of LBP, the project applicant shall develop and implement a LBP removal plan. The plan shall specify, but not be limited to, the following elements for implementation: • Develop a removal specification approved by a Certified Lead Project Designer. • Ensure that all removal workers are properly trained. • Contain all work areas to prohibit offsite migration of paint chip debris. • Remove all peeling and stratified LBP on building and non-building surfaces to the degree necessary to safely and properly complete demolition activities according to recommendations of the survey. The demolition contractor shall be responsible for the proper containment and disposal of intact LBP on all equipment to be cut and/or removed during the demolition. • Provide onsite personnel and area air monitoring during all removal activities to ensure that workers and the environment are adequately protected by the control measures used. • Clean up and/or vacuum paint chips with a high efficiency particulate air (HEPA) filter. • Collect, segregate, and profile waste for disposal determination. • Properly dispose of all waste.	Project applicant will prepare and implement a LBP removal plan if LBP is found present.	City of Alameda Community Development Department	City will review LBP removal plan. City will monitor to ensure that LBP removal plan is implemented.	Prior to construction and during construction.	*This mitigation measure applies only to projects entailing demolition of existing buildings or other structures.
Mitigation Measure 4.J-1d: (Asbestos Abatement Plan) If the assessment required by Mitigation Measure 4.J-1a finds asbestos, the project applicant shall prepare an asbestos abatement plan and shall ensure that asbestos abatement is conducted by a licensed contractor prior to building demolition. Abatement of known or suspected ACMs shall occur prior to demolition or construction activities that would disturb those materials. Pursuant to an asbestos abatement plan developed by a state-certified asbestos consultant and approved by the City, all ACMs shall be removed and appropriately disposed of by a state certified asbestos contractor.	If asbestos is found upon implementation of Mitigation Measure 4.J-1a, Project applicant will prepare an asbestos abatement plan. Project applicant will obtain a state-certified asbestos consultant to prepare the asbestos plan. State-certified asbestos consultant will ensure that all ACMs are removed and appropriately disposed of.	City of Alameda Community Development Department	City will review and shall approve the asbestos abatement plan. Ensure that abatement of known or suspected ACMs are removed by a state certified asbestos contractor.	Prior to building demolition activities, and during demolition work.	*This mitigation measure applies only to projects entailing demolition of existing buildings or other structures.
Mitigation Measure 4.J-1e: (PCB Abatement) If the assessment required by Mitigation Measure 4.J-1a finds PCBs, the project applicant shall ensure that PCB abatement is conducted prior to building demolition or renovation. PCBs shall be removed by a qualified contractor and transported in accordance with Caltrans requirements.	If PCBs are found upon implementation of Mitigation Measure 4.J-1a, Project applicant will obtain a qualified contractor to implement PCB abatement. Qualified contractor will remove PCBs and will transport in accordance with Caltrans requirements.	City of Alameda Community Development Department	City will ensure that PCB abatement measure is incorporated in construction plans and specifications. City will monitor and ensure that PCB abatement measures are implemented.	Prior to and during building demolition or renovation work.	*This mitigation measure applies only to projects entailing demolition of existing buildings or other structures.
Mitigation Measure 4.J-2: (Site Management Plan) Prior to issuance of a building or grading permit for any ground breaking activities within the project site, the City shall prepare a Site Management Plan (SMP) that is approved by US EPA, DTSC, and the Water Board for incorporation into construction specifications. Any additional or remaining remediation on identified parcels from the City's tracking system shall be completed as directed by the responsible agency, U.S. EPA, DTSC, or Water Board, in accordance with the deed restrictions and requirements as well as any Covenants(s) to Restrict Use of Property (CRUP), prior to commencement of construction activities. Where necessary, additional remediation shall be accomplished by the project applicant prior to issuance of any building or grading permits in accordance with all requirements set by the overseeing agency (i.e., U.S. EPA, DTSC, or Water Board). The SMP shall be present on site at all times and readily available to site workers. The SMP shall specify protocols and requirements for excavation, stockpiling, and transport of soil and for disturbance of groundwater as well as a contingency plan to respond to the discovery of previously unknown areas of contamination (e.g., discolored soils, strong petroleum odors, an underground storage tank unearthed during normal construction activities, etc.). At a minimum the SMP shall include the following components:	City shall prepare a Site Management Plan (SMP) for U.S. EPA, DTSC, or State Water Resources Control Board's (Water Board) approval. City and Project applicant shall implement additional or remaining remediation efforts from the City's tracking system and as directed by the U.S. EPA, DTSC, or Water Board. City will implement measures contained in the approved SMP.	City of Alameda Community Development Department and U.S. EPA, DTSC, or Water Board.	The City, U.S. EPA, DTSC, or Water Board will review SMP and ensure SMP is incorporated into construction specifications. City and the overseeing agency will ensure that Project applicant implements additional remediation requirements based on those established by overseeing agency as well as any Covenants to Restrict Use of Property (CRUP). The City and the overseeing agency will ensure that the SMP is present on site at alltimes	Prior to issuance of a building or grading permit	

Mitigation Measures	Implementation Procedures	Monitoring Responsibility	Monitoring and Reporting Action	Mitigation Schedule	Notes
1. *Soil management requirements*. Protocols for stockpiling, sampling, and transporting soil generated from onsite activities. The soil management requirements must include: • Soil stockpiling requirements such as placement of cover, application of moisture, erection of containment structures, and implementation of security measures. Additional measures related to BAAQMD dust control requirements as they apply to contamination shall also be included, as needed (see also Air Quality section). • Protocols for assessing suitability of soil for onsite reuse through representative laboratory analysis of soils as approved by U.S. EPA, DTSC, or Water Board, taking into account the site-specific health-based remediation goals, other applicable health-based standards, and the proposed location, circumstances, and conditions for the intended soil reuse. • Requirements for offsite transportation and disposal of soil not determined to be suitable for onsite reuse. Any soil identified for offsite disposal must be packaged, handled, and transported in compliance with all applicable state, federal, and the disposal facility's requirements for waste handling, transportation and disposal. • Protocols for adherence to the City of Alameda's Marsh Crust Ordinance. • Measures to be taken for areas of IR Site 13 where refinery wastes and asphaltic residues known as tarry refinery waste might be encountered. Measures shall include requirements for the storage, handling and disposal/recycling of any suspected tarry refinery waste that may be encountered. • Radiological screening protocols for the radiological sites identified by the Navy as approved by the U.S. EPA, where necessary. 2. *Groundwater management requirements*. Protocols for conducting dewatering activities and sampling and analysis requirements for groundwater extracted during dewatering activities. The sampling and analysis requirements shall specify which groundwater contaminants must be analyzed or how they will be determined. The results of the groundwater sampling and analysis shall be used to determine which of the following reuse or disposal options is appropriate for such groundwater: • Onsite reuse (e.g., as dust control); • Discharge under the general permit for stormwater discharge for construction sites; • Treatment (as necessary) before discharge to the sanitary sewer system under applicable East Bay MUD waste discharge criteria; • Treatment (as necessary) before discharge under a site-specific NPDES permit; • Offsite transport to an approved offsite facility. For each of the options listed, the SMP shall specify the particular criteria or protocol that would be considered appropriate for reuse or disposal options. The thresholds used must, at a minimum, be consistent with the applicable requirements of the Water Board and East Bay MUD. 3. *Unknown contaminant/hazard contingency plan*. Procedures for implementing a contingency plan, including appropriate notification, site worker protections, and site control procedures, in the event unanticipated potential subsurface hazards or hazardous material releases are discovered during construction. Control procedures shall include: • Protocols for identifying potential contamination though visual or olfactory observation; • Protocols on what to do in the event an underground storage tank is encountered; • Emergency contact procedures; • Procedures for notifying regulatory agencies and other appropriate parties; • Site control and security procedures; • Sampling and analysis protocols; and 4. Interim removal work plan preparation and implementation procedures.					
Mitigation Measure 4.J-7: (Land Use Restriction Tracking Program) The City shall include closed and open IR CERCLA sites that have land-use controls within its Land-use Restriction Tracking Program for identification and disclosure of any past cleanup efforts and current status of any remaining contamination, if any. Additional control measures such as vapor barriers and venting may be required as a condition of approval in areas where soil gas emissions have been identified. Prior to transfer of title for any parcel, the City shall require that the SMP as approved by US EPA, DTSC, and the Water Board be incorporated into intrusive site operations as required through deed restriction, enforceable Land Use Covenant, or any other applicable legal requirement.	City will include closed and open Installed Restoration (IR) CERCLA sites that have land-use controls within its Land-use Restrictions Tracking Program. City will ensure that the SMP (as approved by U.S. EPA, DTSC, and Water Board) be incorporated into intrusive site operations as required through deed restriction, enforceable Land Use Covenant, or any other applicable legal requirement.	City of Alameda Community Development Department	City shall ensure that its Land-use Restrictions Tracking Program includes open and closed IR CERCLA sites.	Prior to transfer of title for any parcel.	*This mitigation measure will only apply to sites that have land use controls due to existing or past site contamination. The City will identify restricted sites to project applicants.

Mitigation Measures	Implementation Procedures	Monitoring Responsibility	Monitoring and Reporting Action	Mitigation Schedule	Notes
K. Aesthetics					
M. Utilities and Services Systems					
Mitigation Measure 4.M-5: (Solid Waste Management Plan) The City shall develop a solid waste management plan for the Alameda Point project consistent with Alameda's demolition and debris ordinance. Plans for managing construction debris from specific reuse and development projects that require separation of waste types and recycling, and provide for reuse of materials onsite for the reuse and development areas, shall be developed by the project sponsor. The solid waste management plan shall be prepared in coordination with City staff, the project sponsor(s), and demolition subcontractors, and shall be approved by City staff prior to issuance of a demolition permit. The City and sponsors of projects shall work with organizations able to provide funding and technical assistance for managing and financing deconstruction, demolition, and recycling and reuse programs, should those programs exist at the time of site clearance.	Project applicant(s) shall develop a solid waste management plan through coordination with City staff and demolition subcontractors. City and Project applicant(s) shall work with organizations that would provide funding and technical assistance for managing and financing deconstruction, demolition and recycling and reuse programs.	City of Alameda Community Development Department	City of Alameda Community Development Department shall review plan.	Plan shall be developed prior to issuance of demolition permit.	* Although implementation of this mitigation measure is the responsibility of the City of Alameda, it should be implemented prior to issuance of a demolition permit to the first new development project at Alameda Point that requires demolition of existing buildings or other structures, including pavements. All projects will be required to comply with the solid waste management plan prepared by the City.