



City of Alameda • California

Revised Notice of Preparation (NOP) of an Environmental Impact Report for the Alameda Marina Master Plan

Notice is hereby given that the City of Alameda, Lead Agency, will prepare an Environmental Impact Report (EIR) for the Alameda Marina Master Plan Project (“Project”) The City has determined that an EIR must be prepared for the project prior to making any final decision regarding whether to approve the project, in accordance with the California Environmental Quality Act (CEQA). The EIR will cover all issues listed in Appendix G of the CEQA Guidelines: Aesthetics, Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services and Recreation, Transportation and Traffic, and Utilities.

The City previously issued a NOP for the Project on October 30, 2016, and held a Public Scoping Meeting on November 14, 2016. The City is now issuing this Revised NOP because of changes made to the Project since November 2016, including an increase in the proposed number of residential units from 670 to 760. The City has issued this Revised NOP to Responsible Agencies, Trustee Agencies, federal agencies, transportation planning agencies and agencies with transportation facilities that may be affected and other interested parties. Responsible Agencies are those public agencies, other than the City, that have a role in approving or carrying out the Project.

PROJECT TITLE

Alameda Master Plan Project

PROJECT LOCATION

Approximately 26.5 acres of land and 17.5 acres of submerged lands (total of 44 acres) in the north central portion of Alameda, California

37°46'34.4"N, 122°14'58.0"W

LEAD AGENCY

City of Alameda
Community Development Department
2263 Santa Clara Room 190

LEAD AGENCY CONTACT

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PROJECT SPONSOR/DEVELOPER:

Alameda Marina LLC
c/o Bay West Development
2 Henry Adams Street, Suite 450
San Francisco, CA 94103

DATE OF THIS REVISED NOTICE:

June 13, 2017

PUBLIC REVIEW AND SCOPING

Comments on the proposed scope and content of the EIR may be submitted in writing to the attention of Andrew Thomas, City of Alameda, at the address indicated above for Lead Agency Contact. Comments may also be emailed to Andrew Thomas at the email address shown above. If you are an authorized representative of a Responsible Agency, a Trustee Agency, a transportation planning agency, or an agency with transportation facilities that may be affected, the City needs to know the views of your agency as to the scope and content of the environmental information that is relevant to your agency's statutory responsibilities in connection with the project. Your agency will need to use the EIR when considering your permit or other approval for the project. We will also need the name, address, telephone number and email address of the contact person for your agency.

ADDITIONAL INFORMATION

The attached Project Site, Surroundings, and Description includes additional information about the proposed project. Additional documents relating to the proposed project are available for review at the Alameda Community Development Department. The Draft Master Plan can be found at the City's website for the project (<https://alamedaca.gov/alameda-marina-project>), and other documents and updates will be posted to the website from time-to-time as they become available. The project sponsor has also created a website for the project (not a City-sponsored website), which can be found at <http://alamedamarina.com/>.



Andrew Thomas, Assistant Community Development Director
City of Alameda Community Development Department

Date: June 13, 2017

Attachments: Project Site, Surroundings, and Description

ALAMEDA MARINA MASTER PLAN PROJECT SITE, SURROUNDINGS, AND DESCRIPTION

The project site, the Alameda Marina, is located at 1815 Clement Avenue, in the City of Alameda, California. The City of Alameda is located approximately 15 miles east of San Francisco in Alameda County (see **Figure 1: Regional Location Map**). Regional access to the City is provided by Interstate 880 (I-880) connected via Interstate 80 (I-80), and Interstate 980 (I-980). The project site is bounded on the west by Alameda Marina Drive, on the north by the Oakland-Alameda Estuary, to the east by a northern extension of Willow Street, and to the south by Clement Avenue (see **Figure 2: Site Location and Context**). To the west of the site across Alameda Marina Drive lies the Alameda Power Service Center and also an extension of the Fortman Marina. North of the site across the estuary is Coast Guard Island, and also Union Point Park located along Embarcadero in Oakland. To the east of the site lies the Naval and Marine Reserve Training Center, and to the south across Clement Avenue is a mixture of light industrial, retail and residential uses. The Park Street business district is approximately 0.7 miles to the southeast and the Webster Street business core is approximately 1.5 miles to the west. Public transportation connections such as the Fruitvale Bay Area Rapid Transit (BART) Station and AC Transit lines are within 2 miles of the site. In December 2016, AC Transit will begin a new line along Buena Vista within one block of the site, connected the site to Downtown Oakland and Fruitvale BART.

The project site is approximately 44 acres, which consists of public tidelands and privately owned land areas. It includes an existing boat marina that covers approximately 17.10 acres with 11 piers and approximately 530 boat slips. The land side of the site contains approximately 250,000 square feet of maritime, commercial and retail, warehouse and dry storage uses. Today there are approximately 37 buildings on the site, which cover about 16 percent of the total land area. Most of the buildings were built before 1943 and have been renovated extensively over the decades. More than 83 percent of the land portion of the site is currently paved in asphalt or concrete for circulation and outside storage, which takes up most of the west and east portions of the site.

Tidelands and Marina Lease

Alameda Marina is a private/public-owned site comprised of two areas (see Figure 3: Site Ownership). The southern portion of the property is owned in fee by Pacific Shops, Inc. (PSI). Most of the northern portion of the property is subject to the Tidelands and Marina Lease dated May 16, 2012, which creates a private/public partnership between PSI and the City of Alameda. The Tidelands and Marina Lease also contemplates the possibility of a tidelands exchange/lot line adjustments, which would require approval from the State Lands Commission. If approved, the tidelands exchange/lot line adjustments would result in the elimination of lease boundaries running through the center of some buildings, a net gain of public trust tidelands, and an overall improved project design.

Land Use and Zoning

The site falls into two different zoning districts (see **Figure 4: Land Use and Zoning Designations**). Approximately 17.06 acres of the project site lies within the City's M-2 General Industrial (Manufacturing) zoning district, and approximately 27.08 acres lies within the City's MX Mixed-Use Planned Development and MF Multi-Family Residential Combining zoning designations. The M-2 zone allows for general industrial uses, and the MX zone allows for a mix of compatible uses that may include "residential, retail, offices, recreational, entertainment, research-oriented light industrial, water oriented or other related uses" (Alameda Municipal Code 30-4.20a). The MF overlay allows for a residential density maximum of 30 dwelling units per acre on the site.

At the regional level, the project site is within the Northern Waterfront Priority Development Area (PDA), one of two PDAs identified by the City for the 2013 Plan Bay Area. The 2040 Plan Bay Area is currently pending adoption, anticipated to be in July 2017.

Access Points and Circulation

There are currently four main access points to the project site, all of which are from Clement Avenue and aligned with the following City streets. From west to east these are: Alameda Marina Drive, Schiller Street, Chestnut Street, and Stanford Street (see **Figure 5: Shoreline Areas and Existing Vehicular Access Points**). The Schiller Street entrance is the main entrance and is gated to the public after Marina operating hours (6am to 9pm). Marina users, guests, and business deliveries use three of the four access points a majority of the time; the Alameda Marina Drive access point often remains gated. There is also access to the project site from the north from the estuary by boat.

Infrastructure and Shoreline

The project site is a waterfront site with a shoreline edge that contains approximately 4,100 linear feet of public tidelands consisting of both dry and submerged lands (see **Figure 5**). The area extending 100 feet inland from the shoreline edge is the San Francisco Bay Conservation and Development Commission (BCDC) shoreline band and is subject to BCDC jurisdiction.

The project site's waterfront and shoreline were constructed in the 1950s, have experienced significant deterioration, and are in need of rehabilitation and repair. Currently the shoreline is protected by various methods, including rip-rap, steel sheet piles with wooden walers, concrete sheet pile walls, walls composed of square piles stacked to create a wall, or bare earth. An assortment of over-water structures along the shoreline are supported by timber piles, wrapped timber piles, timber piles encased in concrete-filled fabric bags, and concrete piles. The shoreline edge, in particular the shoreline protection, has likely exceeded its usable life. Current conditions indicate that most of the wooden piles are experiencing dry-rot and deterioration with many having been repaired or having been attempted to be repaired with overall conditions of the wood showing significant compromise. The existing revetment slope on the west side of the property needs redressing. Deteriorating conditions throughout the property include loss of soils from beneath the slope, complete rusting through of metal, loss of walers, and exposed utilities.

Existing wooden deck structures and remnant portions of former piers are showing signs of dry-rot, warping and decay.

Overall, the infrastructure supporting the maritime uses and protecting the shoreline has weakened to likely unsafe conditions, posing life and safety concerns. In addition, sea level rise poses a potential approximately 24-inch rise which the existing infrastructure does not address. The 24-inch rise prediction is based upon a risk assessment for the life of the project. In addition, the land/water interface presently does not meet modern seismic resistance criteria. Engineering surveys conducted in June 2016 of the shoreline edge resulted in the decommissioning of one of two boat hoists on the site.

Soils Conditions

The soils conditions on the land side of the project site vary across the site with weaker bay deposits in the northwest and northeast portions. The central portion and areas closer to Clement Avenue contain approximately two to eight feet of fill material.

PROJECT DESCRIPTION

The proposed project consists of a mix of uses that includes maritime commercial, marina, office commercial, and retail, residential and open space. The project would also include new and improved access and circulation to and within the site, as well as infrastructure and shoreline improvements. These characteristics are described in detail further below.

Land Uses

The proposed project would include approximately 153,000 sf of commercial core space, including approximately 75,000 sf of maritime commercial, with approximately 53,000 sf of the maritime commercial dedicated to boat yard/flex space (boat yard building, boat yard land area, and boat yard water area), approximately 66,000 sf of office, and approximately 12,000 sf of retail. Commercial space would be located in individual buildings centered around a Maritime Core and would include the preservation and repurposing, if feasible, of eleven existing buildings on the site (one of them being the Alameda Marina building) for old and new maritime businesses (see **Figure 6: Proposed Land Uses**). Locating the maritime commercial, office and retail around a hub would reduce potential of conflicts between these uses with other uses on site as they relate to noise, light, and traffic.

Marina uses would remain relatively unchanged from that which is currently provided, with approximately 530 boat slips in the water. Currently, more than 50 percent of the existing boat slips are in need of repair or rebuilding. Dry boat storage is proposed to be located on the north west end of the site with the capacity for approximately 60 dry boat storage spaces.

The proposed mix of uses would also include a maximum of approximately 760 residential units comprised of 569 rental units, and approximately 191 for-sale units, in a combination of on-grade wrap building, elevator building and townhome configurations. Included within the 760 unit count will be approximately 100 affordable units which will be spread throughout the

various residential buildings. All residential buildings would be no taller than 65 feet, ranging from three to five stories. The State Density Bonus would allow up to 779 units, and the EIR will analyze this higher number.

Vehicular Access

Five vehicle access points would be provided, three of which would occur in the same location as existing entrances: Alameda Marina Drive, Schiller Street, and Stanford Street (see **Figure 7: Conceptual Vehicular Circulation Diagram**). The existing access point at Chestnut Street would become a gated Emergency Vehicle Access (EVA) point. Two new public access points would be provided at Lafayette Street and Willow Street to provide access into and around the site on new local streets that would have a typical 62-foot right-of-way (ROW). This 62-foot ROW would include two 13-foot driving lanes, two eight-foot parallel parking lanes (one on either side of the driving lanes), and a five-foot landscape strip and a five-foot sidewalk on both sides of the street.

Transportation Demand Management

A Transportation Demand Management (TDM) plan would be created to help reduce overall vehicle trips, particularly single-occupant vehicle trips, generated from the new development. The TDM plan would include measures that are consistent with TDM plans of surrounding developments and could include fees to be applied to transit services, on-site car share services, and bicycle facilities. The TDM measures could be combined with other developments to more effectively manage the program. In addition, the project sponsor would help form and participate in a larger Transportation Management Association for the Northern Waterfront.

Pedestrian and Bicycle Access

New commercial and residential streets are proposed to have minimum five-foot wide sidewalks on both sides with pedestrian crosswalks at all intersections. Proposed paseos and promenades would be designed to the human scale and to promote walkability. Pedestrian circulation routes would be well-lit and include wayfinding and safety signage.

Bicycle lanes are proposed on Clement Avenue in accordance with the Alameda Bicycle Master Plan. The proposed internal street network and Bay Trail segment within the project site would allow for bicyclists to access the site's commercial core, residential neighborhoods, waterfront, and open spaces (see Figure 8: Conceptual Pedestrian and Bicycle Circulation Diagram). Bike racks would be provided at strategic locations within public open space areas for convenience and to promote bicycling through and around the site.

Shoreline and Utility Improvements

The project would replace the existing onsite utility infrastructure with new systems. Proposed utility systems would include flood and sea level rise protection measures, storm water quality, wastewater, potable water, electrical, natural gas and telecommunications. The proposed systems would connect to the existing systems within Clement Avenue. The Marina (water side)

infrastructure would be replaced over time as part of the ongoing maintenance and upkeep of the marina slips. The approach for the Marina infrastructure is discussed further below.

Dredging, Dock Maintenance, and Stabilization of the Existing Graving Dock

Redevelopment of the marina would require upgrades to existing docks, gangways, and pilings, as well as potential maintenance dredging. The marina may be dredged to accommodate current and projected use of the slips, likely to a depth of -10 Mean Lower Low Water (MLLW). The remaining graving dock structure constructed by the U.S. Navy on the eastern end of the site would be retained and stabilized. Any dredged material would be disposed of in-bay, offshore, or at an approved upland landfill or beneficial reuse site.

The docks in existing Alameda Marina would remain largely in their same configuration, but upgrades to gangways and security gates would be constructed to increase security and to comply with ADA access requirements. Dilapidated floats and pilings would likely need to be replaced in various areas throughout the marina.

Flood and Sea Level Rise Protection

The shoreline would be reconstructed to achieve an elevation that provides built-in sea level rise protection for the waterfront and the project site. Most of the shoreline would be reconstructed as a revetment, sloped with rip-rap. Certain shoreline areas adjacent to existing buildings to be preserved or where other site constraints are present would require installation of a new seawall/bulkhead.

Proposed elevations of the public access areas and proposed building foundations would be established to provide built-in protection against a minimum of 24 inches of sea level rise. Shoreline design would also accommodate future adaptive measures for potential future sea level rise in excess of 24 inches. This built-in protection would be estimated to provide protection for 60 to 75 years.

Stormwater

To bring the stormwater management system up-to-date, a new system would be constructed within the proposed network of streets on the project site. The system would include new inlets and pipelines of appropriate size to convey the site runoff and any additional runoff from offsite areas, including new outfall structures to the Oakland Estuary. Additionally, the new stormwater management system would also include water quality treatment measures to improve the quality of stormwater runoff from the site prior to discharge to the surrounding waters, such as bio-filtration planters, bio-filtration basins, infiltration areas, permeable paving, localized rainwater harvesting, where feasible, and other treatment measures as approved by the City.

Wastewater

A new wastewater collection system would be constructed within the proposed street network within the project site. The new collection system would include pipelines, likely ranging in size

from six to eight inches in diameter and would provide new connections to existing buildings to be preserved, proposed new buildings and the Marina uses. The proposed system would connect to the EBMUD Interceptor trunk main in Clement Avenue at the locations of existing manholes.

Potable Water

EBMUD supplies potable water service to the project site via their existing eight-inch-diameter pipeline located within Clement Avenue. Existing private water pipelines extend from connections to the existing EBMUD pipeline and extend throughout the project site providing domestic and fire water to the various buildings and uses. The project would construct a new potable water distribution system with a network of eight-inch-diameter pipelines located within the proposed project street network site. This system would connect to the existing EBMUD pipeline within Clement Avenue and would provide domestic and fire water supply to the various buildings and uses within the project site.

Electric

Electrical service is provided to the project site by Alameda Municipal Power (AMP). AMP owns existing transmission and distribution electrical facilities located in Clement Avenue along the project frontage, which would provide electrical supply to the redeveloped project site. The existing overhead electrical transmission facilities (115 kV) along the project frontage would be preserved. Additionally, AMP owns and maintains the electrical supply lines that transmit power to Coast Guard Island across the Oakland-Alameda Estuary. These lines roughly bisect the project site. This facility would likely need to be relocated within the project site and positioned within the proposed street network.

As part of the infrastructure improvements, a new joint trench system would be constructed that would connect to the existing electrical supply in Clement Avenue and extend electrical facilities throughout the project site. The joint trench would include new facilities for all dry utility systems.

Natural Gas

The project site's natural gas is supplied by Pacific Gas & Electric (PG&E). PG&E owns and maintains existing gas distribution facilities within Clement Avenue. A new joint trench system would be constructed to connect to the existing natural gas supply in Clement Avenue and extend throughout the project site.

Telecommunications

Telecommunications service is provided to the project site by AT&T and Comcast. A new joint trench system would be constructed throughout the project site to connect to the existing telecommunications facilities in Clement Avenue.

Open Space

Open space in the project site is proposed at approximately 4.25 acres for public access along the waterfront/shoreline (see **Figure 9: Conceptual Open Space Organization and Circulation Diagram**). The proposed open space would include a new segment of the San Francisco Bay Trail, barbeque picnic areas, a boardwalk, interpretive walks, play areas, seating areas, pedestrian plazas and public art, and drought tolerant and native landscaping and plantings compatible with the overall open space and architecture. The public access open space would overlap with useable open space for the residential parcels. Useable open space would be comprised of common space and private open space. The proposed common space area would be approximately 200 sf/du minimum and private open space area would be approximately 60 sf/du minimum.

Project Phasing

The project would likely be constructed and occupied in phases. The anticipated phasing is as follows (see **Figure 10: Conceptual Phasing Diagram**).

- Phase 0: Marina, Bulkheads and shoreline improvements.
- Phase 1: Marina Dry Storage, Maritime Commercial, Office, Retail, and Multi-Family Residential, covering the area starting from the site's western property line at Alameda Marina Drive to approximately Lafayette Street. Phase 1 would be the first phase for which building permits would be required.
- Phase 2: Multi-Family Residential and Open Space, covering the area from the site's eastern property line at Willow Street to approximately halfway between Chestnut Street and Stanford Street.
- Phase 3: Multi-Family Residential and Open Space, covering the area between Lafayette Street to approximately halfway between Chestnut Street and Stanford Street.

INTENDED USES OF THE EIR

The EIR will fully evaluate the environmental effects associated with the implementation of the Master Plan. The EIR is intended for use for a number of approvals and entitlements from the City, State, and Federal governments would be required. It is expected that these approvals could include the following:

- Certificate of Approval, Master Plan and Planned Development Plan approval, Design Review, Development Agreement and Subdivision Map approval by the City of Alameda;
- Bay Conservation and Development Commission (BCDC) – Design Review Board and Engineering Criteria Review Board Review, and “major permit” for elements within BCDC jurisdiction;
- US Army Corps of Engineers (USACE) – Section 10 and 404 permit for work and fill in waters of the U.S.; lead for federal Endangered Species Act (ESA) and Essential Fish Habitat (EFH) and EFH consultations;

- Dredged Material Management Office (DMMO) – Review of dredging and likely the graving dock feature; would include dredged material characterization requirements and a separate permit for dredging (separate from USACE);
- Regional Water Quality Control Board (RWQCB) – 401 water quality certification, Waste Discharge Requirements, and construction NPDES approvals, as well as other approvals/permits that might be necessary for operations;
- California Department of Fish and Wildlife (CDFW) – There would likely be no Section 1600 agreement required, but CDFW would review and comment on specific sensitive species aspects of the project if potential effects are found; and
- State Lands Commission – for approval of uses within the tidelands leasehold for consistency with the Public Trust and approval of tidelands exchange, if pursued.