

CITY OF ALAMEDA RESOLUTION NO. _____

ADOPTING AN ADDENDUM TO THE CERTIFIED FINAL ENVIRONMENTAL IMPACT REPORT FOR THE ALAMEDA POINT PROJECT FOR A NEW FERRY TERMINAL AT THE SEAPLANE LAGOON AT ALAMEDA POINT, APPROVING A MEMORANDUM OF UNDERSTANDING BETWEEN THE CITY OF ALAMEDA AND THE WATER EMERGENCY TRANSPORTATION AUTHORITY (WETA) TO PROVIDE A FRAMEWORK FOR COLLABORATION ON FUNDING, OPERATIONS AND MAINTENANCE OF THE FERRY TERMINAL, AND APPROVING A FERRY TERMINAL PLAN

WHEREAS, the City of Alameda (“City”), as lead agency under the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) (“CEQA”) and the State CEQA Guidelines (California Code of Regulations, Title 14, Section 15000 et seq.), prepared the Final Environmental Impact Report for the Alameda Point Project (State Clearinghouse No. 2013012043) (“Final EIR”); and

WHEREAS, the City Council certified the Final EIR on February 4, 2014; and

WHEREAS, on May 20, 2014 the City Council approved the Alameda Point Transportation Demand Management Plan, and on July 4, 2014 the City Council approved the Alameda Point Town Center Plan and Waterfront Precise Plan, including a new Seaplane Lagoon Ferry Terminal; and

WHEREAS, on June 16, 2015, the City Council approved a Disposition and Development Agreement (DDA) with Alameda Point Partners, LLC (APP), for the Site A Development at Alameda Point, consisting of a 68-acre mixed-use project at the gateway of Alameda Point; and

WHEREAS, the DDA obligated APP to pay \$10 million towards the costs incurred for permitting, design and construction of a new Seaplane Lagoon Ferry Terminal and associated parking improvements; and

WHEREAS, as part of the backbone infrastructure included with the Site A Development, APP and the City agreed to cooperate in the construction of a permitted and operating ferry terminal at Seaplane Lagoon; and

WHEREAS, since certification of the Final EIR, the City has developed project-specific plans for the new Seaplane Lagoon Ferry Terminal and associated parking (“Project”), which will involve construction of a new ferry terminal in Seaplane Lagoon at Alameda Point to expand existing ferry service from Alameda to San Francisco and serve the anticipated increase in demand for Alameda-to-San Francisco ferry service (including demand from planned Alameda Point Project development as well as the Alameda/Oakland area in general), and augment existing ferry service at the Main Street Ferry Terminal, which now operates near capacity; and

WHEREAS, as required by the Community Reuse Plan, General Plan, Zoning Ordinance, Alameda Point Master Infrastructure Plan, Final EIR and Transportation Demand Management (TDM) Plan, the Site A development requires robust transportation strategies and programs to minimize the significant transportation impacts associated with Alameda Point redevelopment and reuse and one of those strategies is construction of the new Ferry Terminal at the Seaplane Lagoon to support expanded ferry services to San Francisco and the region; and

WHEREAS, for the City, a new ferry service, which is included in its planning documents for Alameda Point, creates a transit hub at the heart of Alameda Point, which maximizes opportunities for the residents and employers/employees who locate at Alameda Point to be transit users and minimizes potential traffic impacts and increases the possibility of attracting major commercial users to the site; and

WHEREAS, for APP, the new ferry service helps them minimize peak-hour vehicle trips and comply with their trip reduction goals in the Site A TDM Compliance Strategy and also attracts retailers, commercial users and residents, which translates into greater market demand for their development and higher values; and

WHEREAS, WETA is the agency that operates the ferry service from the Main Street Ferry Terminal and will operate the new ferry service from the Seaplane Lagoon Ferry Terminal; and

WHEREAS, the City is working in partnership with WETA to provide the expanded ferry service to the Seaplane Lagoon Ferry Terminal; and

WHEREAS, WETA, as CEQA lead agency certified the 2003 Final Program Environmental Impact Report for the Expansion of Ferry Transit Service in the San Francisco Bay Area (State Clearinghouse No. 2001112048), which addressed the expansion of ferry service in San Francisco Bay, including the potential impacts associated with operation of additional and expanded routes; and certified 2014 Final Environmental Impact Statement and Record of Decision/Environmental Impact Report for the Downtown San Francisco Ferry Terminal Expansion Project (State Clearinghouse No. 2011032066), which addressed the expansion of ferry facilities at the San Francisco Ferry Terminal (the destination of the proposed new ferry service from Seaplane Lagoon), including increased ferry trips and ridership; and

WHEREAS, the proposed Seaplane Lagoon Ferry Terminal would not change the operations of the ferries that serve Alameda except that the new boat would now enter the Seaplane Lagoon as analyzed in the Final EIR for the Alameda Point Project; and

WHEREAS, for WETA the new ferry terminal locates service within walking distance of a major development, which will maximize demand for their services from the residents and employees located at Alameda Point and creates new parking facilities (currently a 400-space parking lot is planned at Alameda Point) for existing residents since available parking at the Main Street Terminal is close to reaching capacity; and

WHEREAS, the new ferry service also allows WETA to easily coordinate the Main Street and Seaplane Lagoon services as one West End service (i.e., boats can be moved in and out of both terminals) to meet shifting demands from each terminal and from Oakland, creating long-term flexibility for WETA, without compromising the viability of the Oakland service; and

WHEREAS, a Seaplane Lagoon terminal also positions WETA for an increase in service in the Transbay corridor, where the ferry is one of the best options given capacity limitations on the ridge and BART; and

WHEREAS, WETA and the City are collaborating in seeking regional and other funding sources for construction, vessel costs, and operational subsidies for WETA ferry service at Seaplane Lagoon, including any funding from a potential regional funding measure; and

WHEREAS, on June 4, 2015 the WETA Board of Directors adopted a System Expansion Policy to serve as a framework for evaluating the feasibility of new ferry projects; and

WHEREAS, an MOU has been developed based on this framework which acknowledges the City's and WETA's intent to have ferry service to San Francisco from Seaplane Lagoon at Alameda Point and sets forth that WETA and the City will work together in good faith to establish a Seaplane Lagoon ferry service; and

WHEREAS, the MOU contemplates that the Seaplane Lagoon ferry service will be initiated once operating funds and terminal and vessel assets are secured to operate the expansion service; and

WHEREAS, WETA and the City are collaborating to pursue possible funding that would align with the completion of the Ferry Terminal construction; and

WHEREAS, the existing levels of service and current amenities, including both the quantity of on-street and off-street parking facilities, will be maintained at the Main St. ferry terminal irrespective of future Seaplane Lagoon ferry service being implemented; and

WHEREAS, these activities constitute minor modifications to the Alameda Point Project, and none of the conditions requiring a subsequent or supplemental EIR as described in Public Resources Code Section 21166 and CEQA Guidelines Section 15162 and Section 15163 have occurred; and

WHEREAS, the City has caused to be prepared an Addendum to the Final EIR pursuant to CEQA Guidelines Section 15164; and

WHEREAS, the Addendum provides analysis and cites substantial evidence that supports the conclusion that no subsequent environmental review is required because there are no substantial changes in the Alameda Point Project or the circumstances under which the Alameda Point Project is to be undertaken that would result in new or

substantially more severe environmental impacts requiring major revisions to the Final EIR, and there is no new information that involves new significant environmental effects or a substantial increase in the severity of previously identified environmental effects that would require preparation of a subsequent or supplemental EIR pursuant to Public Resources Code Section 21166 and CEQA Guidelines Sections 15162 and 15163; and

WHEREAS, the Addendum concluded that the significant and unavoidable impacts to which the proposed Project will contribute were previously disclosed and analyzed in the Final EIR; and

WHEREAS, the City Council has independently reviewed and considered the information in the Addendum, which concludes that no further environmental review is required for the implementation of the Seaplane Lagoon Ferry Terminal, including the associated framework MOU, as analyzed in the Final EIR.

NOW, THEREFORE, BE IT RESOLVED that the City Council takes the following actions:

1. Determines that the Addendum reflects the independent judgment of the City; and
2. Adopts the Seaplane Lagoon Ferry Terminal of the Alameda Point Project CEQA Addendum]; and
3. Approves a Memorandum of Understanding with the Water Emergency Transportation Authority to provide a framework for collaboration on funding, operations and maintenance of a Seaplane Lagoon Ferry Terminal; and
4. Approves the Ferry Terminal Plan for development of a new Ferry Terminal in the Seaplane Lagoon at Alameda Point consistent with the DDA.

* * * * *

I, the undersigned, hereby certify that the foregoing Resolution was duly and regularly adopted and passed by the Council of the City of Alameda in a regular meeting assembled on the 5th day of April, 2016, by the following vote to wit:

AYES:

NOES:

ABSENT:

ABSTENTIONS:

IN WITNESS, WHEREOF, I have hereunto set my hand and affixed the official seal of said City this 6th day of April, 2016.

Lara Weisiger, City Clerk
City of Alameda

Approved as to form:

Janet C. Kern, City Attorney
City of Alameda