Notice of Preparation (NOP) of an Environmental Impact Report and Public Scoping Meeting for the Encinal Terminals Master Plan

Notice is hereby given that the City of Alameda, Lead Agency, will prepare an Environmental Impact Report (EIR) for the Encinal Terminals Project ("Project") and will hold a public scoping meeting to receive comments on the scope of the EIR, as detailed below. This NOP/Notice of Public Scoping Meeting (Notice) is also available online at www.ci.alameda.ca.us.

The City has determined that a Supplemental Focused 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 focus on the potential environmental impacts of the Project on Transportation and Traffic, Air Quality; Greenhouse Gas Emissions; Noise; and Biological Resources. The purpose of the EIR will be to supplement the 2008 Northern Waterfront EIR and provide updated information and analysis about potential physical environmental effects of the Project, to identify ways to minimize significant effects, and to describe and analyze alternatives to the Project. The City has issued this Notice 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: Encinal Terminals Project	**PROJECT LOCATION:** Approximately 22 acres of land and 10 acres of submerged lands (total of 32 acres) in the north central portion of Alameda, California
LEAD AGENCY: City of Alameda Community Development Department 2263 Santa Clara Avenue, Room 190 Alameda, CA 94501	**LEAD AGENCY CONTACT:** Andrew Thomas, Planning Services Manager City of Alameda Community Development Department 2263 Santa Clara Avenue, Room 190 Alameda, CA 94501 Telephone: (510) 747-6881 Fax: (510) 747-6853 athomas@ci.alameda.ca.us
PROJECT APPLICANT/DEVELOPER: North Waterfront Cove LLC c/o Tim Lewis Communities 12667 Alcosta Blvd., Suite 170 San Ramon, CA 94583	**DATE OF THIS NOTICE:** April 27, 2016

Exhibit 2
Item 7-A, 5/23/2016
Planning Board Meeting

PUBLIC REVIEW AND SCOPING:

The City of Alameda Planning Board will hold a Public Scoping Meeting to receive comments to help the City refine the scope and content of the EIR on **May 23, 2016, at Alameda City Hall, 2263 Santa Clara Avenue, Alameda, CA 94501, City Council Chambers, 3rd Floor, and beginning at 7:00 PM**. No action will be taken at the meeting. All comments must be received in writing at the City of Alameda Community Development Department by **5:00 p.m. on Monday, May 30, 2016.**

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, or a Trustee Agency, or a transportation planning agency or 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.

PROJECT SITE AND SURROUNDINGS:

The project is located at 1521 Buena Vista Avenue in the north-central portion of the City of Alameda, as illustrated in **Figure 1**. The site is approximately two miles south and west of Oakland and approximately 12 miles from San Francisco (10 miles by ferry). Regional vehicular access to the project area is provided by Interstate 880 (I-880) from Oakland through the Webster Street (State Route [SR] 260) Tunnel to Alameda Island. Access to the project site is provided by Buena Vista Avenue (running east-west). Sherman Street and Entrance Road connect to Buena Vista Avenue from the west and east of the project site, respectively.

The project site encompasses 32 acres of land and water. Water surrounds the property on three sides with Alaska Basin (called Encinal Basin on some maps) to the west, the Oakland Estuary to the north, and the Fortman Marina to the east. The net usable land area is approximately 22 acres and includes four parcels, one of which (approximately six acres) is leased to North Waterfront Cove LLC (NWC) by the City of Alameda under a long-term ground lease. The leased parcel consists of State tidelands that are held in trust by the City of Alameda. The other ten acres are submerged lands, which are part of the project site due to its proximity to the adjacent estuary. The submerged lands that fall within the Fortman Marina are held in Public Trust, as illustrated in **Figure 2**. The proposed project could include a land exchange involving the approximately six-acre State tidelands leased parcel for waterfront areas of the property, including the proposed publicly accessible promenade on the Alaska Basin and northern sides of the site. In the event that the land exchange is not approved, an alternate land use plan would be adopted.

The project site is generally flat with elevations ranging from 4 to 8 feet above mean sea level. The site consists primarily of asphalt and concrete paving, with both concrete and wooden wharves and a wooden pier along the northwestern edge. Two vacant warehouse buildings are located in the center of the site flanking a large metal shed. There are two additional buildings located in the southeastern portion of the site and a third building in the southwestern portion of the site, all of which are also vacant.

Surrounding land uses in the vicinity include the Wind River office/research park located across Alaska Basin to the west, the Oakland Estuary to the north, the Fortman Marina to the east, and the Del Monte property to the south. Beyond the Del Monte building to the south are primarily single family residential neighborhoods and Littlejohn Park. The project site vicinity is shown in **Figure 2**.

PROJECT DESCRIPTION:

The Encinal Terminals project as currently proposed would involve the demolition of the existing structures on the site, followed by the development of a new residential mixed use waterfront community supported by transportation and infrastructure improvements. Initial discretionary approvals for Encinal Terminals include a Master Plan and subdivision approvals, a Development Agreement, a Development Plan and Design Review approvals for individual buildings, and approval of an Affordable Housing Plan and Density Bonus Application. Other approvals that may be required include: a land exchange agreement with the State Lands Commission, a National Pollutant Discharge Elimination System (NPDES) General Construction Permit and Storm Water Pollution Prevention Plan, San Francisco Bay Area Regional Water Quality Control Board (RWQCB) permits, Bay Area Air Quality Management District (BAAQMD) permits, Bay Conservation Development Commission (BCDC) approvals, Alameda Municipal Power approvals, and U.S. Army Corps of Engineers permits.

The project site would be developed in accordance with the proposed Master Plan, which provides a land use plan that divides the site into development subareas, describes the mix of uses that are permitted in each subarea, provides general design guidelines, and describes the placement and capacity of utilities and circulation infrastructure. The Master Plan calls for the construction of the following components:

- Approximately three acres of waterfront-related public open space and parks, including public access around the entire perimeter of the property.
- A new marina with up to 160 private berths and a harbormaster's office with facilities for boat sales and rentals including small crafts such as kayaks, row boats and board sailing equipment.
- A mixed-density residential neighborhood, with up to 589 residential dwelling units in a variety of configurations, including townhomes, stacked flats, live/work, lofts, and high-rise view residences.
- Between 30,000 and 50,000 square feet of retail, restaurant, and office uses along Clement Avenue and along the waterfront.
- A new internal grid of public streets and public infrastructure.
- Accessible public waterfront parking strategically located at various points to allow access to the waterfront perimeter.
- Locations for direct public access to the water, including kayak/small craft launches, waterfront steps and ramps.
- Provisions for future public water shuttle, water taxi or ferry terminal facilities.
- Development of a segment of Clement Avenue fronting the property.
- Rehabilitation of wharf surfaces or supporting pilings.

The Master Plan is designed to ensure that the redevelopment of the site achieves the General Plan objectives for the Northern Waterfront GPA planning area by providing access to the shoreline and estuary, which has been closed off to all but the former industrial users and still remains restricted from public access. The Master Plan contains the following goals:

- Repurpose the site with a mix of residential, commercial, and water-related uses that will create and support a lively waterfront and a pedestrian-friendly environment.
- Provide water and maritime-related job and business opportunities consistent with the site's waterfront location and maritime history.
- Create a continuous public waterfront promenade and sequence of public waterfront open spaces that provide opportunities for walking, biking, kayaking, and other waterfront activities.
- Reduce truck traffic in the adjacent neighborhoods by replacing warehouse and trucking uses with employment and residential uses.
- Provide a mix of uses and activities that will support a variety of lifestyles and employment opportunities.
- Assure a significant portion of new residential development is affordable to households at all income levels.
- Establish linkages to the surrounding city and neighborhoods for all modes of travel.
- Provide clear, safe access and linkages for pedestrians and bicyclists, where none have existed in the past.
- Strengthen references to the historic background of the site and environs through design.

The project would be constructed in multiple phases, with individual phases lasting up to 12 months, the order of which would be determined based on the economic conditions at the time, necessity for public infrastructure improvements, and the timing of land acquisitions. The Master Plan contains a set of requirements that would guide the timing of each subsequent phase to ensure the project is built out in a logical and orderly manner.

PROBABLE ENVIRONMENTAL EFFECTS OF THE PROJECT:

An Initial Study (IS) has been prepared to evaluate the proposed changes to the Encinal Terminals project originally presented in the Northern Waterfront General Plan Amendment (GPA) EIR. The Alameda City Council adopted the Northern Waterfront GPA and certified the Final EIR in July 2008. The City adopted the Northern Waterfront GPA to provide a planning framework for future growth and redevelopment of a collection of primarily industrial parcels located along the City's north-central shoreline. The purpose of the Northern Waterfront GPA was to establish General Plan and Zoning Ordinance policies, design standards, and requirements for future development while encouraging economically viable redevelopment of the area with a mix of uses that would be sensitive to existing residential neighborhoods and the historic character of the area. The Northern Waterfront GPA planning area is generally bounded by Sherman Street on the west, Buena Vista Avenue on the south, Grand Street on the east, and the Oakland/Alameda Estuary on the north. Encinal Terminals is a sub-area within the Northern Waterfront GPA planning area. The Northern Waterfront GPA evaluated the proposed buildout of the Encinal Terminals site to include 165 residential units and 200,000 square feet of commercial development.

An Initial Study (IS) has been prepared for the project, which determined that implementation, construction, and operation of the Project could result in one or more potentially significant environmental effects. These effects will be further analyzed in a project-level EIR that will examine the environmental impacts of the Project, identify mitigation measures, and analyze whether proposed mitigation measures would reduce any significant environmental impacts to a less-than-significant level as defined by CEQA. The EIR will evaluate the environmental impacts of the Project on each of the following environmental topics: Air Quality; Biological Resources; Greenhouse Gases; Noise; and Transportation and Traffic.

Air Quality Analysis: The EIR will include an analysis of the effects of project construction and operation on air quality. It is anticipated that the Project will be implemented consistent with all local, state, and federal requirements and that these impacts will be minimized or avoided.

Biological Analysis: The EIR will include an analysis of the Project on biological resources. It is anticipated that the Project will be implemented consistent with all federal and state requirements. Therefore, it is anticipated that impacts to biological resources will be minimized or avoided.

Greenhouse Gas Analysis: The EIR will include an analysis of the project's estimated construction and operational greenhouse gas emissions, and it's consistency with applicable greenhouse gas reduction plans. The project would be designed as a mixed use development, served by transit, with reduced parking and a Transportation Demand Management plan to reduce operational effects; therefore it is anticipated that these impacts will be minimized or avoided. In addition, grading activities are expected to be minimal; therefore, impacts from construction emissions are also expected to be minimized or avoided.

Noise Analysis: The EIR will include an analysis of the noise-related effects of construction and operation activities as well as transportation related noise from automobile traffic. It is anticipated that the Project will be implemented consistent with all federal, state, and local requirements. Therefore, it is anticipated that impacts to surrounding land uses due to noise generated by the proposed project would be minimized or avoided.

Transportation Analysis: The EIR will include a detailed analysis of the potential transportation impacts and feasible mitigations to minimize impacts to automobile, transit, bicycle, and pedestrian travel. Based upon prior environmental documentation, it is anticipated that the Project will result in significant transportation impacts given the limited automobile access between the Project and the regional transportation system.

The IS determined that the project would have no impacts, less than significant impacts, or less than significant impacts with mitigation incorporated, for the following topics: Aesthetics; Agricultural and Forestry Resources; Cultural Resources (including historical resources); Geology, Soils and Seismicity; Hazards and Hazardous Materials; Hydrology and Water Quality; Land Use and Planning; Mineral Resources; Population and Housing; Public Services; Recreation; and Utilities and Services Systems. These topics will not be further analyzed in the EIR.

INFORMATION:

Documents relating to the Project are available for review at the Alameda Community Development Department and at www.ci.alameda.ca.us.

Andrew Thomas

Andrew Thomas, Planning Services Manager
City of Alameda Community Development Department

Date: April 26, 2016

Attachments: Figure 1, Site Location Map
Figure 2, Project Site Vicinity Map and Conceptual Master Plan

ENCINAL TERMINALS

Initial Study

Prepared for
City of Alameda

April 2016

ENCINAL TERMINALS

Initial Study

Prepared for
City of Alameda

April 2016

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TABLE OF CONTENTS

Encinal Terminals Initial Study

Page

List of Tables

List of Figures

CITY OF ALAMEDA

California Environmental Quality Act (CEQA) Initial Study

1. Introduction

This Initial Study (IS) has been prepared pursuant to the California Environmental Quality Act (CEQA) to evaluate the potential environmental effects of the proposed development at Encinal Terminals. The proposed project, as part of a master development plan, would demolish existing structures on the site and develop a new residential mixed use waterfront community on the 32-acre site with uses on both land and water. A detailed description of the proposed project is provided in Section 2, *Project Description,* below.

1.1 Standard for Determining if Further Environmental Review is Required

The Encinal Terminals project area was included as part of a Program Environmental Impact Report (EIR) for the Northern Waterfront General Plan Amendment (GPA EIR), which the City of Alameda certified in 2007 (SCH 2002102118). As provided in Section 15162 of the CEQA *Guidelines*, a Lead Agency may prepare a Supplemental EIR, a Subsequent EIR, or a Mitigated Negative Declaration (MND) when a previous EIR has been certified by the Lead Agency, and substantial changes are proposed to the project that would require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. The purpose of this IS is to analyze the changes to the project and to determine which environmental topic areas may warrant further environmental review.

Changes to the Proposed Project

Table 1-1 outlines the proposed changes to the Encinal Terminals project since the GPA EIR was certified in 2007. The table shows the changes to both the project description and the identified changes in the project area since the original EIR was certified. Based on the changes to the project and the changes that have occurred in the project area, together with the analysis contained in this IS, the City has determined that a Supplemental Focused EIR (SFEIR) should be prepared for the project.

TABLE 1-1
SCOPE OF CEQA REVIEW OF THE PROPOSED PROJECT

CEQA *Guidelines*	**Proposed Project Compared to the GPA EIR**
Substantial Changes to the Project (Sec.15162(a)(1))	
	Residential Use: Modify GPA EIR assumption of 165 residential units to up to 589 residential units.
	Commercial Use: Modify GPA EIR assumption of 200,000 sq. ft. of commercial use to between 30,000 and 50,000 sq. ft. of commercial use.
	Development Program and Site Area: Modify GPA EIR assumption to include the development of a marina with up to 160 berths.
Substantial Changes to Circumstances (Sec.15162(a)(2)) *and/or* **New Information of Substantial Importance (Sec.15162(a)(3))**[a] *– Since the GPA EIR*	
	***Transportation and Circulation*:** Updates to environmental setting, traffic model, and thresholds of significance since the GPA EIR.
	Land Use: With the adoption of the City's recent Housing Element, the City zoned the property to Mixed Use (M-X) with a Multi-Family Overlay (MF), which allows for a wide variety of residential, retail, marine and commercial uses.
	***Biological Resources*:** The Townsend's big-eared bat was identified in June 2013 by the California Fish and Wildlife Commission as a candidate for protection as an endangered species under the state's Endangered Species Act.

[a] Air quality and global climate change are not considered "changed circumstances" or "new information" since information regarding these topics was known, or could have been known, in 2007.

SOURCE: CEQA *Guidelines* Section 15162; ESA

1.2 Comparison of Environmental Impacts

This IS provides a comparison of the potential environmental effects that may result with the proposed project to the effects that were previously identified for the Encinal Terminals site as evaluated in the GPA EIR, and is intended to determine if circumstances exist that could result in the proposed project having a new significant environmental impact not previously identified in the GPA EIR, or if the proposed project would result in a substantial increase in the severity of the impacts previously evaluated. For each topic addressed in the Environmental Checklist (Section 4 in this document), the IS concludes one of the following comparative determinations for the proposed project:

- **Substantially Mitigated by Uniformly Applicable Development Policies** – The proposed project would result in impacts that would be fully mitigated by existing State, regional, and local regulatory requirements, and no further mitigation is necessary.

- **Analyzed in the Prior EIR** – The proposed project would result in substantially the same impact (significant or otherwise) as the impact identified for the Encinal Terminals site in the GPA EIR.

- **No Impact** – The topic was not previously required to be analyzed in the GPA EIR, and the impact is less than significant or has no impact.

- **Less than Significant or Less than Significant with New or Revised Mitigation Incorporated -** The proposed project would result in substantially the same impact (significant or otherwise) as identified for Encinal Terminals site in the GPA EIR, but new mitigation measures are added or GPA EIR mitigation measures are revised due to changes proposed by the City (e.g., methodologies and standard practices) or to update performance or regulatory standards.

- **Potentially Significant Impact** – The proposed project would result in a new or substantially more severe significant impact than identified for the Encinal Terminals site in the GPA EIR; no feasible mitigation measure would reduce the impact to less than significant and the impact will be further studied in the SFEIR.

1.3 Organization and Format of this Document

The organization and format of this document is stipulated by the CEQA *Guidelines*. Following this Section 1, *Introduction and CEQA Overview*, Section 2 provides a detailed description of the proposed project; Section 3 presents the City's Mitigation Determination; and Section 4, *Environmental Checklist*, presents the comparative impact determinations (discussed under 1.2, above), discussion, and mitigation measures that address the 18 environmental topics (e.g., Air Quality, Cultural Resources, Transportation and Traffic, etc.). Appendices including the Encinal Terminals Draft Master Plan and Subarea Development Standards as well as technical background reports are attached to this document.

1.4 Project Specifics

A. Project Address and Title:

Address: 1521 Buena Vista Avenue, Alameda, CA
APNs: 72-382-1, 72-382-2, 72-383-3, 72-382-9 and a portion of 72-382-10.
Title: Encinal Terminals

B. Lead Agency Name and Address:

City of Alameda
2263 Santa Clara Street
Alameda, CA 94501

C. Contact Person and Phone Number:

Andrew Thomas
Assistant Community Development Director
2263 Santa Clara Street
Alameda, CA 94501
510.747.6881

D. Project Sponsor's Names and Addresses:

North Waterfront Cove LLC
c/o Tim Lewis Communities
12667 Alcosta Blvd., Suite 170
San Ramon, CA 94583

E. Existing General Plan Designation and Zoning:

General Plan: Mixed Use
Zoning: Mixed Use Plan Development (M-X); Multi-Family Overlay Zoning (MF) applies to 13 acres of the project site

F. Project Description:

See Section 2, *Project Description*, below.

G. Location of Project:

See Section 2, *Project Description*, below.

2. Project Description

The project sponsor, North Waterfront Cove LLC, is proposing a Master Plan and Density Bonus Application for Encinal Terminals, a new residential mixed use waterfront community on both land and water. Overall, the proposed project would demolish existing structures on the project site and construct up to 589 new housing units, a marina with up to 160 boat slips and a harbormaster's office, between 30,000 and 50,000 square feet of commercial/office and restaurant uses, and over three acres of waterfront-related public open space and parks. Three existing wooden wharves and two concrete wharves on the site would be improved as part of development of the proposed waterfront open space uses, through a combination of demolition, rehabilitation, modification, and/or retrofit activities. The residential unit types proposed include condominiums, townhomes, lofts, stacked flats, live-work units, and high-rise view residences. Other proposed improvements include establishing locations for launching kayaks and other small watercraft launches, provisions for future public water taxi/water shuttle or ferry terminal facilities, a new internal roadway system and utility infrastructure, and parking throughout the site. Characteristics of the proposed project are detailed in Section 2.3, *Project Characteristics,* below.

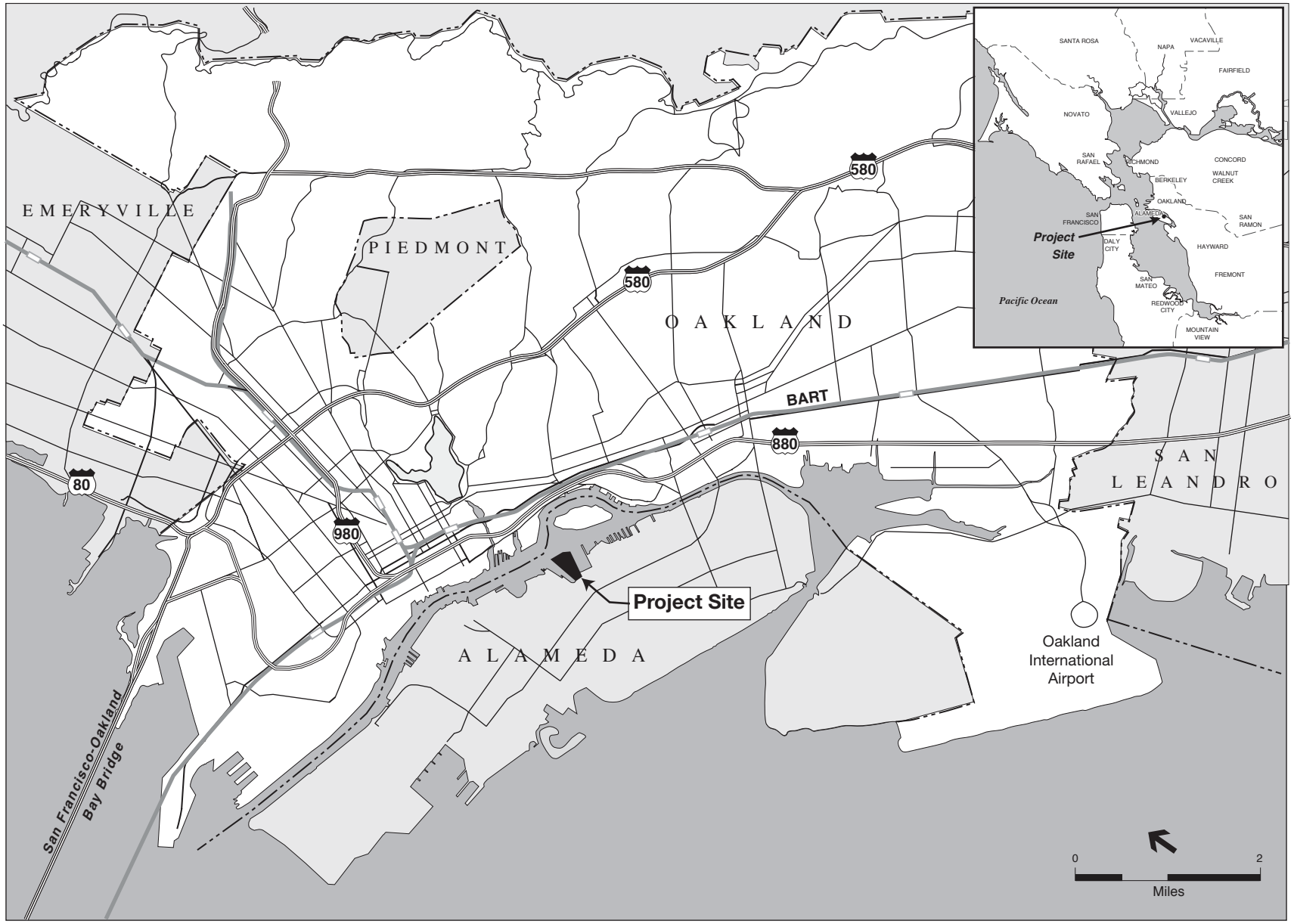
2.1 Project and Site Vicinity

The project is located at 1521 Buena Vista Avenue in the north-central portion of the City of Alameda, as illustrated in **Figure 1**. The site is approximately two miles south and west of Oakland and approximately 12 miles from San Francisco (10 miles by ferry). Regional vehicular access to the project area is provided by Interstate 880 (I-880) from Oakland through the Webster Street (State Route [SR] 260) Tunnel to Alameda Island. Access to the project site is provided by Buena Vista Avenue (running east-west). Sherman Street and Entrance Road connect to Buena Vista Avenue from the west and east of the project site, respectively.

The project site encompasses 32 acres of land and water. Water surrounds the property on three sides with Alaska Basin (called Encinal Basin on some maps) to the west, the Oakland Estuary to the north, and the Fortman Marina to the east. The net usable land area is approximately 22 acres and includes four parcels, one of which (approximately six acres) is leased to North Waterfront Cove LLC (NWC) by the City of Alameda under a long-term ground lease. The leased parcel consists of State tidelands that are held in trust by the City of Alameda. The other ten acres are submerged lands, which are part of the project site due to its proximity to the adjacent estuary. The submerged lands that fall within the Fortman Marina are held in Public Trust, as illustrated in **Figure 2**. The proposed project could include a land exchange involving the approximately six-acre tidelands parcel that is currently leased from the California State Lands Commission (CSLC) and the waterfront areas of the property, including the proposed publicly accessible promenade on the Alaska Basin and northern sides of the site. In the event that the land exchange is not approved, an alternate land use plan would be adopted.

Site Background and Current Conditions

The project site and the surrounding area were once a vital component of the fish canning industry. Fishing boats delivered their salmon catch to Alaska Basin, where they would be



SOURCE: ESA, 2013

Encinal Terminals . 130007

Figure 1
Regional Location

SOURCE: ESA

Encinal Terminals . 130007

Figure 2
Public Trust

unloaded and then processed on the Del Monte property to the southwest of the project site. Most recently, the project site served as a shipping container dock; however, that use ended in the early 2000's and the property is now vacant.

The project site is generally flat with elevations ranging from 4 to 8 feet above mean sea level. The site consists primarily of asphalt and concrete paving, with both concrete and wooden wharves and a wooden pier along the northwestern edge. Two vacant warehouse buildings are located in the center of the site flanking a large metal shed. There are two additional buildings located in the southeastern portion of the site and a third building in the southwestern portion of the site, all of which are also vacant.

Surrounding Land Uses

Surrounding land uses in the vicinity include the Wind River office/research park located across Alaska Basin to the west, the Oakland Estuary to the north, the Fortman Marina to the east, and the Del Monte property to the south. Beyond the Del Monte building to the south are primarily single family residential neighborhoods and Littlejohn Park. The project site vicinity is shown in **Figure 3**.

2.2 Northern Waterfront GPA

This IS has been prepared to evaluate the proposed changes to the Encinal Terminals project originally presented in the Northern Waterfront GPA EIR. The Alameda City Council adopted the Northern Waterfront GPA and certified the Final EIR in July 2007.

The City adopted the Northern Waterfront GPA to provide a planning framework for future growth and redevelopment of a collection of primarily industrial parcels located along the City's north-central shoreline. The purpose of the Northern Waterfront GPA was to establish General Plan and Zoning Ordinance policies, design standards, and requirements for future development while encouraging economically viable redevelopment of the area with a mix of uses that would be sensitive to existing residential neighborhoods and the historic character of the area.

The Northern Waterfront GPA planning area is generally bounded by Sherman Street on the west, Buena Vista Avenue on the south, Grand Street on the east, and the Oakland/Alameda Estuary on the north. Encinal Terminals is a sub-area within the Northern Waterfront GPA planning area that includes the approximately 26 acres located between Alaska Basin and Fortman Basin. The Planning Area is presented in **Figure 4**.

The Northern Waterfront GPA evaluated the proposed buildout of the Encinal Terminals site to include 165 residential units and 200,000 square feet of commercial development. As described in the GPA:

> *The Northern Waterfront GPA would require a mix of land uses on the [project] site, including residential development, commercial, (retail, restaurant and/or office), and parks and open space. Since the optimum combination of future uses has not been determined at this time, the Northern Waterfront GPA proposes flexibility, within limits, for future development of this site.*

0 400
Feet

SOURCE: ESA

Encinal Terminals . 130007

Figure 3
Project Site Vicinity

SOURCE: ESA

Encinal Terminals . 130007

Figure 4
Northern Waterfront GPA Planning Area

Since adoption of the GPA in 2007, Marina Cove I, Parrot Village, and Grand Marina Village have been developed and are currently occupied with uses described in Section 4, below. Residential properties on the Chipman Site are currently under construction, and construction at the Del Monte Warehouse Site is planned to begin in 2016.

2.3 Project Characteristics

Master Plan

The proposed Encinal Terminals project, as part of a Master Plan, includes demolition of existing structures on the site and development of a new residential mixed use waterfront community. Initial discretionary approvals for Encinal Terminals include a Master Plan (**Figure 5**) and Large Lot Tentative Map. Overall, the proposed Master Plan describes the characteristics of future development on the project site and the placement and capacity of utilities and circulation infrastructure. The proposed project would be a residential community with a mix of restaurants and entertainment uses, which could include artist studios and galleries, maritime and craftsman work spaces, a marina, work/live studios, retail establishments, kayak and bicycle rental shops, and multiple public gathering spaces. All of these proposed uses would be encircled by a shoreline public promenade, offering views of the Oakland skyline and hills, the Oakland Estuary and Coast Guard Island.

The project could include construction of the following components:

- Approximately three acres of waterfront-related public open space and parks, including public access around the entire perimeter of the property.
- A new marina with up to 160 private berths and a harbormaster's office with facilities for boat sales and rentals including small crafts such as kayaks, row boats and board sailing equipment.
- A mixed-density residential neighborhood, with up to 589 residential dwelling units in a variety of configurations, including townhomes, stacked flats, live/work, lofts, and high-rise view residences.
- Between 30,000 and 50,000 square feet of retail, restaurant, and office uses along Clement Avenue and along the waterfront.
- A new internal grid of public streets and public infrastructure.
- Accessible public waterfront parking strategically located at various points to allow access to the waterfront perimeter.
- Locations for direct public access to the water, including kayak/small craft launches, waterfront steps and ramps.
- Provisions for future public water shuttle, water taxi or ferry terminal facilities.
- Development of a segment of Clement Avenue fronting the property.
- Rehabilitation of wharf surfaces or supporting pilings.

Encinal Terminals . 130007

SOURCE: Carlson, Barbee & Gibson, Inc.

Figure 5
Master Plan

The proposed project could include a land exchange involving the tidelands parcel that is leased from CSLC and the waterfront areas of the property, including the proposed publicly accessible boardwalk on the Alaska Basin and northern sides of the site. In the event that a land exchange is not approved an alternate land use plan would be adopted for the site that would be consistent with the uses allowed in the Master Plan for the tidelands and non-tidelands areas.

The Master Plan is designed to ensure that the redevelopment of the site achieves the General Plan objectives for the Northern Waterfront GPA planning area by providing access to the shoreline and estuary, which has been closed off to all but the former industrial users and still remains restricted from public access.

The Master Plan goals for the project site are to:

- Repurpose the site with a mix of residential, commercial, and water-related uses that will create and support a lively waterfront and a pedestrian-friendly environment.
- Provide water and maritime-related job and business opportunities consistent with the site's waterfront location and maritime history.
- Create a continuous public waterfront promenade and sequence of public waterfront open spaces that provide opportunities for walking, biking, kayaking, and other waterfront activities.
- Reduce truck traffic in the adjacent neighborhoods by replacing warehouse and trucking uses with employment and residential uses.
- Provide a mix of uses and activities that will support a variety of lifestyles and employment opportunities.
- Assure a significant portion of new residential development is affordable to households at all income levels.
- Establish linkages to the surrounding city and neighborhoods for all modes of travel.
- Provide clear, safe access and linkages for pedestrians and bicyclists, where none have existed in the past.
- Strengthen references to the historic background of the site and environs through design.

Land Use

The Master Plan identifies the following permitted land uses based on whether the proposed land use would be located within the Tidelands Area or the Non-Tidelands Area of the project site.

Tidelands Area:

- Public recreation facilities, hotels, restaurants, commercial recreation centers, entertainment facilities and attractions
- Public waterfront promenades, pedestrian trails, sidewalks, landscaped areas
- Public Parks and open space

- Public buildings, convention centers, museums, assembly areas and meeting places
- Streets, parking, landscaped areas
- Maritime related industry (excluding boat repair and storage), boat sales with limited outside display, rentals, leasing, marina berths

Non-Tidelands Area:

- Commercial retail, but not including "super store" type retail commercial uses or drive-through commercial facilities
- Hotels, restaurants, taverns and associated parking and landscape areas
- Office or medical facilities
- Commercial Recreational uses
- Multi-Family Residential Units
- Roadways, Private and Public Parks and Open Space and Playgrounds
- Home Occupations consistent with AMC Section 30-2
- Artist Studios and Galleries and Museums
- Performance, Entertainment, Amphitheater, Amusement Parks but not multiplexes
- Maritime – boat sales, rentals, leasing, marina berths
- Light warehousing, light manufacturing conditionally permitted with Planning Board approved Use Permit and finding that the use will not generate significant truck traffic
- Farmers Markets and Community Gardens
- Other uses determined by the Planning Board to be similar to the above and consistent with the plan objectives

For a full review of permitted land uses by subarea within the Master Plan, see **Appendix A**. Appendix A breaks the property down into subareas for the purpose of adding specificity to the development standards in those areas. The Master Plan would maintain flexibility for uses within the subarea. Many subareas would ultimately contain both Tidelands and Non-Tidelands, within the same subarea. Until the Tidelands and Non-Tidelands are defined by the future State Lands Commission action, the exact line of demarcation between Tidelands and Non-Tidelands is not known. Once it is known, the Tidelands/Non-Tidelands allowable uses would take precedence over the subarea allowable uses. For example, even if the subarea allows residential uses, those portions of the subarea that are within the Tidelands area would not permit residential uses, and would only allow the Tidelands uses.

Circulation, Public Access and Parking

Off-site Roadways

Clement Avenue would be extended along the frontage of the Encinal Terminals project area from the intersection of Entrance Road to a point approximately 400 feet to the west, as shown in

Figure 5. The roadway would be designed and constructed for a maximum operating speed of 25 miles per hour to reduce noise and calm traffic flow past residential areas. The road frontage along Clement Avenue from the intersection with Entrance Road and along the Encinal Terminals project frontage would be constructed by the project's developer. The Del Monte project would be responsible for constructing frontage improvements behind the southern curb along this segment. The segment from Entrance Road to Sherman Street would be completed along with future projects, and costs for the curb-to-curb improvements would be shared among project developers, including Encinal Terminals.

Internal Street System

The primary vehicular access into the project site would occur along a new street (Primary Entrance Street) that would originate at a new three-way intersection at Clement Avenue approximately 320 feet west of the centerline of the Clement Avenue/Entrance Road intersection. The Primary Entrance Street would extend northward into the property along the west shoreline but would be set back from the Alaska Basin. Over most of its length, it would be a two lane roadway constructed with a minimum curb-to-curb dimension of 26 feet, excluding intermittent locations for parking. Parallel and perpendicular parking would be allowed along the Primary Entrance Street.

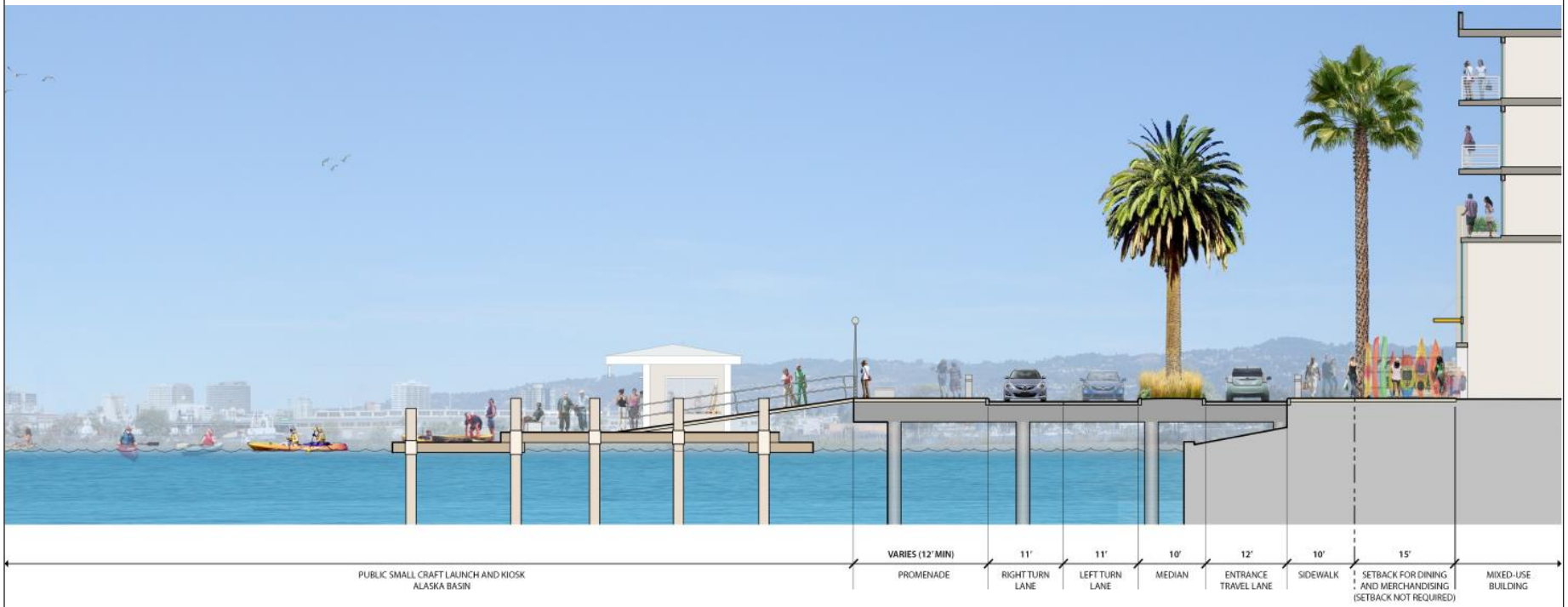
An additional secondary project site entrance would be provided at the Clement Avenue/Entrance Road intersection extending northward into the project site adjacent to Fortman Marina. Both of these points of access from Clement Avenue would provide means of access for emergency vehicles.

Internal east-west streets (potentially located in Subareas D, G and J) would cross the site generally perpendicular to the Primary Entrance Street and would serve the interior development subareas. These east-west streets would be two lane roadways constructed with a minimum curb-to-curb dimension of 26 feet, excluding intermittent locations for parking. Parallel and perpendicular parking would be allowed along the internal East-West Streets. All of the internal streets would be open and accessible to the public 24 hours per day.

Opportunities for water transit facilities are expected to be provided along the northern edge of the site. If bus transit service is provided along Clement Avenue by a public transit agency in the future, a bus shelter with seating would be provided on the Clement Avenue frontage of the project site at a location agreed upon with the City of Alameda and relevant transit agencies.

Waterfront Access

A continuous public shoreline promenade area would be provided around the waterfront perimeter of the site. **Figure 6 and Figure 7** provide a cross-section view of the promenade. The promenade would include a sequence of open spaces and recreational opportunities including walking, running, bicycling, rollerblading, fishing, watercraft launch, and vista points, and would include the necessary structural and safety improvements, allowing convenient pedestrian access to the Alaska Basin and Encinal Terminals site.

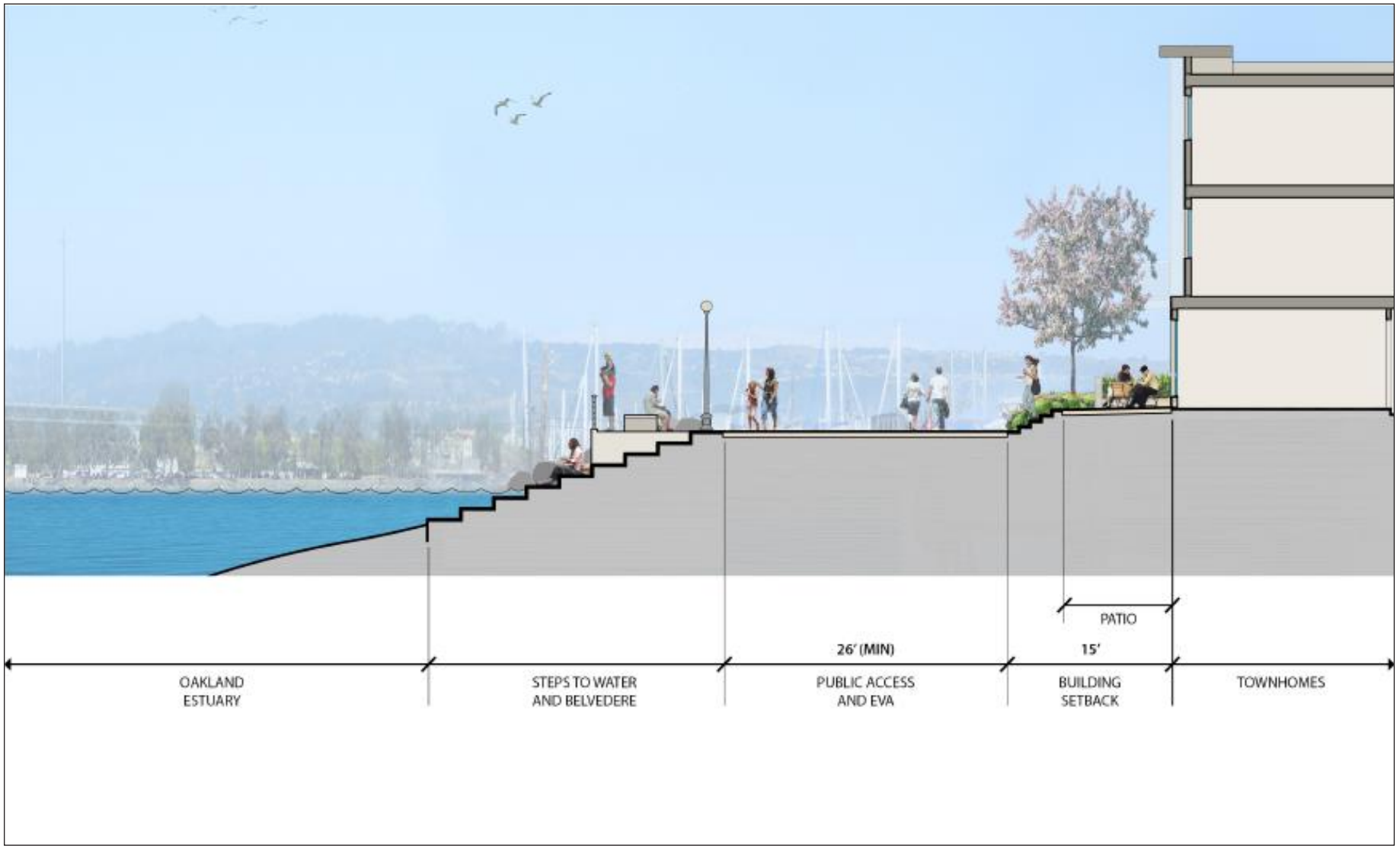


SOURCE: GLS Landscape/Architecture

Encinal Terminals . 130007

Figure 6

Western Entry Road and Waterfront Promenade at Clement Avenue (View North)



Encinal Terminals . 130007

SOURCE: Carlson, Barbee & Gibson, Inc.

Figure 7
Public Waterfront Promenade along Northern Edge of the Site (View East)

The shoreline public promenade would be limited to use by pedestrians and bicyclists and not available to general vehicular traffic, but would be designed to be available for use by emergency, service and maintenance vehicles. The shoreline public promenade would have a minimum paved width of 12 feet adjacent to the Alaska Basin and around the perimeter of Encinal Terminals development from the Wind River Systems property to the Fortman Marina property. The promenade would include public viewing and gathering areas at the northwest and northeast corners of the project site.

Opportunities for water transit facilities would be provided along the northern edge of the project site. Opportunities for a public non-motorized boat launch facility, as well as pedestrian steps down to the water in the Alaska Basin and along the northern shoreline, would also be provided.

The shoreline public promenade would be designed to avoid flood inundation with considerations for climate change and sea level rise.

Public use areas would be clearly delineated with "Public Shore" signs, planting and/or special features. Public amenities including, bike racks, benches, trash containers, restrooms, and drinking fountains would be provided for public use within the public realm area. Public art and public view areas would be provided within the public areas.

Central Open Space

In addition to the public access and open space provided in the continuous public promenade that extends around the waterfront perimeter of the project site, the proposed project would provide a central open space of approximately one acre with at least one side open to views of the Estuary.

Additional open space areas would be provided within each of the subareas. In addition, both public common and non-common private open space would be established in the form of mini parks and open space patios for the ground floor units and balconies/decks for elevated units, or possibly in the form of rooftop gardens.

Pedestrian Access

All new streets would include sidewalks on both sides of the street and pedestrian crossings at all intersections. Sidewalks would be a minimum of five feet wide. Pedestrian access ways would be well lit and have clear sightlines in order to provide pedestrians with a sense of safety and comfort.

A traffic signal with pedestrian countdowns is planned for the intersection of Sherman Street and Clement Avenue. If warranted, traffic signals may be added at a future date at the intersections of Entrance Road and Clement Avenue, and Entrance Road and Buena Vista Avenue. Mid-block pedestrian crossings would be avoided. If mid-block crossings are found to be necessary on the north side of the Del Monte Building at Clement Avenue, pedestrian signals could be required at those locations.

Bicycle Access and Facilities

Bicycle lanes would be provided on the Clement Avenue Extension in conformance with the standards established by the Alameda Bicycle Plan. Bicycle racks would be provided at strategic spots throughout the project area and located in convenient, well-lit areas, clearly visible from a building's primary entrance. Racks would be placed at sufficiently short intervals so that bicyclists can easily find a place to park their bicycles.

Parking

Provisions would be made to ensure that all onsite, surface parking spaces are shared and available for public use. However, parking areas, garages, and driveways on private residential parcels would be exempted from the shared parking requirement.

The Master Plan would establish specific parking supply rates and the project would be exempt from Alameda Municipal Code standard parking rates in recognition that all the spaces would be shared and that the development would include a site specific Transportation Demand Management program, described below. Parking lots would not be located or designed in a manner that would deter access to the waterfront or reduce the quality of the waterfront experience.

Public Transit

The project site would be served by AC Transit Line 19, a new bus line that is planned to begin operation in December 2016 that will connect new development in the Northern Waterfront area to the nearby Downtown Oakland and Fruitvale Bay Area Rapid Transit (BART) stations via Buena Vista Avenue. The project site is located approximately 2.6 miles west of the Alameda Ferry Terminal at 2660 Main Street, which provides service to San Francisco.

Transportation Demand Management Plan

The Transportation Demand Management (TDM) plan would include: 1) an annual fee per residential unit and a per square foot fee for commercial space, which would be applied to transit services; 2) creation of a Transportation Management Authority (TMA) with representation from each phase of the development that would be established to manage the Transit Fund and plan appropriate transportation programs (or membership in other existing TMA's); 3) provision of shuttle services (bus and/or water shuttle) to BART beginning on the first day of occupancy; and 4) an annual report to the City evaluating the effectiveness of the TDM measures.

The TDM measures may be combined with other developments to more effectively manage the program and may include shuttle services, AC Transit EasyPasses, car share programs and parking programs provided with funds from annual fees and any onsite parking revenues.

Infrastructure

The project site is currently served by existing private utilities that are deteriorated and at the end of their service life. Many of these existing utilities do not meet current codes or standards.

The proposed project would replace the existing infrastructure with updated utility systems that would include stormwater, wastewater, potable water, electrical, natural gas and telecommunications. All systems would be designed in accordance with applicable standards. A flood protection system would also be constructed for the project site that would provide protection from the anticipated impacts of climate change and sea level rise. Based on the results of site-specific geotechnical and engineering studies, additional improvements would be implemented to improve the seismic and soil stability of the project site.

Flood and Sea Level Rise Protection

The existing topography of the project site is generally flat with elevations ranging from 4 to 8 feet above the mean high tide level (six to eight feet above mean sea level). The project site is not located in a 100-year floodplain as defined by the Federal Emergency Management Agency (FEMA) and the majority of the site sits above the 100-year tidal elevation for this area of the City, which is estimated at 3.9 feet[1] (Northern Waterfront Cove, LLC, 2016). To address anticipated sea level rise of two feet (24 inches) by 2050 the project would be required to provide protection from flooding to a level two feet above the 100-year tidal elevation, or 5.9 feet. As described in the Master Plan, the project would establish a minimum first habitable floor elevation of 6.5 feet within the project site, which would exceed the flood protection requirements for 2050 by over half-a-foot.

By 2100 the project would be required to provide protection from the 100-year tidal elevation, plus up to 4.5 feet of sea level rise for a combined elevation of 8.4 feet. As such, the Master Plan instructs that the perimeter of the site be reserved for the construction of future flood control measures, such as a sea wall or levee, that would provide protection against an additional 2.4 feet of sea level rise (1.9 feet beyond the first habitable floor level) that could occur by the end of the century.

The Master Plan instructs that all future flood control measures are constructed in a way that would avoid introducing additional fill materials into the estuary.

Stormwater System

The majority of the storm run-off from the project site is collected by onsite inlets and conveyed to various private onsite outfalls that discharge directly to the Oakland Estuary. The southernmost portion of the site is collected and conveyed to the City of Alameda's storm drain system, eventually discharging to the Arbor Street Pump Station.

The proposed storm drain system improvements would maintain the existing patterns of the project site. The proposed system would include the installation of new inlets and pipelines appropriately sized to convey the site run-off. The proposed collection pipelines would range in size from 12 to 24 inches in diameter. The portions of the system that directly discharge to the Oakland Estuary would likely require improved outfall structures that the project would

[1] City of Alameda Datum.

implement. This would require permits from the various regulatory and environmental agencies. The remainder of the project site would be collected and conveyed by a new system of inlets and pipelines to connect to the City's 54-inch pipeline, which eventually discharges to the Arbor Street Pump Station. In accordance with Alameda County Clean Water Program guidelines, bio-treatment areas would be established throughout the project site to treat runoff from impervious areas. Proposed bio-treatment areas would be integrated with landscaping areas adjacent to street and parking areas or buildings to the extent feasible.

Wastewater System

The City of Alameda owns and maintains local sanitary sewer pipelines within the public streets, which collect and convey wastewater to East Bay Municipal Utility District (EBMUD) conveyance and treatment facilities. Currently, the wastewater generated from the project site is collected and conveyed by an existing 10-inch pipeline that falls east to west towards Sherman Street. This pipeline is privately owned and maintained. It is aligned along the north side of the Del Monte Warehouse. The 10-inch pipeline extends to Sherman Street and connects into the City of Alameda collection system near the intersection with Eagle Avenue. The City's pipelines within Sherman Street range in size from eight to 12 inches and flow from north to south. The 12-inch pipeline in Sherman Street connects to the EBMUD 60-inch interceptor pipeline at the intersection with Buena Vista Avenue.

The proposed project would abandon or remove the existing private wastewater collection facilities and install new sewer pipelines throughout the project site. These new pipelines would connect to the EBMUD interceptor in Buena Vista Avenue from a City-owned manhole. The onsite sewer collection system would include new pipelines ranging in size from 6 to 8 inches. A pump/lift station would be constructed to minimize the depth of the proposed system. The proposed wastewater facilities extending off-site would be installed in Entrance Road and along the eastern side of the Del Monte Warehouse, conveying the project site wastewater from the site and potentially other surrounding properties southerly to Buena Vista Avenue. In Buena Vista Avenue, a short segment of pipeline would be constructed flowing westerly to connect to an existing manhole on the EBMUD interceptor.

Potable Water

EBMUD also provides potable water service to the City of Alameda and the project site. EBMUD owns and maintains the existing pipelines within Buena Vista Avenue, Sherman Street and Clement Avenue. There is a 12-inch pipeline in Buena Vista Avenue, an 8-inch pipeline in Sherman Street and an 8-inch pipeline in Clement Avenue to the east. Existing private water pipelines extend from the EBMUD distribution system to the existing structures within the project site. The project site is currently served by existing pipelines ranging in size from 6 inches to 15 inches that are located in Entrance Road and along the northern side of the Del Monte Warehouse.

The proposed project would construct new potable water pipelines within Clement Avenue and Entrance Way to serve the project site. These facilities would be owned and maintained by EBMUD and would range in size from 8 inches to 12 inches. Within the project site, potable and

fire water pipelines would extend from the pipelines in Clement Avenue and Entrance Road. These pipelines would range in size from 6 inches to 8 inches in diameter.

Dry Utilities

Electric

Alameda Municipal Power provides electric service to the project site. Existing transmission lines extend along Buena Vista Avenue, and would be the electrical source for the project. A new joint trench would be constructed from the source to and throughout the project site. A joint trench would be constructed in Entrance Road and Clement Avenue. The joint trench would connect to the facilities in either Clement Avenue or Entrance Road, and would include new facilities for all dry utility systems.

Natural Gas

Pacific Gas & Electric (PG&E) provides natural gas service to the project site. As described above, a new joint trench would be constructed in Entrance Road and Clement Avenue. The new joint trench could connect the proposed facilities in either Clement Avenue or Entrance Road.

Telecommunications

AT&T would provide telecommunication service to the project site. A new joint trench would be constructed from the source to and throughout the project site. The joint trench would include new facilities for all dry utility systems.

Affordable Housing

The project developer would enter into an Affordable Housing Agreement with the City of Alameda for the provision of onsite housing affordable to moderate-, low-, and very low-income households consistent with Alameda Municipal Code (AMC) Section 30-16. Consistent with AMC Section 30-16, a minimum of four percent of all units would be affordable to very-low income households, four percent would be affordable to low income households, and seven percent would be affordable to moderate-income households.

In addition, this project requires approval of a Density Bonus Application pursuant to State of California Section 65915 and AMC Section 30-17 Affordable Housing Density Bonus. Proposals that qualify under AMC Section 30-17 may be granted additional residential density and waivers from local development standards, subject to and consistent with AMC Section 30-17.

Phasing Requirements

The project may be constructed and occupied in phases; the phasing may need to be adjusted from time to time due to economic conditions, public infrastructure improvements, or land acquisition timing. Phasing could occur in any logical pattern so long as:

- Each phase would be consistent with the site-wide infrastructure and open space plan, Transportation Demand Management Plan, Affordable Housing Plan, and the requirements

of the Master Plan. All required public access and site wide infrastructure improvements would be fully constructed upon completion of each phase, consistent with the Site Wide infrastructure and open space plans.

- Two completed means of access would be available to/from Clement Avenue and/or Buena Vista Avenue upon initial occupancy.
- Open space parcels or public open space or waterfront public access would be offered for dedication and improved concurrently with completion of the residential or commercial areas immediately inland of them.
- Each phase of the development would be responsible for ensuring compliance with Federal, State and Regional standards and permits. Future specific development projects would not exceed the maximum densities specified in the Master Plan. All phase submittals would be required to include:
  - Reconciliation of maximum unit densities for the Residential component as it relates to the entirety of the site at full build out.
  - Reconciliation of maximum square footage for the Non-Residential component as it relates to the entirety of the site at full build out.
  - Consistency with the on-site parking plan, site wide infrastructure plan, and site wide public access plan.
  - All required public access, and site wide infrastructure improvements would be fully constructed upon completion of the final residential phase.

Construction

Project demolition and construction activities would occur Monday through Friday between the hours of 7:00 a.m. and 7:00 p.m. If weekend work is necessary, construction would occur on Saturdays from 8:00 a.m. to 5:00 p.m., pursuant to required approvals by the City. If construction work occurs over a single-phase construction period, construction may occur within 12 months (worst-case scenario), but could occur over a longer timeframe. Construction circulation could require temporary lane closures and sidewalk closures along adjacent streets. Heavy equipment would access the project site; equipment and materials would be staged for construction within established work areas onsite. In addition to on-haul and off-haul trips, project construction would generate an estimated maximum of ten to 20 trucks and automobiles per day. Up to 220 vehicle parking spaces would be provided during the peak construction period for deliveries, visitors, and construction employees.

Approvals Required

The project would require the following approvals and discretionary actions from the City of Alameda:

- Approval of the Master Plan and Subdivision Approvals (e.g., large lot tentative tract map)
- Development Agreement

- Development Plan and Design Review approvals for individual buildings
- Affordable Housing Plan approval
- Approval of a Density Bonus Application pursuant to State of California Section 65915 and AMC Section 30-17 Affordable Housing Density Bonus and a Waiver for Height pursuant to AMC Section 30-17
- Ministerial Permits (including demolition, construction, building or grading permits)

Other approvals may be required from the following agencies:

- State Lands Commission – agreement on the proposed land exchange involving the parcel leased from CSLC and the proposed publicly accessible promenade on the Alaska Basin and northern sides of the project site
- State Water Resources Control Board – National Pollutant Discharge Elimination System (NPDES) NPDES General Construction Permit and Storm Water Pollution Prevention Plan
- San Francisco Bay Area Regional Water Quality Control Board (RWQCB) permits
- Bay Area Air Quality Management District (BAAQMD) permits
- Bay Conservation Development Commission (BCDC) approvals
- Alameda Municipal Power
- U.S. Army Corps of Engineers permits

References

City of Alameda, 2006. *Alameda Northern Waterfront General Plan Amendment Draft EIR*, prepared by Lamphier-Gregory, DKS Associates, Charles M. Salter Associates, and Questa Engineering, January.

North Waterfront Cove, LLC. *Encinal Terminals Master Plan*. May, 2016.

3. Environmental Factors Potentially Affected and City's Mitigation Determination

The proposed project could potentially affect the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☒ Geology, Soils and Seismicity
☒ Greenhouse Gas Emissions	☒ Hazards and Hazardous Materials	☒ Hydrology and Water Quality
☐ Land Use and Land Use Planning	☐ Mineral Resources	☒ Noise
☐ Population and Housing	☐ Public Services	☐ Recreation
☒ Transportation and Traffic	☒ Utilities and Service Systems	☒ Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial study:

☐ The City finds that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ The City finds that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION will be prepared.

☐ The City finds the proposed project may have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. If the effect is a potentially significant impact or potentially significant unless mitigated an ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to addressed.

☐ The City finds that changes to the project or the circumstances under which the project would be undertaken require major revisions to the previous EIR to make the previous EIR adequately apply to the proposed project in accordance with Public Resources Code §21166 and CEQA *Guidelines* §15163. Thus, a SUBSEQUENT EIR shall be prepared, focused on those factors identified above as provided in CEQA *Guidelines* §15063(c)(3).

☒ The City finds that changes to the project or the circumstances under which the project would be undertaken require only minor revision to the previous EIR to make the previous EIR adequately apply to the proposed project in accordance with Public Resources Code §21166 and CEQA *Guidelines* §15163. Thus, a SUPPLEMENTAL EIR shall be prepared focused on those factors identified above as provided in CEQA *Guidelines* §15063(c)(3).

☐ The City finds that the significant effects that would result from the proposed project have been addressed in the Northern Waterfront General Plan Amendment EIR, and that none of the determinations set forth in Public Resources Code §21166 and CEQA *Guidelines* §15162 can be established. Thus, a SUBSEQUENT MITIGATED NEGATIVE DECLARATION to the Northern Waterfront General Plan Amendment EIR shall be prepared.

Andrew Thomas — 4/26/16

Signature — Date

Andrew Thomas — City of Alameda

Printed Name — For

4. Environmental Checklist, Discussion, and Mitigation Measures

4.1 Organization and Format

This Section presents the Environmental Checklist for each CEQA environmental factor, the discussion of the anticipated impacts to each of the environmental factors, the identification of any new or modified mitigation measures, and the reference citations of all technical studies, agencies, and other resources consulted in the evaluation.

Environmental Checklist

For each of CEQA's 18 specific environmental factors (e.g., Air Quality, Cultural Resources, Transportation and Traffic, etc.) to be addressed, the Checklist is marked with findings as to the impact determinations of the proposed project, and whether that finding was identified and fully analyzed in the GPA EIR for the Encinal Terminals site or fully mitigated by existing regulations. A checked box (☒) in the first column of the Checklist requires additional environmental analysis in the form of a supplemental or subsequent EIR. A checked box in the second through fifth column of the Checklist requires preparation of a subsequent mitigated negative declaration. (See Section 1.2 of this document for a detailed description of the Checklist determination categories in the Environmental Checklist.)

A discussion of the anticipated impacts to each of the environmental factors follows the Checklist and starts with a summary of the GPA EIR findings. If a potentially significant impact is identified, mitigation is presented to reduce the impact to less than significant.

Impacts, Mitigation Measures and Nomenclature

Because this IS has been prepared as a subsequent document to the certified GPA EIR, several mitigation measures from the GPA EIR are incorporated into this IS - sometimes in modified form (shown in underlined and/or ~~strike-out~~ text format to show revisions) to adequately address the proposed project changes when compared to the original Northern Waterfront GPA project evaluation in the GPA EIR.

For clarity, new mitigation measures introduced in the IS are labeled with new numeric designators corresponding to sequence of the environmental factor (e.g., **NEW Mitigation Measures 8-1a through 8-1e** to address "Hazards and Hazardous Materials, the eighth environmental factor under CEQA). Mitigation measures added or updated from the GPA EIR maintain the alphabetical designators used in the GPA EIR (e.g., **Mitigation Measures HAZ-1 through HAZ-1b**).

Lastly, each Checklist section includes reference citations of all technical studies, agencies, and other resources consulted in this evaluation.

Aesthetics

Environmental Factors for Determining Environmental Effect	Proposed Project Compared to the GPA EIR Project				
	Potentially Significant Impact – Further Study Required	*Less than Significant Impact with New or Revised Mitigation Incorporated*	*Not Analyzed in the Prior EIR – No Impact or Less Than Significant Impact*	*Analyzed in the Prior EIR – No Change to Previous Impact or Mitigation and No Further Study Required*	*Substantially Mitigated by Uniformly Applicable Development Policies*
1. AESTHETICS — Would the project:					
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	☐	☐	☐	☐	☒

The GPA EIR concluded that the Northern Waterfront GPA would result in less-than-significant visual resources impacts. In particular, the Northern Waterfront GPA includes policies that would support and supplement the City of Alameda's existing General Plan policies related to visual resources, and would generally have a beneficial effect on scenic vistas and visual quality by preserving view corridors, renovating important architectural landmarks, creating continuity between surrounding neighborhoods and the waterfront, and eliminating underutilized or deteriorating structures.

There are no substantial changes in the proposed project or new information of substantial importance since the GPA EIR that would result in any new significant environmental effects or substantial increase in the severity of previously identified significant effects related to aesthetics. As described below, the proposed project would have less than significant impacts to aesthetics, which is consistent with the GPA EIR. Therefore, the proposed project would not result in any new potentially significant aesthetic effects that were not identified in the GPA EIR or a substantial increase in the severity of any previously identified significant aesthetic effects. This topic will not be discussed further in the SFEIR.

Discussion

a, b) **Substantially Mitigated by Uniformly Applicable Development Policies.** As described in Section 2, *Project Description,* the project site consists of two vacant warehouses with a large metal shed in the central portion of the site and two vacant buildings on the southern side of the site. The remaining portion of the paved site is vacant. The project site is not immediately visible from any designated scenic vistas, scenic resources or state

scenic highways. Underutilized and under-maintained industrial warehouses on the project site and in the project vicinity have substantially degraded the existing visual character and quality at the property. Currently, the entire project site is fenced, and no public access is provided along the estuary or to any other portion of the site.

The scale and uses located in the project area vary substantially from the residential neighborhoods to the west and south, industrial uses to the south, and waterfront uses to the east of the project site. Buildings such as the adjacent Del Monte Warehouse are large and comprise highly visible landmarks within the generally flat landscape.

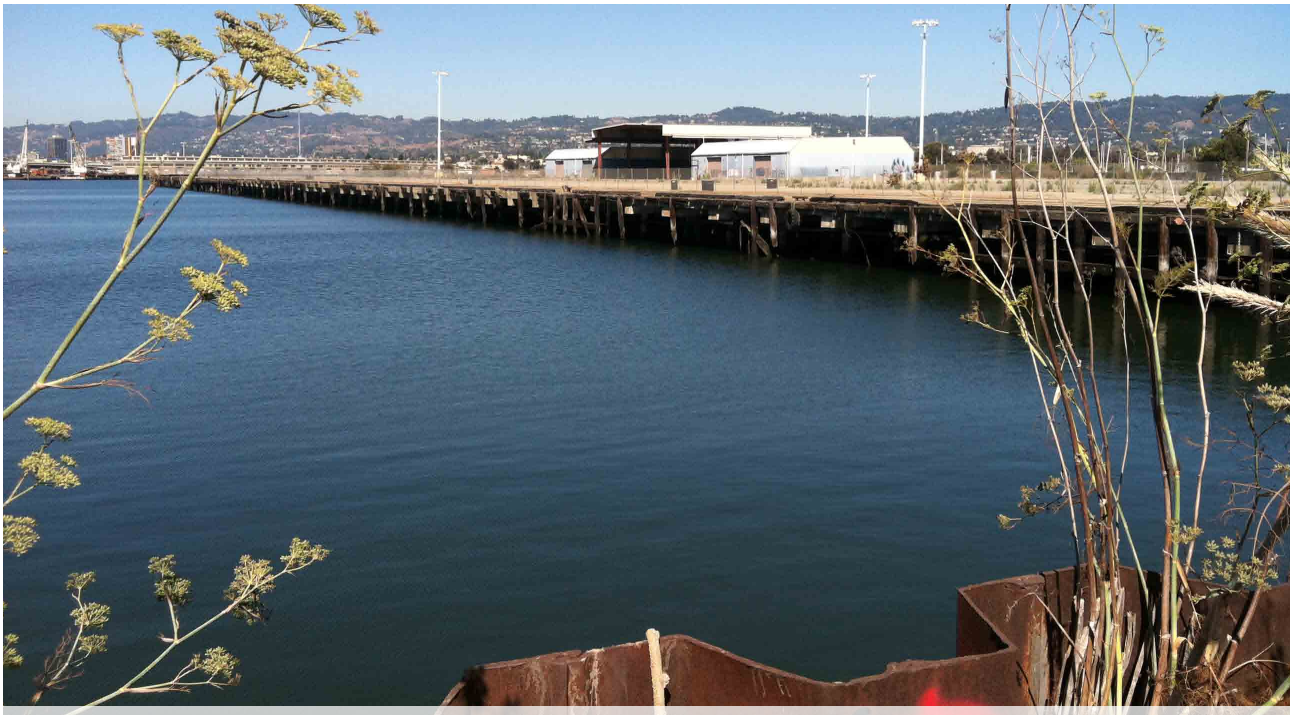
The eastern portion of the Northern Waterfront GPA area is comprised of waterfront uses located between Fortman Marina and Alameda Marina, including the Grand Harbor Marina, and the Grand Street boat launch. The City properties located along Fortman Way include a service yard and animal shelter; industrial and office uses located along Grand Street north of Buena Vista; and small pockets of single-family residential. The Marina Cove subdivision comprises the area north of Buena Vista Avenue and south of the planned extension of Clement Avenue between Paru Street and the recently demolished Chipman warehouse. Building composition and style is diverse in this area – buildings vary from one and two to sometimes three stories.

Scenic resources in the project vicinity include long-range views of the developed Oakland hills to the north. Distant views of the Oakland hills from the project site are available above intervening development. Views across the estuary include Coast Guard Island and industrial and commercial sites on the Oakland side.

The project site is visible from several nearby public vantage points. As shown in **Figure 8 Photo 1**, the project site can be seen across Alaska Basin from the path along the eastern edge of the Wind River Campus and from the future Clement Avenue extension immediately south of Alaska Basin (Figure 8, Photo 2). Estuary views to the north and east are also available from this vantage point. Foreground views of the project site are available from the Del Monte Warehouse to the south. Wood slat fencing along the eastern boundary of the project site generally obscures views from the Fortman Marina; however, the upper portions of the vacant warehouses are visible from some viewpoints.

Development of the proposed project would change the visual character of the site by removing the vacant warehouses and constructing a mix of residential, commercial, open space, and public uses on the site. The proposed Master Plan would ensure consistency with the Northern Waterfront GPA goals, requiring that new uses are consistent with existing development in the vicinity with respect to scale, design, and use. In addition, the proposed project would be consistent with BCDC Bay Plan policies that promote visually appropriate shoreline uses, the development of vista points, and the protection of significant views.

View #1 Looking South from Bay Trail Near Wind River Campus



View #2 Looking East from Future Clement Avenue Extension

SOURCE: ESA 2016

Encinal Terminals . 130007

Figure 8
Existing Views of the Site

Consistent with Bay Plan policies, the project would establish a boardwalk/promenade along the western side of the site, waterfront dependent uses adjacent to the Estuary, and the preservation of key vistas. Development of the proposed project would also connect to existing waterfront access points by providing an attractive, pedestrian friendly urban waterfront environment on the project site, which is currently not available at the project site.

The proposed project is subject to the City of Alameda Municipal Code requirements for Design Review[2] and City of Alameda standard conditions and requirements regarding lighting placement and design. This process is intended to ensure compatibility between the proposed project and "… adjacent or neighboring buildings or surroundings and promote harmonious transitions in scale and character in areas between different designated land uses" (City of Alameda, 2013).

Because there are no designated scenic vista points in proximity to the project site, the project would not displace or obstruct views from a scenic vista point. Therefore, the proposed project would not result in a substantial adverse effect or increase in the severity of the effect on a scenic vista or scenic resources, and the impact would be less than significant. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect. This topic will not be discussed further in the SFEIR.

c) **Substantially Mitigated by Uniformly Applicable Development Policies.** The project site is located within the Northern Waterfront GPA planning area of Alameda, an urban environment composed of a mix of industrial, water-oriented, and residential land uses. The site's immediate neighbors are the Del Monte Warehouse to the south, the Oakland Estuary to the north, Fortman Marina to the east, and Alaska Basin to the west. The project site is occupied by two warehouses flanking a large metal shed in the central portion and two warehouse buildings at the southern end of the site, all of which are vacant. As described above for criteria "a" and "b," underutilized and under-maintained industrial facilities have substantially degraded the existing visual character and quality of the site and its surroundings.

The proposed project would alter the visual character of the project site as it would allow for construction of a mix of residential, commercial, open space, and public uses to enhance the subject property and complement neighboring uses. Proposed development on the site would be designed consistent with the Northern Waterfront GPA goals, City of Alameda Municipal Code requirements for Design Review, as well as the project's Subarea Development Standards (Appendix A). As described in Section 2*, Project Description,* once the demarcation between Tidelands/Non-Tidelands is established, the Tidelands/Non-Tidelands allowable uses would, however, take precedence over the

[2] Alameda Municipal Code Section 30-37, Design Review Regulations.

subarea allowable uses. The project includes construction of a boardwalk/promenade, which would provide public access along the waterfront. Landscaping and street trees would also be planted throughout the project site and along pedestrian access ways, which would substantially improve the visual character and quality of the property since there is currently no landscaping or vegetation on the site.

The project would develop mixed use buildings within each subarea, which would range from a maximum height of 55 feet on the southern end of the site, to 90 feet within the center of the site, and up to 250 feet on the northwestern end of the site near the Oakland Estuary. Buildings within the waterfront pedestrian promenade and public open spaces would not exceed 40 feet in height.

Impacts related to substantial degradation of the existing visual character or quality of the site and its surroundings would be less than significant. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not significantly increase the severity of previously identified significant effects or introduce a new significant environmental effect. This topic will not be discussed further in the SFEIR.

d) **Substantially Mitigated by Uniformly Applicable Development Policies.** Development of the proposed project would result in an intensification of light and glare on the project site associated with the potential use of reflective building materials, street light fixtures, nighttime lighting of commercial identification signs and logos, and increased vehicle and transit use. Street lighting would be included on the Clement Avenue Extension as well as on internal local streets, and installed along all pedestrian and bike through-ways. However, the consistent use of a standard design review process for all proposed developments within the Northern Waterfront GPA area and the enforcement of Implementing Policy 10.8.f , Urban Design and Aesthetics,[3] of the Northern Waterfront General Plan policies, would ensure that new development does not create unnecessary glare or lighting impacts on adjacent land uses through design standards such as downcasting lighting, limited night lighting, and the imposition of limits on the use of reflective building materials. Therefore, impacts resulting from new sources of substantial light or glare that could adversely affect daytime or nighttime views in the area would be less than significant. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect. This topic will not be discussed further in the SFEIR.

[3] Policy 10.8.f states: Ensure that new development does not create unnecessary glare or lighting impacts on adjacent land uses.

References

City of Alameda, 2006. Alameda Northern Waterfront General Plan Amendment Draft EIR, prepared by Lamphier-Gregory, DKS Associates, Charles M. Salter Associates, and Questa Engineering, January.

City of Alameda, 2013. Citywide Design Review Manual. Available at: http://alamedaca.gov/sites/default/files/department-files/2014-01-13/citywide_design_review_manual_1-2014_part1.pdf. December 2013.

Agricultural and Forest Resources

Environmental Factors for Determining Environmental Effect	Proposed Project Compared to the GPA EIR Project: Potentially Significant Impact – Further Study Required	Less than Significant Impact with New or Revised Mitigation Incorporated	Not Analyzed in the Prior EIR – No Impact or Less Than Significant Impact	Analyzed in the Prior EIR – No Change to Previous Impact or Mitigation and No Further Study Required	Substantially Mitigated by Uniformly Applicable Development Policies
2. AGRICULTURAL AND FOREST RESOURCES — In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. **Would the project:**					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒	☐	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☒	☐	☐
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☒	☐	☐
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☒	☐	☐
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☒	☐	☐

The GPA EIR found that no agricultural lands would be converted with implementation of the Northern Waterfront GPA, since these resources are not present in the Northern Waterfront GPA area. There are no changes to the physical environment since the adoption of the Northern Waterfront GPA. As described below, the proposed project would have no impacts to agricultural resources, which is consistent with the GPA EIR.

Forest resources were not analyzed in the GPA EIR and were not commonly analyzed in CEQA documents at the time the GPA EIR was prepared and adopted. However, similar to agricultural

lands, forest resources are not present in the Northern Waterfront GPA area. The proposed project would not result in any significant effects related to forestry resources. The site is developed with industrial uses. Therefore, the new information related to forest resources would not result in a new potentially significant environmental effect that was not identified in the GPA EIR. This topic will not be discussed further in the SFEIR.

Discussion

a-e) **Not Analyzed in the Prior EIR – No Impact or Less Than Significant Impact.** There are no designated Prime Farmlands, Unique Farmlands, or Farmlands of Statewide Importance on the project site (CDC, 2011). There are no Williamson Act contracts in effect on any portion of the project site. The project site is not designated by either the General Plan or the Zoning Ordinance as agricultural or forestry land, and no agricultural or forestry operations are present or have been known to occur on the site or in the project vicinity (City of Alameda, 2013). Thus, no agricultural or forestry resources or operations would be affected as a result of the proposed project. There would be no impact.

References

City of Alameda, 1991. City of Alameda General Plan.

City of Alameda, 2013. Zoning Map.

California Department of Conservation (CDC), 2011. Alameda County Important Farmland 2010 (map). Division of Land Resource Protection. Accessed March 11, 2014.

Air Quality

Environmental Factors for Determining Environmental Effect	Proposed Project Compared to the GPA EIR Project: Potentially Significant Impact – Further Study Required	Less than Significant Impact with New or Revised Mitigation Incorporated	Not Analyzed in the Prior EIR – No Impact or Less Than Significant Impact	Analyzed in the Prior EIR – No Change to Previous Impact or Mitigation and No Further Study Required	Substantially Mitigated by Uniformly Applicable Development Policies
3. AIR QUALITY — Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. **Would the project:**					
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?	☒	☐	☐	☒	☐

The proposed project would result in a greater level of development than the project that was analyzed in the Northern Waterfront GPA EIR; therefore, the project as proposed could result in new or substantially greater air quality impacts than those identified in the GPA EIR. For purposes of this IS, air quality impacts are identified as ***potentially significant***. Project effects related to air quality, including conflicts with applicable air quality plans, violation of applicable air quality standards, cumulatively considerable net increases in criteria pollutants, exposure of sensitive receptors to substantial pollutant concentrations, and the creation of objectionable odors will be analyzed in the SFEIR, and the analysis therein will be used to determine the significance of the project's impacts. Appropriate mitigation measures will be developed, if needed and as feasible, to reduce those impacts found to be substantially greater than the prior EIR impacts.

Biological Resources

Environmental Factors for Determining Environmental Effect	*Proposed Project Compared to the GPA EIR Project*				
	Potentially Significant Impact – Further Study Required	*Less than Significant Impact with New or Revised Mitigation Incorporated*	*Not Analyzed in the Prior EIR – No Impact or Less Than Significant Impact*	*Analyzed in the Prior EIR – No Change to Previous Impact or Mitigation and No Further Study Required*	*Substantially Mitigated by Uniformly Applicable Development Policies*
4. BIOLOGICAL RESOURCES — Would the project:					
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 (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☒	☐	☐	☐	☐
d) Interfere substantially 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?	☒	☐	☐	☐	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☒	☐	☐	☐	☐

The proposed project would result in the construction of a new marina with 160 boat slips in the Alaska Basin, which was not previously analyzed in the GPA EIR. Therefore, the project as proposed could result in new or substantially greater biological resources impacts than those identified in the GPA EIR. For purposes of this IS, biological resources impacts are identified as ***potentially significant***. Project effects related to biological resources will be analyzed in the SFEIR, and the analysis therein will be used to determine the significance of the project's impacts and if they are substantially greater than previously identified. Appropriate mitigation measures will be developed, if needed and as feasible, to reduce those impacts found to be significant.

Cultural Resources

Environmental Factors for Determining Environmental Effect	Proposed Project Compared to the GPA EIR Project				
	Potentially Significant Impact – Further Study Required	*Less than Significant Impact with New or Revised Mitigation Incorporated*	*Not Analyzed in the Prior EIR – No Impact or Less Than Significant Impact*	*Analyzed in the Prior EIR – No Change to Previous Impact or Mitigation and No Further Study Required*	*Substantially Mitigated by Uniformly Applicable Development Policies*
5. CULTURAL RESOURCES — Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒	☐

The GPA EIR concluded that the Northern Waterfront GPA could result in potentially significant impacts to unidentified archaeological resources, unknown human remains, and unidentified paleontological resources. Since the GPA EIR was a programmatic analysis, projects proposed within the Northern Waterfront GPA are subject to a project-level review for cultural resource impacts, which is included below.

GPA EIR **Mitigation Measure CULT-1** relating to the discovery of previously identified archaeological resources, GPA EIR **Mitigation Measure CULT-2** relating to the encounter of human remains, and GPA EIR **Mitigation Measure CULT-3** relating to the discovery of paleontological resources would all apply to the project.

There are no substantial changes to the proposed project footprint or new information of substantial importance since the GPA EIR that would result in any new significant environmental effects or substantial increase in the severity of previously identified significant effects related to cultural resources. As described below, the proposed project would have less than significant impacts to the City's cultural resources with implementation of Mitigation Measures CULT-1, CULT-2, and CULT-3, as identified in the GPA EIR. This is consistent with the GPA EIR. Therefore, the proposed project would not result in any new potentially significant cultural resources effects that were not identified in the GPA EIR or a substantial increase in the severity of any previously identified significant cultural resources effects. This topic will not be discussed further in the SFEIR.

Discussion

a) **Analyzed in the Prior EIR – No Change to Previous Impact or Mitigation and No Further Study Required.** The City of Alameda was once part of a Spanish land grant given to Luis Peralta in 1818 by the Governor of California. The land grant extended from Berkeley to San Leandro. The first settlers were William Worthington Chipman and Gideon Aughinbaugh, who established a peach orchard on the land. Around 1851, they purchased "the Encinal" area, a 160-acre parcel west of Oakland, from Peralta for $14,000. While Alameda was established at the east end of the peninsula, other communities grew up in the area, including Woodstock in the west, with its commercial district, and Encinal in the center. As San Francisco's demand for agricultural products increased, the township of Alameda grew. As early as 1856, strawberries, blackberries, and loganberries were grown on the Encinal peninsula. Between 1860 and 1870, Alameda's population grew 238 percent (from 460 to 1,557 people) and estate values rose significantly (City of Alameda, 2006).

Between 1927 and 1956 there was a great deal of industrial plant construction along Buena Vista Avenue. The Encinal Terminals, a large industrial shipping terminal on the north side of Atlantic Avenue near the Oakland Estuary, was opened in 1925. Its construction came about after an agreement between the owners, the Alaska Packer's Association, and their parent company, the California Packing Corporation. The terminal was created as a general cargo facility for agricultural products, and before World War II, Encinal Terminals was one of the largest cargo facilities in the Bay Area and one of the largest employers in Alameda. During World War II, it served as the General Navy Supply Depot for the South Pacific. In 1927, Del Monte built its warehouse and distribution center, constructed by the Alaska Packer's Association for the California Packing Corporation. The warehouse was sited between two spurs of the Alameda Beltline Railyard to serve as a distribution center and shipping port for the California Packing Corporation's Del Monte canned food brand. The California Packing Corporation was formed in 1916 by a merger with four major fruit and vegetable canners and a stock purchase from the Alaska Packer's Association. The new company was formed to market the state's food products nationally as well as overseas. After World War II, other well-known companies moved to the Central Northern Waterfront, including Pennzoil, Weyerhaeuser and Listo Pencil Company (City of Alameda, 2006).

In the 1950's, in an effort to make cargo handling and storage more efficient, the container shipping system was developed and implemented, by Sea-land in New Jersey in 1956 and by Matson Lines together with Encinal Terminals in Alameda in 1958. This system has subsequently transformed shipping throughout the world, rendering old ports and port facilities, such as the previously existing Encinal Terminals, obsolete. This system involves the use of sealed containers that can be carried unopened from manufacturer to seller by rail, truck, or cargo ship. This system was first fully in operation with the development and installation of the first high speed, dockside container handling crane, called the Paceco Container Crane, at Encinal Terminals in 1959. With the crane the unloading of a ship was reduced from up to three weeks to less than one day (Corbett & Hardy, 1988).

To accommodate the new system, large portions of the 1920s-era transit sheds that had been built parallel to Alaska Basin were demolished to provide a larger yard for the new weather proof containers. In 1983 the American Society of Mechanical Engineers declared the Paceco Container Crane to be an "International Historic Mechanical Engineering Landmark." In 1987 this first crane and a second one were dismantled and shipped to China (Corbett & Hardy, 1988).

A review of historic aerial photos of the project site indicates that the majority of the former transit sheds had been demolished by 1987, and were completely eliminated by 2000 (www.historicaerials.com). Of the approximately 20 structures that existed on the project site historically, there are currently six structures remaining on the site, only two of which date from the original period of use. Located toward the southern end of the site is a two-story, flat roofed, wood framed, former administration building built circa 1950, and a single-story, gable-roofed, wood-framed former office building built circa 1930. The latter building has the outward appearance of a residential bungalow but likely functioned as an office building (Corbett & Hardy, 1988). In addition, there are two corrugated metal warehouses at the center of the site that were built in 1960 and a large covered metal shed built circa 2000. Finally, a corrugated metal gable-roofed office building was constructed circa 2000 adjacent to the circa 1930 office building (Historical Aerials, 2016).

As stated in the GPA EIR the Northern Waterfront (inclusive of the Encinal Terminals site) does not have the potential for a historic district designation at the local, State or federal levels due to loss of historic fabric as the result of demolition activities. The Northern Waterfront General Plan Area does not contain a unique or exemplary collection of architectural resources with a unifying historic context, and is not an architecturally defined area marked by a cohesive grouping of buildings or neighborhoods. For similar reasons, the Encinal Terminals site is also not eligible for historic district designation (City of Alameda, 2006).

A records search at the Northwest Information Center indicates that all six structures on the project site are listed in the Historic Property Data File for Alameda County with an NRHP code of “7N” which means “needs to be reevaluated” (NWIC, 2012).

A reconnaissance-level site survey by an ESA architectural historian on May 3, 2013 (ESA, 2013), confirmed the existence of these six structures on the project site. The former office building located at the far southern end of the site was in dilapidated condition, with evidence of cladding and window removal and/or advanced deterioration. The other buildings on the project site generally appear as described above. The site is fenced and unoccupied.

Although two former office buildings remain on the project site and were once associated with the Encinal Terminals during its use as one of the largest cargo facilities in the Bay Area from approximately 1927 to 1956, the removal of all other buildings and structures on the site has reduced their integrity of setting to such an extent that they would not be

considered eligible for federal, state, or local listing either individually or as a group, and therefore would not qualify as historic resources for CEQA purposes (ESA, 2013).

As no historic resources are located on the project site, implementation of the proposed project, including demolition of all remaining buildings on the site, would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5. No mitigation is required, and this topic will not be discussed further in the SFEIR.

b) **Analyzed in the Prior EIR – No Change to Previous Impact or Mitigation and No Further Study Required.** The project area is underlain by estuarine mud and overlying artificial fills. Based on the geologic context and previous extensive disturbance there is a low potential to uncover archaeological resources. This topic will not be discussed further in the EIR. In the unlikely event that archaeological resources are uncovered during project construction, implementation **Mitigation Measure CULT-1** from the GPA EIR would reduce the potential impact to unidentified archaeological resources to a less-than-significant level. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect. This topic will not be discussed further in the SFEIR.

> **Mitigation Measure CULT-1:** In the event that previously unidentified cultural resources are discovered during site preparation or construction, work shall cease in the immediate area until such time as a qualified archaeologist and City of Alameda personnel can assess the significance of the find. The following measures shall be implemented at the time of the find:
>
> - Activity in the vicinity of the suspected resources shall be immediately suspended and City of Alameda personnel and a qualified archaeologist shall evaluate the find. Project personnel shall not alter any of the uncovered materials or their context.
>
> - If archeological resources are discovered, the City and the cultural resource consultant shall determine whether the resource is unique based on the criteria provided in the CEQA Guidelines and the criteria listed above. The City and developer, in consultation with a cultural resource expert, shall seek to avoid damaging effects on the resource wherever feasible.
>
> - If the City determines that avoidance is not feasible, a qualified cultural resource consultant shall prepare an excavation plan for mitigating the impact on the qualities that make the resource unique. The mitigation plan shall be prepared in accordance with CEQA Guidelines and shall be submitted to the City for review and approval.

c) **Analyzed in the Prior EIR – No Change to Previous Impact or Mitigation and No Further Study Required.** The project area is underlain by estuarine mud and overlying artificial fills, topped by structural wharf elements. Based on the geologic context and previous extensive disturbance there is a low potential to uncover paleontological

resources. This topic will not be discussed further in the SFEIR. While unlikely, in the event that paleontological resources are uncovered during project construction, implementation of **Mitigation Measure CULT-2** from the GPA EIR would reduce this potential impact to a less-than-significant level. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect. This topic will not be discussed further in the SFEIR.

> **Mitigation Measure CULT-3:** If paleontological resources are encountered during site preparation or construction activities, the following mitigation measures shall be implemented:
>
> Activity in the vicinity of the suspected resource(s) shall be immediately suspended, and City of Alameda personnel and a qualified paleontological resource consultant shall be contacted to evaluate the find. Project personnel shall not alter any of the uncovered materials or their context.
>
> If paleontological resources are discovered and the City and the paleontological resource consultant found that the resource is significant based on the criteria provided in the CEQA *Guidelines* and criteria listed above, the City and project developer, in consultation with a paleontological resource expert, shall seek to avoid damaging effects on the resource wherever feasible.
>
> If the City determines that avoidance is not feasible, a qualified paleontological resource consultant shall prepare a salvage plan for mitigating the effect of the project on the qualities which make the resource unique. The project developer, in consultation with a qualified paleontologist, shall complete a paleontological resource inventory, declaration, and mitigation plan in accordance with the CEQA *Guidelines* and submit it to the City for review and approval.

d) **Analyzed in the Prior EIR – No Change to Previous Impact or Mitigation and No Further Study Required.** Based on the site's context and previous extensive disturbance, there is a low potential to uncover human remains in the project area. This topic will not be discussed further in the SFEIR. While unlikely, in the event that human remains are uncovered during project construction, implementation of **Mitigation Measure CULT-3** from the GPA EIR would reduce this potential impact to a less-than-significant level. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect. This topic will not be discussed further in the SFEIR.

> **Mitigation Measure CULT-2:** If human remains are encountered, work shall halt within 50 feet of the find and the County Coroner shall be notified immediately. A qualified archaeologist shall also be contacted to evaluate the situation. If the human remains are of Native American origin, the Coroner must notify the Native American Heritage Commission within 24 hours of this identification. Pursuant to Section 5097.98 of the Public Resources Code, the Native American Heritage Commission will identify a Native American Most Likely Descendent to inspect

the site and provide recommendations for the proper treatment of the remains and associated grave goods. Section 7050.5 of the California Health and Safety Code states that in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined whether or not the remains are subject to the coroner's authority.

References

City of Alameda, *Northern Waterfront General Plan Amendment Draft EIR*, Prepared by Lamphier and Gregory for the City of Alameda, 2006.

Corbett, Michael, and Hardy, Mary, *Historic Resources Inventory of Encinal Terminals*, Prepared for the City of Alameda, 1988.

ESA, *Memorandum: Encinal Terminals Reconnaissance-level Historic Resources Survey*, Prepared by Brad Brewster, ESA Architectural Historian, May 6, 2013.

Northwest Information Center (NWIC), California Historical Resources Information System, *Historic Property Data File for Alameda County, 1521 Buena Vista Avenue,* Updated April 5, 2012.

Historic Aerials, 2016. Historic Aerials website. Available at: www.historicaerials.com. Accessed April 13, 2016.

Geology, Soils, and Seismicity

Environmental Factors for Determining Environmental Effect	*Proposed Project Compared to the GPA EIR Project*				
	Potentially Significant Impact – Further Study Required	*Less than Significant Impact with New or Revised Mitigation Incorporated*	*Not Analyzed in the Prior EIR – No Impact or Less Than Significant Impact*	*Analyzed in the Prior EIR – No Change to Previous Impact or Mitigation and No Further Study Required*	*Substantially Mitigated by Uniformly Applicable Development Policies*
6. GEOLOGY, SOILS, AND SEISMICITY — Would the project:					
a) Expose people or structures to potential substantial adverse effects, including the 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? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☒	☐	☐	☐
ii) Strong seismic ground shaking?	☐	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒	☐
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 (1994), creating substantial risks to life or property?	☐	☐	☐	☒	☐
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?	☐	☐	☐	☒	☐

The GPA EIR concluded that the Northern Waterfront GPA could result in potentially significant impacts to occupants of future development within the Northern Waterfront GPA area, which would be subject to seismic-induced ground shaking. Potentially significant impacts could result from the possible occurrence of seismic-induced ground failure, including liquefaction, lurch-cracking, and lateral spreading. Potentially significant impacts could occur as a result of expected continuing consolidation and land subsidence, causing damage to structures, utilities and pavements. Potentially significant impacts could also occur as a result of shrink-swell potential of

Northern Waterfront GPA area soils, causing damage to structures or property. Since the GPA EIR was a programmatic analysis, projects proposed within the Northern Waterfront GPA are subject to a project-level review for impacts relating to geology, soils and seismicity, which is included below.

GPA EIR **Mitigation Measure GEO-1** which reduces impacts from strong ground shaking, **Mitigation Measure GEO-2** which reduces impacts of seismic-induced ground failure, **Mitigation Measure GEO-3** limiting soil consolidation, and **Mitigation Measure GEO-4** reducing impacts from soil shrink-swell conditions, would all apply to the project.

Mitigation Measure GEO-2 is revised as part of this project analysis to address project specific impacts.

There are no substantial changes in the proposed project or new information of substantial importance since the GPA EIR that would result in any new significant environmental effects or substantial increase in the severity of previously identified significant effects related to geology and soils. As described below, the proposed project would have less than significant impacts to geology and soils, which is consistent with the GPA EIR. Therefore, the proposed project would not result in any new potentially significant geology and soils effects that were not identified in the GPA EIR or a substantial increase in the severity of any previously identified significant geology and soils effects. This topic will not be discussed further in the SFEIR.

Discussion

a) **Less than Significant Impact with New or Revised Mitigation Incorporated.** *Fault Rupture.* The project site is not located within an Alquist-Priolo Fault Rupture Hazard Zone, as designated through the Alquist-Priolo Earthquake Fault Zoning Act.[4] No active faults are known to pass through the immediate project region (California Division of Mines and Geology, 1982).[5] The nearest active faults to the project site are the Hayward Fault (approximately five miles northeast), the San Andreas Fault (approximately 14 miles southwest), the Calaveras Fault (approximately 17 miles east), and the Concord-Green Valley Fault (approximately 19 miles northeast). Although fault rupture is not necessarily bound by the limits of a fault rupture hazard zone, ground displacement is most commonly seen along traces of active faults during major earthquakes that result in observable offsets. Because the site is not located on or relatively close to an active or potentially active fault, the potential for surface fault rupture is low and the impact is considered less than significant. This topic will not be discussed further in the SFEIR.

4 Alquist-Priolo Zones designate areas most likely to experience fault rupture, although surface fault rupture is not necessarily restricted to those specifically zoned areas.

5 Active faults are defined as those faults which show evidence of movement within the last 11,000 years (Holocene); potentially active faults are defined as those that have shown evidence of surface displacement over the last 1.6 million years (Quaternary).

Groundshaking. The project site is located in a seismically active region of California with numerous active faults. Seismic activity in the region is dominated by the San Andreas Fault system, which includes the San Andreas, Hayward, and Calaveras faults. According to a 2007 study by the U.S. Geological Survey (USGS) Working Group on Earthquake Probabilities (2003), the probability of one or more earthquakes of Richter magnitude 6.7 or higher occurring in the San Francisco Bay Area for the following 30-years is 63 percent. The Hayward and San Andreas faults are the most likely of the known Bay Area faults to experience a major earthquake. The probability of a large earthquake anywhere along the Hayward Fault during this period was determined to be 27 percent, and 21 percent for the San Andreas Fault. In the event of an earthquake on one of these faults, the project site is expected to experience very strong to very violent ground shaking.

The proposed project would be required to comply with the geotechnical and seismic design requirements of the most recent version of the California Building Code (Title 24). Furthermore, the project sponsor would be required to submit a geotechnical engineering analysis accompanied by detailed engineering drawings to the City of Alameda prior to excavation, grading, or construction activities on the site. This is consistent with standard City of Alameda practices to ensure that all buildings are designed and built in conformance with the seismic requirements of the City of Alameda Building Code. A geotechnical engineering analysis report that includes drawings and details of relevant grading and/or construction requirements on the project site would be required to address constraints and to ensure the recommendations identified in the geotechnical investigation are implemented. These required submittals ensure that buildings are designed and constructed in conformance with the requirements of all applicable building code regulations, pursuant to standard City procedures.

Mandatory compliance with all applicable building code regulations, and implementation of all geotechnical recommendations contained in the required geotechnical engineering investigation as described in **Mitigation Measure GEO-1** from the Northern Waterfront GPA, would reduce potential project impacts associated with strong seismic ground shaking and seismically-induced ground failure to less-than-significant levels. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect. This topic will not be discussed further in the SFEIR.

> **Mitigation Measure GEO-1:** While the potential impacts of strong seismic ground shaking cannot be eliminated in the Northern Waterfront GPA area, the following steps shall be implemented to reduce the impacts related to expected strong ground shaking:
>
> - Grading, foundation, and structural design should be based on the anticipated strong seismic shaking associated with a future major earthquake on the Hayward fault. The Hayward fault is considered to be a Type A seismic source (with active slip and capable of a magnitude 7.0 or greater

earthquake). All structures shall be designed in accordance with the most recent edition of the California Building Code.

- The applicant shall prepare an earthquake preparedness and emergency response plan for all public use facilities. The plan should be submitted for review and approval by the Community Development and/or Public Works Department, prior to occupancy of the structures.

- Prior to marketing residential or commercial units for sale, the developer shall prepare an earthquake hazards information document. This document should be made available to any potential occupant prior to purchase or rental of the housing units or commercial spaces. The document should describe the potential for strong ground shaking at the site, potential effects of such shaking, and earthquake preparedness procedures.

Liquefaction. Seismic shaking can also trigger ground-failures caused by liquefaction. Liquefaction is the process by which granular soils, such as sands or loamy sands, behave like a dense fluid when subjected to prolonged shaking during an earthquake. Seismic hazard mapping prepared by the California Department of Conservation, Geological Survey (2003), indicates that the project site is located within a designated Seismic Hazard Zone for liquefaction. As a result, pursuant to the Seismic Hazards Mapping Act of 1990, a geotechnical report must be prepared that evaluates and provides mitigation for potential liquefaction hazards in accordance with the most recent California Building Code and the California Geological Survey, Special Publication 117A, Guidelines for Evaluating and Mitigating Seismic Hazards. A preliminary geotechnical report for the project site also identified potentially liquefiable soils and recommended design measures to address this hazard. The required final geotechnical investigation and mitigation recommendations must be made in accordance with Special Publication 117A to ensure that the potential for damage as a result of liquefaction is minimized. Recommendations such as foundation design approach and site soil treatments like addition of lime or replacement with engineered fills can effectively reduce the potential for liquefaction to adversely affect proposed improvements. Incorporation of such methods as also required by **Mitigation Measure GEO-2** (and modified as shown by underline below) that is taken from the Northern Waterfront GPA, would reduce the potential for seismically-related ground failure including liquefaction to less than significant levels. This topic will not be discussed further in the SFEIR.

Mitigation Measure GEO-2: The following mitigation measures shall be implemented to reduce the potential impact of seismic-induced ground failure.

- Earthworks and foundation design shall be conducted in accordance with all recommendations contained in the Weyerhaeuser/Chipman Parcels geotechnical report by Lowney Associates (December 1998) for that parcel. Additional liquefaction potential analyses shall be conducted and a liquefaction mitigation program developed for each development within the Northern Waterfront GPA area. All structures proposed for the project area shall be designed and constructed in accordance with the most recently adopted version of the City of Alameda Building Code, and the seismic design

considerations of the most recent California Building Code as adopted by the City of Alameda, and in accordance with CGS Special Publication 117A.

- Prior to the issuance of any grading or building permits, geotechnical investigations shall be conducted for the Del Monte Warehouse (URS Corporation report, 2002), Encinal Terminals, or Fortman Marina sub-areas of the Northern Waterfront GPA area. Reports for these studies shall evaluate the liquefaction potential for each site in accordance with the Standard of Practice for Geotechnical Engineering and shall provide recommendations for stabilization or resistance of structures from the potential effect of liquefaction of sediments. The potential for lurch cracking and lateral spreading shall also be evaluated. Stability of the bulkhead for projects adjacent to bulkheads shall also be evaluated. Reports shall be submitted to the City of Alameda Public Works Department for review and approval.

- Prior to commencement of construction of the project the existing wharfs/piers and the bank protection along the northern shoreline, including the shall be evaluated for suitability by a California licensed structural/geotechnical engineering firm. Any recommendations made shall be incorporated into the project design.

- Prior to commencement of construction on the Clement Avenue extension, a slope stability evaluation of the offshore areas of the project site and the Alaska Basin bulkhead shall be performed by a California licensed structural/geotechnical engineering firm. Any recommendations made in accordance with the most recent California Building Code requirements shall be incorporated into the project design plans for the Clement Avenue Extension. The project applicant shall pay a fair share contribution with the Del Monte project toward this study and the subsequent recommendations.

Landslides. The upland portion of the project site is located on a relatively level site that would not be susceptible to landslides. However, the site is adjacent to the Alaska Basin Bulkhead. According to the GPA EIR, deformation of parts of the Alaska Basin Bulkhead is currently visible. The bulkhead retains fill and native sediments and provides slope stability for the adjacent areas. Deformations of parts of the Alaska Basin Bulkhead are visible adjacent to the Del Monte site. Repairs to the damaged section of bulkhead and review of the overall stability of the bulkhead are needed. Further evaluation of the submerged sediments at the project site would be necessary to determine both seismic and static slope stability and how proposed improvements such as the proposed Clement Avenue extension would affect them. The GPA EIR also noted slopes adjacent to the Fortman Marina that were determined to be relatively stable under existing static (non-earthquake) conditions but marginally stable if liquefaction were to occur. Implementation of Mitigation Measure GEO-2**,** as amended, would reduce this potential slope stability hazard to a less-than-significant level. This topic will not be discussed further in the SFEIR.

b) **Substantially Mitigated by Uniformly Applicable Development Policies.** Project construction would include grading and earthmoving activities at the site that could expose site soils to erosion from heavy winds, rainfall, or runoff. Project construction

would be required to comply with the National Pollution Discharge Elimination System (NPDES) General Construction Activities Stormwater Permit which requires preparation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would include a description of appropriate Best Management Practices (BMPs) that include erosion control measures. Construction contractor(s) are responsible for implementation of the SWPPP, which includes maintenance, inspection, and repair of erosion and sediment control measures and water quality BMPs throughout the construction period. Once constructed, disturbed areas would be protected by coverings such as structures, pavement, concrete, or vegetation such that the potential for erosion or loss of topsoil is very low. Therefore, with implementation of the required BMPs as part of a SWPPP, the potential for soil erosion or loss of topsoil is less than significant. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect. This topic will not be discussed further in the SFEIR.

c) **Analyzed in the Prior EIR – No Change to Previous Impact or Mitigation and No Further Study Required.** Areas of the project site that are underlain by artificial fill and/or Bay Mud would be susceptible to settlement if proposed improvements are not designed appropriately. Younger Bay Mud is highly compressible and has low strength. The weight of the overlying materials (which could include existing fill, proposed new fill, and structures) causes consolidation of the sediments over time. As the sediments consolidate at depth, the ground surface settles and structural damage can occur. Subsidence related to consolidation of Bay Mud beneath fill and foundation settlement directly related to site-specific structural building loads could affect structures proposed as part of the project. Underground utilities could also experience differential settlement along their alignments, possibly resulting in rupture or leakage, which could cause disruption of service or safety hazards. Construction of new shallow foundations and/or placement of new fill at the site would begin a new cycle of consolidation settlement in the Bay Mud. The amount and rate of consolidation settlement would depend on:

- the weight of any new fill or structural loads (i.e., footings),
- the thickness and character of the existing fill,
- the thickness of the Bay Mud deposit beneath the existing fill and Merritt Sand,
- the potential presence of sand lenses within the Bay Mud deposit,
- the amount of consolidation/settlement that has already occurred due to previous site activities, and
- the presence of existing foundations or other obstructions, particularly pile foundations.

Buried foundations or foundation elements may also act as “hard points” beneath new roads or utilities, resulting in the potential for abrupt differential settlement. The final design level geotechnical report required for proposed improvements would determine

the susceptibility of subject parcels to settlement and prescribe appropriate engineering techniques for reducing its effects. Where settlement and/or differential settlement is predicted, engineering measures—such as use of lightweight fill, geofoam, surcharging, wick drains, deep foundations, structural slabs, hinged slabs, flexible utility connections, and utility hangers—could be used. These measures would be evaluated and the most effective, feasible, and economical measures recommended and incorporated into project design plans in accordance with California Building Code requirements. Implementation of geotechnical recommendations as required by **Mitigation Measure GEO-3** taken from the Northern Waterfront GPA EIR, would reduce the potential impact of unstable soils to less than significant levels. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect. This topic will not be discussed further in the SFEIR.

> **Mitigation Measure GEO-3:** Proponents for all projects within the Northern Waterfront GPA area shall be required to prepare a geotechnical report for review and approval by the City of Alameda that specifies all measures necessary to limit consolidation including minimization of structural fills and use (when necessary) of lightweight and low plasticity fill materials to reduce the potential for excessive loading caused by fill placement. The placement of artificial fill should be limited to reduce the potential for increased loading and associated settlement in areas underlain by thick younger Bay Mud. Increased area settlement could have implications for flooding potential as well as foundation design. Reconditioning (compaction) of existing subgrade materials would be preferable to placement of fill. The report shall present recommendations for specific foundation designs, which minimize the potential for damage related to settlement. The design of utilities shall consider differential settlements along utility alignments constructed in filled areas of the Northern Waterfront GPA area.

d) **Analyzed in the Prior EIR – No Change to Previous Impact or Mitigation and No Further Study Required.** Expansive soils are generally clayey soils or soils that have sufficient clay content such that they swell when wetted and shrink when dried. Expansive soils located beneath structures can result in cracks in foundations, walls, and floors that develop over time from cyclical wetting and drying periods. According to the geotechnical report prepared for the project site, the shallow soils present at the site have a potential for expansion (Engeo, 2012). Typically, soil preparation and the use of imported engineered fill materials mitigate the effects of expansive soils. Implementation of all geotechnical recommendations contained in the required geotechnical investigation, as required by the City of Alameda, the California Building Code, and **Mitigation Measure GEO-4** from the GPA EIR would reduce potential impacts associated with expansive soils to less-than-significant levels. This topic will not be discussed further in the SFEIR.

> **Mitigation Measure GEO-4**: The required geotechnical report shall require that subgrade soils for pavements consist of moisture-conditioned, lime-treated, or non-expansive soil, and that surface (including roof drainage) and subsurface water be directed away from foundation elements and into storm drains to minimize variations in soil moisture.

e) **Analyzed in the Prior EIR – No Change to Previous Impact or Mitigation and No Further Study Required.** Development under the proposed project would not include the installation of septic tanks or alternative wastewater disposal systems. The project site is located in an urban area and would be required to connect to the existing sewer system which provides wastewater collection service for the City of Alameda. Thus, no impact associated with alternative wastewater disposal systems would occur. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect. This topic will not be discussed further in the SFEIR.

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Greenhouse Gas Emissions

Environmental Factors for Determining Environmental Effect	*Proposed Project Compared to the GPA EIR Project*				
	Potentially Significant Impact – Further Study Required	*Less than Significant Impact with New or Revised Mitigation Incorporated*	*Not Analyzed in the Prior EIR – No Impact or Less Than Significant Impact*	*Analyzed in the Prior EIR – No Change to Previous Impact or Mitigation and No Further Study Required*	*Substantially Mitigated by Uniformly Applicable Development Policies*
7. GREENHOUSE GAS EMISSIONS — Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐	☐

GHGs were not analyzed in the GPA EIR and were not commonly analyzed in CEQA documents at the time the GPA EIR was prepared and adopted. For purposes of this IS, greenhouse gas related impacts are identified as ***potentially significant***. Project effects related to the generation of greenhouse gases and consistency with applicable plans and policies that have been adopted for the purpose of reducing greenhouse gas emissions will be analyzed in the SFEIR, which will determine the significance of the project's impacts and provide mitigation measures, as feasible, to reduce those impacts found to be significant.

Hazards and Hazardous Materials

Environmental Factors for Determining Environmental Effect	*Proposed Project Compared to the GPA EIR Project*				
	Potentially Significant Impact – Further Study Required	*Less than Significant Impact with New or Revised Mitigation Incorporated*	*Not Analyzed in the Prior EIR – No Impact or Less Than Significant Impact*	*Analyzed in the Prior EIR – No Change to Previous Impact or Mitigation and No Further Study Required*	*Substantially Mitigated by Uniformly Applicable Development Policies*
8. HAZARDS AND HAZARDOUS MATERIALS — Would the project:					
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 which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☒	☐	☐	☐
e) 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, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒	☐
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☐	☒
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 GPA EIR concluded that contaminated soils and groundwater have the potential to exist within the Northern Waterfront GPA area that would result in potentially significant impacts by exposing construction workers, future workers, or residents to health risks. Since the GPA EIR was a programmatic analysis, projects proposed within the Northern Waterfront GPA are subject to a project-level review for hazardous materials impacts, which is included below.

GPA EIR **Mitigation Measure HAZ-1** would apply to the project, which requires documentation of adequate soils, ground water investigations, and, where warranted, remediation. If soils and groundwater investigations indicate that hazardous materials are present, additional **Mitigation Measures HAZ-1a and HAZ-1b** would also apply.

This analysis further identifies **NEW Mitigation Measures 8-1a through 8-1e, and Mitigation Measure HAZ-1c** to reduce potential project specific impacts to the exposure of hazardous materials to a less-than-significant level.

There are no substantial changes in the proposed project or new information of substantial importance since the GPA EIR that would result in any new significant environmental effects or substantial increase in the severity of previously identified significant effects related to hazards and hazardous materials. As described below, none of the proposed project's construction activities or operating services would result in contact with hazards or hazardous materials. As identified in the GPA EIR, if during construction hazardous materials are discovered, Mitigation Measure HAZ-1 would be implemented, which is consistent with the GPA EIR. Therefore, the proposed project would not result in any new potentially significant hazardous effects that were not identified in the GPA EIR or a substantial increase in the severity of any previously identified significant hazardous effects. This topic will not be discussed further in the SFEIR.

Discussion

a) **Less than Significant Impact with New or Revised Mitigation Incorporated.**

Construction. Demolition of existing structures on the project site may expose construction workers, the public, or the environment to hazardous materials such as lead-based paint, asbestos, and PCBs. The level of potential impact is dependent upon the age, construction, and building materials of each building. Based on the age of the existing structures, any of these hazardous building materials could be present at the site which, if disturbed, could expose workers and the public during demolition. Any remaining asbestos containing materials (ACMs) would need appropriate abatement of identified asbestos prior to demolition. ACMs are regulated both as a hazardous air pollutant under the Clean Air Act and as a potential worker safety hazard under the authority of Cal-OSHA. Potential exposure to these hazardous building materials can be reduced through appropriate abatement measures.

Exposure to asbestos, and the resulting adverse health effects, is possible throughout the demolition and renovation phases if materials that contain asbestos are present. In structures slated for demolition under the project, any asbestos-containing materials would be abated in accordance with state and federal regulations including Section 19827.5 of the California Health and Safety Code, Bay Area Air Quality Management District Regulation 11, Rule 2, California Code of Regulations Title 8 Sections 1529 and 341.6, and OSHA worker safety requirements for all demolition or renovation activities.

Fluorescent lighting ballasts manufactured prior to 1978, and electrical transformers, capacitors, and generators manufactured prior to 1977, may contain PCBs. In accordance with the Toxic Substances Control Act and other federal and state regulations, the applicant would be required to properly handle and dispose of electrical equipment and lighting ballasts that contain PCBs, reducing potential impacts to a less-than-significant level. **NEW Mitigation Measures 8-1a through 8-1e** would reduce impacts that have been analyzed at a project specific level, as required by the GPA EIR, to a less-than-significant level. This topic will not be discussed further in the SFEIR.

NEW Mitigation Measure 8-1a: The project sponsor shall ensure that all proposed areas for demolition shall be assessed by qualified licensed contractors for the potential presence of lead-based paint or coatings, asbestos containing materials, and PCB-containing equipment prior to issuance of a demolition permit.

NEW Mitigation Measure 8-1b: If the assessment required by Mitigation Measure 8-1a finds presence of lead-based paint, asbestos, and/or PCBs, the project applicant shall create and implement a health and safety plan to protect workers from risks associated with hazardous materials during demolition or renovation of affected structures. The health and safety plan shall include emergency notification protocols, appropriate personal protective equipment for workers and visitors, material safety data sheets, and training requirements.

NEW Mitigation Measure 8-1c: If the assessment required by Mitigation Measure 8-1a finds presence of lead-based paint, the project applicant shall develop and implement a lead-based paint 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 off-site migration of paint chip debris.
- Remove all peeling and stratified lead-based paint 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 lead-based paint on all equipment to be cut and/or removed during the demolition.
- Provide on-site 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.

NEW Mitigation Measure HAZ 8-1d: If the assessment required by Mitigation Measure 8-1a finds asbestos, the project applicant shall ensure that asbestos abatement shall be 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.

NEW Mitigation Measure HAZ 8-1e: If the assessment required by Mitigation Measure 8-1a finds PCBs, the project applicant shall ensure that PCB abatement shall be conducted prior to building demolition or renovation. PCBs shall be removed by a qualified contractor and transported in accordance with Caltrans requirements.

Also as part of construction, earthwork activities could disturb contaminated soil and groundwater from past releases that could expose workers, the public or the environment to adverse effects. According to the Phase I report prepared for the project site, the site was formerly used as a ship berthing and distribution center that once included the operation of underground fuel storage tanks (Engeo, 2012). In addition, a cleanup order was issued for the site related to unauthorized disposal of suspect fill materials onto the site. Review of available regulatory agency correspondence and previous consultant reports indicates that some residual contaminants, primarily petroleum hydrocarbons such as diesel and motor oil and metals, remain in the soil and groundwater at several locations within the proposed project site; however, the lead regulatory agency, Alameda County Environmental Health (ACEH), has issued certification for no further action for the property (Engeo, 2012). However, considering the known presence of petroleum hydrocarbons and metals in the subsurface, the Phase I report recommended preparation and implementation of a soil management plan to address any contaminated soils that might be encountered during construction activities. As such and in accordance with the mitigations required from the GPA EIR below, the site contractor would be required to conduct all earthwork activities in accordance with a Soil Management Plan that would reduce potential impacts related to residual contaminants in the subsurface to less than significant levels. **Mitigation Measures HAZ-1 through HAZ-1b,** identified in the GPA EIR would reduce this impact to a less-than-significant level. This topic will not be discussed further in the SFEIR.

Mitigation Measure HAZ-1: Prior to the approval of any specific development projects within the Northern Waterfront GPA area, documentation from a qualified professional shall be provided to the City of Alameda stating that adequate soils and ground water investigations and, where warranted, remediation, have been conducted to ensure that there would be no significant hazard related risks to future site users. If the soil and groundwater investigations indicate that hazardous materials are present and pose a risk to construction workers and future site users, the following additional mitigation measures shall be implemented, and the City of Alameda would refer the site to the appropriate State and County agencies (such as Alameda County Environmental Health, the State Department of Toxic Substances

Control and/or the San Francisco Bay Regional Water Quality Control Board) for oversight of the specific development project.

Mitigation Measure HAZ-1a: If required as a result of the information obtained from Mitigation Measure HAZ-1, the City shall condition the subject development project to record a restrictive covenant prohibiting the installation or use of water wells into the shallow groundwater at the site for drinking water prior to transfer of the property.

Mitigation Measure HAZ-1b: The City shall condition the subject Project to require preparation by a qualified registered professional of a Site Management Plan (SMP) for the subject Project site as a condition of its approval as a specific development project. The SMP would provide site specific information for contractors (and others) developing the Project site that would improve their management of environmental and health and safety contingencies. Topics covered by the SMP shall include, but not be limited to:

- Land use history, including known hazardous material use, storage, disposal, and spillage, for specific areas within the Project site.
- The nature and extent of previous environmental investigation and remediation at the Project site.
- The nature and extent of ongoing remedial activities and the nature and extent of unremediated areas of the Project site, including the nature and occurrence of marsh crust and hazardous materials associated with the dredge material used as fill at the Project site.
- A listing and description of institutional controls, such as the City's excavation ordinance and other local, State, and federal laws and regulations, that will apply to development of the Project site.
- Requirements for site specific Health and Safety Plans (HASPs) to be prepared by all contractors at the Project site. The HASPs should be prepared by a Certified Industrial Hygienist and would protect construction workers and interim site users adjacent to construction activities by including engineering controls, monitoring, and security measures to prevent unauthorized entry to the construction site and to reduce hazards outside the construction site. The HASPs would address the possibility of encountering subsurface hazards and include procedures to protect workers and the public. If prescribed exposure levels were exceeded, personal protective equipment would be required for workers in accordance with DOSH regulations.
- A description of protocols for the investigation and evaluation of previously unidentified hazardous materials that may potentially be encountered during Project development, including engineering controls that may be required to reduce exposure to construction workers and future users of the Project site.
- Requirements for site specific construction techniques at the site, based on proposed development, such as minimizing the transport of contaminated materials to the surface during construction activities by employing pile

driving techniques that consist of driving the piles directly without boring, where practical.

- The SMP shall be distributed to all contractors at the Project site; implementation of the SMP shall be a condition of approval for excavation, building, and grading permits at the Project site. The contractors will be required to hold a daily safety meeting with all construction workers and subcontractors on lands identified with Hazardous Material risks.

Operation. Once constructed, hazardous materials associated with residential and commercial land use generally include various products associated with building maintenance, landscape management (i.e. pesticides and herbicides, etc.), and products related to automobile cleaning and maintenance. These uses would likely involve a wide range of chemical compounds and products that are considered hazardous. Exposure to hazardous chemicals could cause acute or chronic health effects to residents and visitors if not handled appropriately.

Hazardous materials for building and landscaping maintenance would typically be stored in their original containers in a centralized location prior to use. However, the volume of hazardous materials that would be associated with the proposed project would likely be limited to relatively small quantities. In addition, required compliance with applicable regulatory requirements such as preparation and implementation of hazardous materials management plans would minimize hazards to residents, the public, and the environment from waste products. Therefore, the potential impacts related to the routine transport, use, or disposal of hazardous materials during operation of the project would be less than significant. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect. This topic will not be discussed further in the SFEIR.

b) **Substantially Mitigated by Uniformly Applicable Development Policies.** The proposed project would not handle, store, transport, or dispose of significant quantities of hazardous materials beyond what is typically used in residential/commercial land uses. The volumes of hazardous materials that would be associated with the proposed uses, though not quantifiable, would not be significant compared to industrial or manufacturing uses where emissions are of a greater concern. In addition, commercial uses are required to adhere to local, state, and federal regulatory requirements regarding the use, storage, and disposal of hazardous materials including the preparation and implementation of a Hazardous Materials Management Plan that minimize the potential for upset and accident conditions. Therefore, based on relatively small quantities of hazardous materials that might be stored at the site and existing regulatory requirements, the potential for upset and accident conditions would be considered to have no impact. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect. This topic will not be discussed further in the SFEIR.

c) **Analyzed in the Prior EIR – No Change to Previous Impact or Mitigation and No Further Study Required.** There are no schools located within a quarter mile of the project site. Regardless, as stated above, the quantities of hazardous materials that would likely be stored, handled, and disposed of at the proposed site would be relatively limited and therefore would not represent a potential impact to any schools in the area. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect. This topic will not be discussed further in the SFEIR.

d) **Less than Significant Impact with New or Revised Mitigation Incorporated.** The project site is listed on the State Water Resources Control Board's environmental database known as Geotracker (Engeo, 2012). As discussed above, the listing of the site is related to the former underground fuel storage tanks that were subsequently removed from the site as well as the disposal of unauthorized fill materials at the site. Numerous sampling activities have occurred at the site to delineate the horizontal and vertical extent of contamination. After review of the sampling results, both the removal of the tanks and the fill material incident have received regulatory closure indicating that the remaining levels of contamination do not represent potential threats to the public or environment (SWRCB, 2014). According to the Phase I report for the site, however, a soil management plan was recommended to address the potential for encountering any residual contamination that might be encountered during construction activities. Therefore, with implementation of **Mitigation Measures HAZ-1, -1a, -1b, and -1c** (above), the potential for these residual contaminants to adversely affect construction workers or the public would be reduced to less than significant levels, which is the same conclusion as the GPA EIR. This topic will not be discussed further in the SFEIR.

Project construction activities would include excavation of subsurface soils and construction of the proposed building. Improper handling, storage, or disposal of potentially contaminated soil during construction could pose health hazards to construction workers, the public, and the environment. This could be a significant impact, which would be reduced to less-than-significant levels with implementation of **Mitigation Measure HAZ-1, -1a, -1b, and -1c**. This is the same finding as the proposed project in the GPA EIR, and includes project specific mitigation to ensure that the effects of the proposed project would remain less than significant with mitigation. This topic will not be discussed further in the SFEIR.

e, f) **Analyzed in the Prior EIR – No Change to Previous Impact or Mitigation and No Further Study Required.** The project site is not located within two miles of any airport or airstrip nor is it included in an existing airport land use plan. The nearest airport is the Oakland International Airport which is over five miles from the project site. Therefore, there would be no impact related to proximity to airports or private airstrips. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or

introduce a new significant environmental effect. This topic will not be discussed further in the SFEIR.

g) **Substantially Mitigated by Uniformly Applicable Development Policies.** The proposed project would result in an increased resident, employee and visitor population in the project area. However, the proposed project would not alter the existing street network and would comply with all emergency vehicle access requirements as stated in the California Fire Code. Overall, the proposed project would not impede an emergency access route or emergency response requirements and would not result in permanent road closures, and therefore, would not physically interfere with emergency response or evacuation plans. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect. This topic will not be discussed further in the SFEIR.

h) **Substantially Mitigated by Uniformly Applicable Development Policies.** The proposed project site is located within a developed urbanized area that is not susceptible to wildfires. The proposed project improvements would be required to adhere to current fire code requirements for construction which would minimize the threat of fire causing adverse effects. Therefore, the potential impact related to wildfires is less than significant. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect. This topic will not be discussed further in the SFEIR.

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Hydrology and Water Quality

Environmental Factors for Determining Environmental Effect	*Proposed Project Compared to the GPA EIR Project*				
	Potentially Significant Impact – Further Study Required	*Less than Significant Impact with New or Revised Mitigation Incorporated*	*Not Analyzed in the Prior EIR – No Impact or Less Than Significant Impact*	*Analyzed in the Prior EIR – No Change to Previous Impact or Mitigation and No Further Study Required*	*Substantially Mitigated by Uniformly Applicable Development Policies*
9. HYDROLOGY AND WATER QUALITY — Would the project:					
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒	☐
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 (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of a 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?	☐	☐	☐	☐	☒
d) Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☐	☐	☒
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☒	☐	☐	☐
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☒	☐	☐	☐
i) 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?	☐	☒	☐	☐	☐
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒	☐

The GPA EIR concluded that the Northern Waterfront GPA could result in potentially significant impacts to water quality in the Oakland Estuary and San Francisco Bay from construction activities and post-construction site uses potentially reducing the quality of storm water runoff. The GPA EIR concluded that dredging activities under the Northern Waterfront GPA could result in potentially significant impacts to water quality at dredging and disposal sites. Since the GPA EIR was a programmatic analysis, projects proposed within the Northern Waterfront GPA are subject to a project-level review for hydrological impacts, which is included below.

GPA EIR **Mitigation Measure HYD-1,** which requires the preparation of a Stormwater Pollution Prevention Plan (SWPP), and **Mitigation Measure HYD-2**, which requires compliance with the standards and procedures set forth in BCDC, RWQCB, U.S. EPA, and other agencies' Long Term Management Strategy would apply to the proposed project since dredging would occur under the proposed project.

This analysis further identifies **Mitigation Measure 9-1** to reduce potential impacts from flooding to a less-than-significant level.

There are no substantial changes in the proposed project or new information of substantial importance since the GPA EIR that would result in any new significant environmental effects or substantial increase in the severity of previously identified significant effects related to hydrology or water quality. As described below, the proposed project would have less than significant impacts on the hydrology and water quality, which is consistent with the GPA EIR. Therefore, the proposed project would not result in any new potentially significant hydrologic resources or water quality effects that were not identified in the GPA EIR or a substantial increase in the severity of any previously identified significant hydrologic resources or water quality effects. This topic will not be discussed further in the SFEIR.

Discussion

a) Analyzed in the Prior EIR – No Change to Previous Impact or Mitigation and No Further Study Required.

*Construction Impacts. C*onstruction activities that could potentially affect water quality are primarily the result of: erosion of sediment; leaks from construction equipment; accidental spills of fuel, oil, or hazardous liquids used for equipment maintenance; accidental spills of construction materials; and any dredging activities. Due to the project site's close proximity and direct outfall connections to the Oakland Inner Harbor, construction impacts on water quality could be particularly severe if not properly managed. As previously mentioned, the Oakland Inner Harbor is hydrologically connected to the San Francisco Bay, which is on the list of impaired water bodies compiled by the San Francisco Bay Regional Water Quality Control Board (RWQCB) pursuant to the federal Clean Water Act. If discharges from the project site exceeded the State mandated Total Maximum Daily Loads (TMDLs) for water quality within these water bodies, construction on the project site could result in an impact. Implementation of **Mitigation Measure HYD-1** from the GPA EIR, below, would ensure that construction

impacts on water quality remain less than significant. In addition, **Mitigation Measure HYD-2** from the GPA EIR, below, would ensure that any dredging activities associated with construction are conducted in a manner that is protective of the environment.

Operational Impacts. Generally, residential development projects may degrade surface water quality as a result of various daily operational impacts. Automobile use produces oil, grease, fuel residues, heavy metals and tire particles that can contaminate surface water runoff from parking areas and roadways. Other pollutants that contribute to surface water pollution and result from urban development, include: pesticides, herbicides, and fertilizers from landscaping; organic debris (e.g. grass, leaves); weathered paint; eroded metals from painted and unpainted surfaces; organic compounds (e.g., cleaners, solvents, adhesives, etc.); nutrients; bacteria and viruses; sediments; and rooftop runoff. Since the project site is located in close proximity to the Oakland Inner Harbor, the effects of pollutants from development in the project area could have a significant and adverse effect on water quality. Mitigation Measure HYD-1 from the GPA EIR provides a means of monitoring and verifying compliance with the stormwater treatment requirements, below, and would ensure that operational impacts are less than significant.

Operational stormwater discharges from new development at the project site would be regulated by the City's regional municipal stormwater permits, under the National Pollutant Discharge Elimination System (NPDES) permit. Development projects in the City of Alameda, must comply with the NPDES Permit No. CAS612008, which is issued to the Clean Water Program Alameda County (CWPAC) (formerly the Alameda Countywide Clean Water Program) and other Bay Area jurisdictions by the RWQCB (NPDES Order No. R2-2009-0074). The Municipal Regional Stormwater Permit (MRP) was issued on October 14, 2009 and revised November 28, 2011, replacing the previous permit originally issued in February 2003 with additional requirements for development and redevelopment projects.

In particular, Provision C.3 in the NPDES Permit governs storm drain systems and regulates post-construction stormwater runoff. The provision requires new development and redevelopment projects to incorporate treatment measures and other appropriate source control and site design features to reduce the pollutant load in stormwater discharges and to manage runoff flows. "Redevelopment" is defined as a project on a previously developed site that results in the addition or replacement of impervious surface. A redevelopment project that adds or replaces at least 10,000 square feet of impervious surface is required to adhere to the C.3 provisions by including low-impact development (LID) measures. The proposed project would replace more than 10,000 square feet of impervious surface; therefore would be required to incorporate treatment measures and appropriate source control and site design measures under the NPDES permit.

Currently, the majority of the storm run-off from the project site is collected by onsite inlets and conveyed to various private on-site outfalls that discharge directly to the Oakland Estuary. The southernmost portion of the site is collected and conveyed to the

City's storm drain system, eventually discharging to the Arbor Street Pump Station. The main collection facility is a 54-inch pipeline that flows from the west (Sherman Street) to the east along the north side of the Del Monte Warehouse, encompassing a large component of the Northside drainage area.

Under the proposed project all stormwater runoff from the project site would be connected to the City's 54-inch pipeline and conveyed to the Arbor Street Pump Station. The proposed system would also include the installation of new inlets and pipelines appropriately sized to convey the site run-off. Stormwater from the Arbor Street pump station would be pumped through an outfall that discharges into the Oakland Inner Harbor, which is hydrologically connected to the San Francisco Bay. As per Provision C.3 of the Clean Water Program Alameda County (CWPAC), the project would construct bio-treatment areas to treat runoff from impervious areas on the project site. Bio-treatment areas would be integrated to landscaping areas adjacent to parking areas or buildings. As stated in the GPA EIR and Alameda Storm Drain Master Plan, the proposed quantity of run-off conveyed to the City's system is anticipated to be less than the existing condition because of the reduced amount of impervious area included in the proposed redevelopment plan. Provision C.3 of the MRP also includes hydromodification management (HM) requirements for certain projects that create or replace one acre or more of impervious surfaces in "susceptible areas" as mapped by the CWPAC. The project site is not located within a susceptible area, and is therefore not subject to HM requirements. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect. This topic will not be discussed further in the SFEIR.

> **Mitigation Measure HYD-1:** All specific development projects approved pursuant to the Northern Waterfront GPA, that involve site clearing, grading or excavation as part of the proposed construction activity and that result in soil disturbances of one or more acres, (and for projects of less than one acre if the construction activity is part of a larger common plan of development), shall be required to prepare a Stormwater Pollution Prevention Plan (SWPPP). To avoid unnecessary duplication of effort, the SWPPP prepared for the first site or development project within the Northern Waterfront GPA area may be used as the basis for a SWPPP required for subsequent projects, provided that each version of the SWPPP is modified as necessary to maintain compliance with the qualitative standards set forth in this EIR and with applicable regulations and standards of the RWQCB.
>
> Each SWPPP shall be designed to reduce potential impacts to surface water quality through the construction and life of the Project for which it is prepared. The SWPPP shall conform to the requirements of the Alameda County Clean Water Program which set new standards effective February 2003, and to the standards set forth herein. The SWPPP would act as the overall program document designed to provide measures to mitigate potential water quality impacts associated with implementation of the proposed Project. Preparers of the SWPPP should review the Conditions of Approval (including General Conditions for Construction,

Residential Development/Construction Conditions, and Commercial/Industrial Conditions) established by the City.

The SWPPP shall include the following three elements to address construction, post-construction and pest management issues:

- *Specific and Detailed Best Management Practices (BMPs) Designed to Mitigate Construction-related Pollutants*. These controls shall include practices to minimize the contact of construction materials, equipment, and maintenance supplies (e.g., fuels, lubricants, paints, solvents, adhesives) with storm water. The SWPPP shall specify properly designed centralized storage areas that keep these materials out of the rain. The contractor(s) shall submit details, design and procedures for compliance with storage area requirements. An important component of the storm water quality protection effort is knowledge on the part of on-site construction and maintenance supervisors and workers. To educate on-site personnel and maintain awareness of the importance of storm water quality protection, site supervisors shall conduct regular meetings to discuss pollution prevention. The SWPPP shall establish a frequency for meetings and require all personnel to attend. The SWPPP shall specify a monitoring program to be implemented by the construction site supervisor, and must include both dry and wet weather inspections. City of Alameda personnel shall conduct regular inspections to ensure compliance with the SWPPP. BMPs designed to reduce erosion of exposed soil may include, but are not limited to: soil stabilization controls, watering for dust control, perimeter silt fences, placement of hay bales and sediment basins. If grading must be conducted during the rainy season, the primary BMPs selected shall focus on erosion control (i.e., keeping sediment on the site). End of pipe sediment control measures (e.g., basins and traps) shall be used only as secondary measures. If hydroseeding is selected as the primary soil stabilization method, these areas shall be seeded by September 1 and irrigated to ensure that adequate root development has occurred prior to October 1. Entry and egress from the construction site shall be carefully controlled to minimize off-site tracking of sediment. Vehicle and equipment wash-down facilities shall be designed to be accessible and functional both during dry and wet conditions.

- *Measures Designed to Mitigate Post-construction-Related Pollutants*. The SWPPP shall include measures designed to mitigate potential water quality degradation of runoff from all portions of the completed development. It is important that post construction storm water quality controls are required in the initial design phase of redevelopment projects and not simply added after the site layout and building footprints have been established. The specific BMPs that would be required of a project can be found in *SF Bay Regional Water Quality Control Board Staff Recommendations for New and Redevelopment Controls for Storm Water Programs*. In addition, the design team should include design principles contained in the Bay Area Stormwater Management Agencies Association's manual, *Start at the Source, Design Guidance Manual for Stormwater Quality Protection.* The selection of BMPs required for a specific project is based on the size of the development and the sensitivity of the area. The Estuary is considered a sensitive area by the RWQCB. In general, passive, low maintenance BMPs (e.g., grassy swales, porous pavements) are preferred. If the SWPPP includes higher maintenance

BMPs (e.g., sedimentation basins, fossil filters), then funding for long term maintenance needs must be specified in the SWPPP as a condition of approval of the grading, excavation, or building permits, as appropriate (the City would not assume maintenance responsibilities for these features).

- *Integrated Pest Management Plan*. An Integrated Pest Management Plan (IPM) shall be prepared and implemented by the Project for all common landscaped areas. Each IPM shall be prepared by a qualified professional. The IPMs shall address and recommend methods of pest prevention and turf grass management that use pesticides as a last resort in pest control. Types and rates of fertilizer and pesticide application shall be specified. Special attention in the IPMs shall be directed toward avoiding runoff of pesticides and nitrates into sensitive drainages or leaching into the shallow groundwater table. Pesticides shall be used only in response to a persistent pest problem. Preventative chemical use shall not be employed. Cultural and biological approaches to pest control shall be fully integrated into the IPMs, with an emphasis toward reducing pesticide application.

The City of Alameda Department of Public Works shall review and approve the SWPPP prior to the approval of the Development Plan for each Project phase to ensure that the selected BMPs would adequately protect water quality. The City and the RWQCB are empowered to levy considerable fines for non-compliance with the SWPPP. Compliance with the approved SWPPP would mitigate the impact to a less-than-significant level.

Any dredging activities would be required to adhere to local, state, and federal requirements as stated in **Mitigation Measure HYD-2**. Implementation of this mitigation would ensure that potential water quality impacts associated with dredging are minimized to less than significant levels. This topic will not be discussed further in the SFEIR.

Mitigation Measure HYD-2: All dredging and in-water construction activities shall be consistent with the standards and procedures set forth in the Long-Term Management Strategy, a program developed by the Bay Conservation and Development Commission (BCDC), the Regional Water Quality Control Board (RWQCB), the U.S. Environmental Protection Agency (EPA), and other agencies, to guide dredging and the disposal of dredge materials in an environmentally sound manner.

b, c) **Substantially Mitigated by Uniformly Applicable Development Policies.** The majority of the project site is paved, the amount of which would be reduced with implementation of the project resulting in a net reduction in impervious surfaces. The proposed project would also construct bio-treatment areas to treat runoff from impervious areas on the project site in accordance with the Alameda County Clean Water Program guidelines. Development of the site would not involve groundwater extraction, nor would the project result in the alteration of a stream or river. The proposed improvements at the project site would overall slightly decrease the amount of impervious surfaces, and thus no increased offsite runoff would occur. Therefore, the proposed project would not lower the groundwater table as a result of groundwater extraction or reduction in groundwater recharge and

would not otherwise cause offsite sedimentation or erosion to occur. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect. This topic will not be discussed further in the SFEIR.

d, e) **Analyzed in the Prior EIR – No Change to Previous Impact or Mitigation and No Further Study Required.** As discussed above, the proposed project would not alter any stream or river. The decrease in impervious surfaces with the proposed improvements, albeit relatively minor, would nonetheless not increase flows to receiving waters. Therefore, the potential impact of altered drainage causing offsite or onsite flooding would be less than significant. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect. This topic will not be discussed further in the SFEIR.

f) **Substantially Mitigated by Uniformly Applicable Development Policies.** Operation of the proposed project would not result in any substantial changes to onsite water quality associated with stormwater runoff. As discussed under Comment a), above, implementation of BMP's under the SWPPP, design measures that adhere to C.3 NPDES requirements, and mitigation measures required by the GPA EIR, as stated above would reduce potential impacts to water quality to a less-than-significant level. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect. This topic will not be discussed further in the SFEIR.

g, h, i) **Less than Significant Impact with New or Revised Mitigation Incorporated.** The project site lies at the southern shore of Oakland Inner Harbor on the Island of Alameda, which is prone to sea level rise. According to maps compiled by the National Oceanic Atmospheric Administration (NOAA), many coastal areas of the Bay Area would be susceptible to future sea level rise (NOAA, 2016). The maps indicate that areas along the perimeter of the proposed project site would be located within the anticipated inundation area (NOAA, 2016), including areas primarily along the north east, eastern and encroaching into the southern boundaries. Site specific projections for potential sea level rise combined with a high tide event show inundation of areas on the northern and eastern perimeter of the project site (Carlson, Barbee & Gibson, 2012). With sea level rise projected to reach 4.5 feet by 2100, the project site would be exposed to storm event flooding necessitating adaptive measures to reduce the risk of flooding (BCDC, 2013).

The proposed project site is not currently located within a 100 year flood hazard zone according to the FEMA Flood Insurance Rate Map (FEMA, 2009). As noted in the project description, the proposed project would establish a minimum elevation grade

within the project site that is a minimum of two feet above the 100-year tidal elevation of the Estuary (3.9 feet) to account for future sea level rise.

Additionally, the proposed project would incorporate a flood protection system that would include an adaptive management strategy to allow for future adjustments to the perimeter of the project site to provide protection from the 100-year tidal elevation plus an additional 4.5 feet of sea level rise that is estimated to occur by the end of the century. This adaptive management strategy would include reservation of land along the perimeter shorelines of the project site. This reserved land would be wide enough to accommodate elevating shorelines and floodwalls in the future to adapt to sea level rise, if necessary. The perimeter improvements would be designed to allow for the future adaptive flood protection measures to be implemented without requiring fill to be placed within the Bay.

The project includes plans for a continuous public shoreline promenade along the entire perimeter of the site that would have a minimum paved width of 12 feet and allow access for emergency, service and maintenance vehicles but would not be open to vehicular traffic. The Shoreline public promenade would be designed to protect against the effects of flooding and inundation resulting from extreme storm events caused by climate change, and estimates of potential future sea level rise.

The proposed project, as discussed above, would incorporate structural design and adaptive measures for protection from flooding from sea level rise. Incorporation of these measures alongside implementation of **NEW Mitigation Measure 9-1** would ensure the project impacts are less than significant. The analysis of the proposed project addresses new information of substantial importance not discussed in the GPA EIR, but the identified mitigation measures would reduce potential impacts to a less than significant level. This topic will not be discussed further in the SFEIR.

> **NEW Mitigation Measure 9-1:** The City shall require that any new construction be constructed at a minimum elevation of 4.5 feet above the 100-year flood risk elevation. In addition, the City 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.

j) **Analyzed in the Prior EIR – No Change to Previous Impact or Mitigation and No Further Study Required.** Tsunamis are waves caused by an underwater earthquake, landslide, or volcanic eruption, and would generally affect low-lying areas along the Pacific coastline and San Francisco Bay. The U.S. Geologic Survey (USGS) evaluated the potential community exposure to tsunami hazards in a recent scientific report (Wood et.al. 2013) to support preparedness and education efforts. The report indicates that in the event of a tsunami, the maximum onshore runup elevation in Alameda would be 16.73 feet from a distant source and 4.26 feet from a local source (Wood et. al., 2013). Mapping compiled by the Association of Bay Area Governments (ABAG) indicate that the entire project site is located in a tsunami-inundation zone (ABAG, 2014). The tsunami-inundation zone identifies the maximum areas of inundation from various earthquake and landslide sources, and is not meant to imply that all delineated areas would be inundated by a single future tsunami. In addition, the tsunami-inundation zone does not provide any indicator of the probability of such an event occurring (Wood et al., 2013). The Alameda General Plan (1991) describes tsunamis and seiches as secondary seismic hazards associated with earthquakes and notes that the likelihood of these hazards occurring due to groundshaking is not as high as other hazards such as earthquakes and landslides of submerged sediments. The City of Alameda operates disaster preparedness and emergency services in the project area, in cooperation with preparedness efforts from the California Emergency Management Agency and the California Geological Survey. The National Oceanic Atmospheric Administration (NOAA) operates the Pacific Tsunami Warning System (PTWS), which monitors seismological and tidal stations throughout the Pacific Basin and provides tsunami warning information. If a warning was to be issued, residents of Alameda would be notified by the City's Alert and Warning Siren System, and the City's Comprehensive Emergency Management Plan (2008) would be implemented to insure the safety of the City's residents.

Seiches are large waves on an enclosed or semi-enclosed body of water that can be caused by seismic activity. San Francisco Bay is partially enclosed, with outlets to San Pablo Bay, as well as the Pacific Ocean via the Golden Gate, and is relatively shallow, with a mean depth of approximately 27.6 feet. Geologic-induced seiche events have not been documented in the San Francisco Bay. The proposed project site is relatively flat and not subject to mudflows. Therefore, the potential impact of seiche, tsunamis and mudflows is less than significant. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect. This topic will not be discussed further in the SFEIR.

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Land Use and Land Use Planning

Environmental Factors for Determining Environmental Effect	Proposed Project Compared to the GPA EIR Project: Potentially Significant Impact – Further Study Required	Less than Significant Impact with New or Revised Mitigation Incorporated	Not Analyzed in the Prior EIR – No Impact or Less Than Significant Impact	Analyzed in the Prior EIR – No Change to Previous Impact or Mitigation and No Further Study Required	Substantially Mitigated by Uniformly Applicable Development Policies
10. LAND USE AND LAND USE PLANNING — 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 plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒	☐

The GPA EIR concluded that development of the Northern Waterfront area would result in less-than-significant impacts related to compatibility with surrounding land uses, physical division of the established community, and compatibility with plans and policies including the Alameda General Plan, BCDC's San Francisco Bay Plan, and the Tidelands Trust lands.

There are no substantial changes in the proposed project or new information of substantial importance since the GPA EIR that would result in any new significant environmental effects or substantial increase in the severity of previously identified significant effects related to the City's designated land uses. The proposed project as adopted in the GPA EIR would have less-than-significant impacts on land use and land use planning, which is consistent with the GPA EIR. Therefore, the proposed project would not result in any new potentially significant land use effects that were not identified in the GPA EIR, or a substantial increase in the severity of any previously identified significant land use effects. This topic will not be discussed further in the SFEIR.

Discussion

a) **Analyzed in the Prior EIR – No Change to Previous Impact or Mitigation and No Further Study Required.** The project site is located within an urban area, adjacent to residential, commercial and industrial land uses. The project site is bordered by the Oakland Estuary to the north, Fortman Marina to the east, the Del Monte Warehouse to the south, and the Alaska Basin to the west. The project site is currently surrounded by fencing and is not accessible to the public, nor does the site provide access to any of the

surrounding land uses. The proposed project would develop the site with a mix of residential, commercial, and public uses and would provide vehicular and pedestrian circulation within the site. The proposed project would contribute financially to the cost of extending Clement Avenue, which would include the development of a new segment of the Cross Alameda Trail (CAT) to connect to the CAT trail segment that would transverse the planned 22-acre Jean Sweeney Open Space to the east of the site. The project would also develop a segment of the Bay Trail along the perimeter of the project site that would connect to other future segments bordering the Alaska Basin and Fortman Marina. In addition, the project may ultimately provide a transit connection to Oakland across the Oakland Estuary via a water shuttle or water taxi or ferry boat.

The proposed project would not divide an established community; rather, the proposed project would improve vehicular, bicycle, and pedestrian access in proximity to the site and provide new circulation routes within and potentially through the site to Oakland. Therefore, impacts related to physical division of an established community would be less than significant. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect. This topic will not be discussed further in the SFEIR.

b) **Analyzed in the Prior EIR – No Change to Previous Impact or Mitigation and No Further Study Required.** The project site is zoned mixed use planned development (M-X) with approximately 13 acres of the site, outside the tidelands area, falling within the multi-family overlay (MF) in the Zoning Ordinance and is designated for mixed use in the General Plan. The proposed project would demolish two warehouses, a shed, and a small office building on the site, all of which are vacant, and construct up to 589 new housing units, up to 160 private boat slips, between 30,000 and 50,000 square feet of commercial/office, and boardwalk, open space, and public uses. The proposed boardwalk would be located on the western side of the property, which would provide public access to the waterfront.

The Northern Waterfront GPA states:

> *The intent of the site specific development policies for the Encinal Terminals Site is to facilitate redevelopment of the site with new land uses that will take advantage of the unique site configuration and waterfront location, increase opportunities for public access and enjoyment of the waterfront and eliminate the existing uses which contribute a large volume of truck traffic in the vicinity. The Mixed Use designation will allow for the development of a wide range of land uses to capitalize on the site's unique location adjacent to the Alaska Basin, Oakland/Alameda Estuary, Fortman Marina, and Del Monte Warehouse site. Anticipated land uses in this district include a range of housing types, including senior housing, commercial, office, and public parks and open space. Public waterfront access around the perimeter of the site is envisioned, as well as a new marina on the Alaska Basin.*

The proposed uses on the site would be consistent with nearby existing neighboring residential uses, as well as future mixed use developments that would be similar in character to the proposed project. Future residential, commercial, and recreational uses on the site would not change the character of the neighborhood in a negative way because these uses are intended to foster a pedestrian-friendly, transit-oriented environment envisioned in the Northern Waterfront GPA. The proposed project would provide additional commercial amenities and recreational opportunities for the adjacent community. The Northern Waterfront GPA represents a transition away from the area's historically industrial uses in favor of residential, commercial, open space and marina uses. The proposed project is, therefore, compatible with the transition of the waterfront area from industrial to mixed use.

Consistent with the GPA EIR, the proposed project would support the intent of the current City of Alameda General Plan. In particular, the project would be consistent with the General Plan's policies for waterfront sites, mixed use housing development, shoreline access, and policies regarding architectural resources and historic resources. The GPA EIR indicated that if the Encinal Terminals project required relocation of the tidelands to accommodate the site plan and non-tidelands compliant uses, then a tideland exchange would need to be accomplished through enactment of State legislation (City of Alameda, 2006). As described in Section 2, *Project Description*, and consistent with the GPA EIR, the City of Alameda would work with the State Lands Commission and North Waterfront Cove LLC to reach agreement on a land exchange that involves the parcel leased from CSLC for the proposed publicly accessible promenade along the western side of the property adjacent to the Alaska Basin and the northern edge along the Oakland/Alameda Estuary. If the land exchange is not approved, the project site would be developed with the same mix of uses as the proposed project, but in a different configuration that is consistent with the uses allowed in the tidelands, as specified by the Master Plan.

In 2007, the Northern Waterfront GPA changed the land use designation for the property from Industrial to Mixed Use. More recently, in July 2012 and with adoption of the City's new Housing Element, the City rezoned around 13 acres of the site to mixed use (M-X) with multi-family overlay (MF). The surrounding parcels include: one large parcel to the west zoned commercial manufacturing planned development (C-M-PD); one parcel to the southwest zoned intermediate industrial planned development (M-1-PD); an adjacent parcel to the south (Del Monte) zoned mixed use (M-X) that falls within the multi-family overlay (MF); a parcel to the southeast zoned neighborhood residential planned development (R-4-PD) with multi-family overlay (MF); and a couple parcels zoned for open space (O) to the southeast. The broader surrounding land uses include mixed use (M-X), two-family residential (R-2), garden residential (R-3), and neighborhood residential (R-4).

The project site is within the jurisdiction of the San Francisco Bay Conservation and Development (BCDC) San Francisco Bay Plan since the northern and western edges are

within the 100-foot shoreline band. As described in the GPA EIR, the proposed project would be expected to comply with all applicable BCDC permitting policies. Implementation of the proposed project would allow better and easier public access to the shoreline by establishing a boardwalk/promenade that facilitates and encourages public access to the shoreline. Therefore, implementation of the proposed project would be consistent with the BCDC San Francisco Bay Plan and policies. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect. This topic will not be discussed further in the SFEIR.

c) **Analyzed in the Prior EIR – No Change to Previous Impact or Mitigation and No Further Study Required.** There are no habitat conservation plan or natural communities conservation plans that apply to the project. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect. This topic will not be discussed further in the SFEIR.

References

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Mineral Resources

Environmental Factors for Determining Environmental Effect	Proposed Project Compared to the GPA EIR Project: Potentially Significant Impact – Further Study Required	Less than Significant Impact with New or Revised Mitigation Incorporated	Not Analyzed in the Prior EIR – No Impact or Less Than Significant Impact	Analyzed in the Prior EIR – No Change to Previous Impact or Mitigation and No Further Study Required	Substantially Mitigated by Uniformly Applicable Development Policies
11. MINERAL RESOURCES — Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒	☐
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒	☐

The GPA EIR found no impact to mineral resources with implementation of the Northern Waterfront GPA, since these resources are not present in the Northern Waterfront GPA area. There are no changes to the physical environment since the adoption of the Northern Waterfront GPA. As described below, the proposed project would have no impacts to mineral resources, which is consistent with the GPA EIR. This topic will not be discussed further in the SFEIR.

Discussion

a, b) **Analyzed in the Prior EIR – No Change to Previous Impact or Mitigation and No Further Study Required.** There are no known mineral resources within the project site, and no operational mineral resource recovery sites at the project site or in the vicinity. The Alameda General Plan does not identify any areas of significant mineral deposits anywhere within the City. The project site is located in an area that has been fully developed with urban uses for many years and would not be a viable location for extraction of mineral resources. Therefore, the project would not result in any impacts to mineral resources since it would not result in the loss of availability of a known mineral resource that would be of value to the region or the state, or result in the loss of a locally-important mineral resource. Therefore, the project would not affect mineral resources. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect. This topic will not be discussed further in the SFEIR.

References

City of Alameda, 1991. City of Alameda General Plan.

California Department of Conservation, Division of Mines and Geology, Generalized Mineral Land Classification. Map of the South San Francisco Bay Production-Consumption Region (Plate 1 of 29), 1996.

Noise

Environmental Factors for Determining Environmental Effect	Proposed Project Compared to the GPA EIR Project: Potentially Significant Impact – Further Study Required	Less than Significant Impact with New or Revised Mitigation Incorporated	Not Analyzed in the Prior EIR – No Impact or Less Than Significant Impact	Analyzed in the Prior EIR – No Change to Previous Impact or Mitigation and No Further Study Required	Substantially Mitigated by Uniformly Applicable Development Policies
12. NOISE — Would the project:					
a) Result in exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐	☐
b) Result in exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐	☐
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐	☐
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐	☐
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	☒	☐	☐	☐	☐
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐	☐

The proposed project would result in a greater level of development than the project that was analyzed in the Northern Waterfront GPA EIR; therefore, the project as proposed could result in new or greater noise impacts than those identified in the GPA EIR. For purposes of this IS, noise related impacts are identified as ***potentially significant***. Project effects related to the exceedance of noise standards, vibration, and increases in ambient noise levels will be analyzed in the SFEIR, which will determine the significance of the project's impacts and provide mitigation measures, as feasible, to reduce those impacts found to be significant.

The proposed project is not located within two miles of a private airstrip; therefore, criteria 12.f does not apply to the project. Criteria 12.f will not be discussed further in the SFEIR.

Population and Housing

Environmental Factors for Determining Environmental Effect	Proposed Project Compared to the GPA EIR Project: Potentially Significant Impact – Further Study Required	Less than Significant Impact with New or Revised Mitigation Incorporated	Not Analyzed in the Prior EIR – No Impact or Less Than Significant Impact	Analyzed in the Prior EIR – No Change to Previous Impact or Mitigation and No Further Study Required	Substantially Mitigated by Uniformly Applicable Development Policies
13. POPULATION AND HOUSING — Would the project:					
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 units, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	☐
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	☐

The GPA EIR concluded that the GPA would result in less-than-significant effects related to population and housing. In particular, the GPA EIR concluded that projected population growth would be well within the growth rate established by the Association of Bay Area Governments for the City of Alameda, would not displace persons or displace or destroy housing located within the Northern Waterfront GPA area, would not contribute to the future projected jobs/housing imbalance, and would provide affordable residential development needed in the City.

There are no substantial changes in the proposed project or new information of substantial importance since the GPA EIR that would result in any new significant environmental effects or substantial increase in the severity of previously identified significant effects related to the City's population and housing. As described below, the proposed project would have less-than-significant impacts related to population and housing, which is consistent with the GPA EIR. Therefore, the proposed project would not result in any new potentially significant population and housing effects that were not identified in the GPA EIR or a substantial increase in the severity of any previously identified significant population and housing effects. This topic will not be discussed further in the SFEIR.

Discussion

a) **Analyzed in the Prior EIR – No Change to Previous Impact or Mitigation and No Further Study Required.** The proposed project would result in a direct increase in population through the development of up to 589 new housing units, and a direct increase in jobs with the development of between 30,000 and 50,000 square feet of commercial

and office space. According to ABAG, the average per-household population within the City of Alameda is 2.48 (ABAG, 2014). Using this number, the project would cause an increase in residential population of up to 1,461 people.

The population growth resulting from the proposed project is generally consistent with the population growth projections in the City of Alameda General Plan, and Housing Element representing the Association of Bay Area Government (ABAG) Regional Housing Needs Allocation. The projections are also consistent with the Alameda County Transportation Commission's population growth projections for the City of Alameda. The growth in population that would occur with implementation of the proposed project was planned for in the General Plan, and the impacts of this growth were previously evaluated in the GPA EIR. The GPA EIR assumed that based on an average projected household size in 2025 of 2.40 persons per single-family household, the projected 389 single-family households that would be constructed as part of the Northern Waterfront GPA would increase the City of Alameda's population by approximately 933 persons (page IV.B-5 of GPA EIR). This estimated population increase did not take into account the projected 60 work/live studios.

The projected increase of 1,461 people that would result from implementation of the proposed project is greater than that which was assumed in the GPA EIR primarily because the average per-household factor of 2.48 was applied to all 589 new housing units. As described in the GPA EIR, infill development in the existing urban area has been demonstrated by regional planning and transportation professionals to be an environmentally sound means of accommodating regional economic development. The project would allow for efficient utilization of land and infrastructure, as opposed to the development of open space and agricultural land at the periphery of existing urban areas.

The proposed project includes affordable housing, which is an identified need in Alameda and the region. The proposed project site is located within a half-mile of an AC Transit bus stop (at the intersection of Santa Clara Avenue and Stanton Street), which is consistent with population, housing, transportation, and greenhouse gas reduction (global warming) policies established by the State of California (most recently by SB 375 and AB 32), the Metropolitan Transportation Commission, and ABAG. Furthermore, new bus AC Transit Bus Line 19 will commence operation in December of 2016 and will provide the Northern Waterfront area with a direct connection to the Downtown Oakland and Fruitvale BART stations. The project would constitute infill development within a developed urban area, and new roads and infrastructure would not be extended into an undeveloped area. For the above-described reasons, the project would not cause a new impact related to a substantial increase in population growth not already evaluated in the GPA EIR. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect. This topic will not be discussed further in the SFEIR.

b, c) **Analyzed in the Prior EIR – No Change to Previous Impact or Mitigation and No Further Study Required.** The project site was formerly used as an unloading point for fishing boats, and most recently a shipping container dock. There are currently two vacant warehouse buildings near the center of the site, and one warehouse in the southeastern portion, all of which are currently vacant. The site currently contains no active uses and there are no residential units on the project site. Development on this site would not displace any existing residents, and would therefore not necessitate the construction of replacement housing elsewhere. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect. This topic will not be discussed further in the SFEIR.

References

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U.S. Census Bureau, 2014. 2008-2012 American Community Survey 5-Year Estimates, Average Household Size of Occupied Housing Units by Tenure.

Public Services

Environmental Factors for Determining Environmental Effect	*Proposed Project Compared to the GPA EIR Project*				
	Potentially Significant Impact – Further Study Required	*Less than Significant Impact with New or Revised Mitigation Incorporated*	*Not Analyzed in the Prior EIR – No Impact or Less Than Significant Impact*	*Analyzed in the Prior EIR – No Change to Previous Impact or Mitigation and No Further Study Required*	*Substantially Mitigated by Uniformly Applicable Development Policies*
14. PUBLIC SERVICES — Would the project:					
a) Result in substantial adverse physical impacts associated with the provision of, or the 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:					
i) Fire protection?	☐	☐	☐	☐	☒
ii) Police protection?	☐	☐	☐	☐	☒
iii) Schools?	☐	☐	☐	☐	☒
iv) Parks?	☐	☐	☐	☒	☐
v) Other public facilities?	☐	☐	☐	☒	☐

The Northern Waterfront GPA concluded that the GPA would result in less-than-significant impacts related to fire and emergency services, and demand for school services. More specifically, the GPA EIR concluded that future buildout of the Northern Waterfront GPA would result in an increase in calls for police services but such growth would not require alterations to existing facilities. Similarly, the GPA EIR concluded that anticipated fire response times would be in conformance with response times to the rest of the City of Alameda and that future development would be subject to the City's Development Impact Fee, which would be the source of funding for improvements needed by the Fire Department. With respect to demands for school services, the Northern Waterfront GPA would generate new students for the schools serving the Northern Waterfront GPA area; assessment of the adopted School Facilities Mitigation Fee would ensure that the project would not result in a significant impact.

There are no substantial changes in the proposed project or new information of substantial importance since the GPA EIR that would result in any new significant environmental effects or substantial increase in the severity of previously identified significant effects related to public services. As described below, the proposed project would have less than significant impacts to public services, which is consistent with the GPA EIR. Therefore, the proposed project would not result in any new potentially significant public services effects that were not identified in the GPA EIR or a substantial increase in the severity of any previously identified significant public services effects. This topic will not be discussed further in the SFEIR.

Discussion

The project site is designated for residential redevelopment in the City of Alameda's General Plan and Housing Element. The General Plan and Housing Element ensure that land use policy is consistent with the City's ability to serve the land uses with transportation, utilities, and other services.

The proposed 589 dwelling units and 30,000 to 50,000 square feet of commercial space would result in an increase in calls for police and fire service, but the increase would not be sufficient to require construction of new fire and police stations in order to maintain adequate response times. Redevelopment of the site would result in increased tax revenues to pay for police and fire services, and the project would be required to pay police and fire impact fees to mitigate its impacts on police and fire services.

Pursuant to State of California government code, payment of school impact fees mitigates the impacts of new residential development on schools. The proposed project is subject to Alameda Unified School District (AUSD) impact fees.

a.i) **Substantially Mitigated by Uniformly Applicable Development Policies.** The Alameda Fire Department (AFD) delivers fire suppression services out of four stations throughout the city, with a total of 98 sworn firefighters and seven non-sworn personnel. The AFD is also equipped to provide emergency medical services with three full-time advanced life support (ALS) ambulances. A response for a first alarm assignment consists of three fire engines, two fire trucks, one ambulance and the Division Chief vehicle. The response team for a first alarm call includes, at minimum, eighteen fire personnel accompanied by at least one paramedic. The AFD also provides non-emergency ambulance transport for patients to or from medical facilities through the Basic Life Support (BLS) Transport Program, including inter-facility transportation, doctors' appointments, dialysis appointments, and medical event standbys.

The project site is 0.4 mile from Station Number 3 (Station No. 3), at 1709 Grand Street, would be the first to provide fire and emergency response services. Station No. 3 has one fire captain, one fire apparatus operator, one fire engine, one fire boat, and one water rescue boat. In 2015, Station No. 3 responded to 2,102 calls, 1,516 of which were emergency response calls, 83 of which were fire-related calls, and 503 of which were other calls (City of Alameda, 2016b). A new Station No.3 is currently being constructed at the corner of Buena Vista Avenue and Grand Street that would replace the existing station, and includes a new operations center for the City. Upon completion, the project site would be served by this new Station No.3. According to the GPA EIR, the AFD's goal is to respond to calls within 3.5 minutes 90 percent of the time (City of Alameda, 2006). The AFD does not have an official staffing ratio, but generally there are 24 firefighters and one fire chief on duty every day.

Development that occurs within the project site would comply with standard fire code requirements administered by the City of Alameda Community Development

Department's Permit Center and specified by the California Building Code and California Fire Code (CFC). Consistent with the GPA EIR, the project would place fire hydrants a maximum of 250 feet apart, and meet minimum flow requirements of 1,500 gallons per minute (gpm) with 20 pounds per square inch (PSI) residual pressure. The project would also be subject to fire flow requirements set forth in the California Fire Building Code, which specify a typical 3,000 gpm from two hydrants and 1,500 gpm from each hydrant with 20 PSI residual pressure. Additionally, all new buildings would be required to be equipped with complete sprinkler systems. These standard required design features would ensure that adequate infrastructure would be provided for firefighting services. The City of Alameda Municipal Code Chapter 27-26, Police and Fire Fee Requirements, states that new development must pay fees to assist in maintaining level of service standards to accommodate new growth.

The project would result in an increase in calls for fire services but until more project specific information has been developed, the extent of the impact on existing fire facilities is unknown (Raff, 2014). As noted in the GPA EIR, the increase in calls for fire services could result in a need for additional equipment and traffic light control devices but the acquisition of such equipment and installation of new light devices would not result in any significant environmental impacts since this type of activity would be relatively minor and would occur in an already developed area. As further described in the GPA EIR, development on the project site would result in increased tax revenues to pay for fire services, and the project would be required to pay the City's Development Impact Fee, which would be the source of funding for any improvements needed by the Fire Department and would substantially mitigate the project's impacts on fire service to a less than significant level. For the above-described reasons and because the project would not require development of new public fire facilities, the project would have a less-than-significant impact on fire protection services. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect. This topic will not be discussed further in the SFEIR.

a.ii) **Substantially Mitigated by Uniformly Applicable Development Policies.** Police protection would be provided to the project by the Alameda Police Department (APD). The Department operates out of one station located at 1555 Oak Street, which is approximately 1.3 miles from the project site. The APD currently has a total of 88 sworn officers and 33 non-sworn personnel (City of Alameda, 2016d).

The APD's patrol is based on a five-sector system. Seven days a week, 24 hours a day, officers are assigned to patrol the five sectors during which, there are typically one to four officers assigned to each sector. According to the GPA EIR, the GPA planning area is located in Police Sector 2. The APD has 30 patrol vehicles, but only eight are used during each shift. APD aims to respond to 85 percent of all calls for service within three minutes and generally responds to around 5,000 priority calls and 60,000 non-priority calls per year (City of Alameda, 2016e).Consistent with the findings described in the

GPA EIR, the project would result in an increase in calls for police services for a variety of property- and traffic-related incidents but the increase would not be sufficient to require construction of new police stations in order to maintain adequate response times. Development within the project site would result in increased tax revenues to pay for police services, and the project would be required to pay the City's Development Impact Fee. As such, the effects of the project would be substantially mitigated by existing uniformly applicable development policies and the project would have a less-than-significant impact on police services. This topic will not be discussed further in the SFEIR.

a.iii) **Substantially Mitigated by Uniformly Applicable Development Policies.** The project site is located within the service boundaries of the AUSD. AUSD operates a childhood development center, ten elementary schools, two middle schools, two comprehensive high schools, an Early College High School, and an adult continuation school. The nearest elementary schools are Franklin Elementary School, which is located at 1433 San Antonio Street, approximately 0.5 mile south of the project site, and Henry Haight School, which is located at 2025 Santa Clara Avenue, approximately 0.7 mile southeast of the site. The closest middle school is Wood Middle School, located at 420 Grand Street, about 1.1 miles south of the site. The closest high school is Alameda High School located at 2201 Encinal Avenue, approximately 1.5 miles from the project site.

The AUSD employs a student yield factor as a basis for the determination of students generated by a specific project. The GPA EIR relied on student yield factors provided by AUSD's demographic consultant in 1999. For multi-family units, the GPA EIR relied on the following student yield factors: 0.43 kindergarten through fifth grade students, 0.18 middle school students, and 0.18 high school units, per unit. **Table 4.14-1** shows the more recent yield factors that were utilized to determine the student generation of mixed use residential construction, which are lower than those used in the GPA EIR:

TABLE 4.14-1
ANTICIPATED STUDENTS PER HOUSEHOLD

Grade Level	Multi-Family Units	Students
K-5	0.068	40
6-8	0.035	21
9-12	0.053	31
Total	**0.156**	**92**

SOURCE: Recht, 2014.

Based on these factors, the proposed project's up to 589 units of condominiums, townhomes, lofts and live-work units would generate a maximum of 92 new students, including 40 K-5 students, 21 grade 6-8 students, and 31 grade 9-12 students.

Current development fees within the City are $3.20 per square foot for residential and $0.51 per square foot for commercial development. Payment of the School Facilities Mitigation Fee has been deemed by the State legislature to be full and complete mitigation for the impacts of a development project on the provision of adequate school facilities. The assessment of the adopted School Facilities Mitigation Fee ensures that the project would not result in a significant impact under CEQA, in accordance with Senate Bill 50, which became effective in 1998.

Table 4.14-2, below, summarizes enrollment and capacity for schools that would serve the proposed project. Although Encinal High is nearing its capacity, all three schools have sufficient capacity to accept the estimated number of students generated by the proposed project. As there are several schools near the project site that have capacity, it is unlikely that the addition of new students associated with the proposed project would cause school enrollment to exceed existing capacity, or result in a need for physical expansion of school facilities. With payment of the school impact fees, the proposed project would have a less-than-significant impact upon public school services within the AUSD. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect. This topic will not be discussed further in the SFEIR.

TABLE 4.14-2
SCHOOL ENROLLMENT AND CAPACITY

School	2014-2015 Enrollment	Capacity
Henry Haight Elementary	452	591
Wood Middle	439	928
Encinal High	1,052	1,200

SOURCES: CDE, 2016 and City of Alameda, 2006.

a.iv, v) **Analyzed in the Prior EIR – No Change to Previous Impact or Mitigation and No Further Study Required.** For a discussion of parks, see Section 4.15, *Recreation*, below.

The Alameda Free Library offers library services to the residents of Alameda. The West End library branch, located 1.0 mile away from the project site at 788 Santa Clara Avenue, is the closest library. The Library offers a wide range of services, including answering reference questions, staging story times, providing summer reading programs, hosting class visits, and educational events.

The GPA EIR does not contain any specific thresholds for library services or facilities. While the proposed project would generate an incremental increase in demand for library services, the additional demand that would be generated by an estimated population of 1,461 persons, only a small portion of whom would be expected to utilize the library in any given month, would be expected to be a small fraction of the existing monthly

visitors. This would not require an expansion of library facilities, and the project's impact on library services would be considered less than significant. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect. This topic will not be discussed further in the SFEIR.

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Recreation

Environmental Factors for Determining Environmental Effect	Proposed Project Compared to the GPA EIR Project: Potentially Significant Impact – Further Study Required	Less than Significant Impact with New or Revised Mitigation Incorporated	Not Analyzed in the Prior EIR – No Impact or Less Than Significant Impact	Analyzed in the Prior EIR – No Change to Previous Impact or Mitigation and No Further Study Required	Substantially Mitigated by Uniformly Applicable Development Policies
15. RECREATION — Would the project:					
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	☐	☐	☐	☒	☐
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒	☐

The GPA EIR concluded that the Northern Waterfront GPA would result in beneficial and less-than-significant impacts related to parks, recreation, and open space because the Northern Waterfront GPA would increase opportunities to improve portions of the Bay Trail and would provide additional shoreline access and park areas. Therefore, the proposed project would not result in any new potentially significant recreation effects that were not identified in the GPA EIR or a substantial increase the severity of any previously identified significant recreation effects. This topic will not be discussed further in the SFEIR.

Discussion

a) **Analyzed in the Prior EIR – No Change to Previous Impact or Mitigation and No Further Study Required.** The Alameda General Plan provides the following definitions for the four types of parks and community open space that can be found within the City:

- ***Developed Park Land.*** The City has over 200 acres of neighborhood parks, community parks, community open space, greenways, and regional parks.
- ***Planned Park Lands.*** Undeveloped park lands include the 20-acre Mt. Trashmore site, planned 22-acre Jean Sweeny Open Space Park, planned greenways and trails, and the future Catellus Mixed-Use Development and Alameda Point open space.
- ***Limited Access Lands.*** Limited-access park lands either require a fee for use or are closed to the general public, and include the Chuck Corica Municipal Golf Course, College of Alameda recreation and open space facilities, AUSD facilities, and two public swimming pools. The City has a joint agreement with AUSD for the use of the pools, which are used by students, City Swim Clubs, and the Master's Program

during the school year. The Recreation and Park Department provides public aquatic programs during the summer at the pools.

- ***School Parks.*** All AUSD school properties, which are generally not available for public use after school and on weekends due to locked gates.

The City's ratio of neighborhood and community parkland is approximately 2.1 acres per 1,000 residents, including school playgrounds and fields. The City of Alameda's General Plan does not state a specific goal of park acreage per 1,000 residents; however, most California cities strive for three to six acres of park per 1,000 residents. About 95 percent of Alameda residents live within ⅜-mile of a park, the maximum radius for effective service as indicated by studies in other cities (City of Alameda, 1991).

The City of Alameda Urban Greening Plan states that the City has nearly 150 acres of municipal park land, not including the Chuck Corica Golf Complex, and that while the parks are small, they are well distributed geographically and effectively programmed to meet much of the community's recreation needs. In accordance with California's Quimby Act, cities may require new development to contribute land or funding to help the City meet statewide goals of providing three acres of parkland per 1,000 new residents. The City currently provides approximately two acres of park and recreation space per 1,000 residents (not including the 325+ acre Chuck Corica Golf Complex). The Urban Greening Plan states that as the population grows and the City is further built out, it is appropriate to set three acres per 1,000 residents as the City standard, and as Alameda Point develops, new residential development should provide three acres of neighborhood parkland per 1,000 new residents (Gates and Associates, 2012).

The following three parks would be accessible to residents of the site:

- ***Marina Cove Waterfront Park*** is a 3.2-acre park located at 1591 Clement Avenue that runs along the marina from Clement Avenue to the Alameda Yacht Club. The park features open lawn areas at each end connected by a walk overlooking the water, picnic areas, benches, and a play area, all of which provide opportunities to rest and enjoy the views. Park lighting enhances safety.

- ***Littlejohn Park*** is a 3.45-acre park located at 1401 Pacific Avenue, immediately south of the project site. Littlejohn Park features an unlighted multi-use field for baseball, softball, soccer, and football. The park has several picnic areas, two half basketball courts, a 2-12 year-old age group playground, and open lawn for informal play. There is enhanced planting at the entry near the community building. Parking is on-street only, and the park is surrounded on three sides by residences. There is ADA access to the group picnic area.

- ***Neptune Park*** is a 3.08-acre park located at 2301 Webster Street. The park features the City's monument sign and flagpoles set in a large open lawn area. Enhanced planting areas with a path and seating run the south edge of the park, near the adjacent residences. The park is highly visible from the street.

- ***Jean Sweeny Open Space Park*** is a planned 22-acre park located a few hundred feet to the west of the project site, across Sherman Street. The park will feature passive and active recreation, with a bike path along a proposed extension of the CAT running east to west through the site, a community garden, play areas, lawns, and other features. Construction on the park is set to commence in 2016.

Although the proposed project would result in an incremental increase in demand for existing parks, the amount of additional use by new residents would not be expected to result in physical deterioration of the parks, or otherwise adversely affect park facilities. As described in the Public Services section, above, the project would also include recreational opportunities through establishment of a waterfront promenade along the perimeter of the project site and creation of a central open space over one acre in size. The project would pay Citywide Development Fees, which would mitigate the impacts of new development on existing city parks. Because the project includes open space and recreational uses and would pay Citywide Development Fees, the project would have a less-than-significant impact on park facilities. This topic will not be discussed further in the SFEIR.

b) **Analyzed in the Prior EIR – No Change to Previous Impact or Mitigation and No Further Study Required.** The proposed project would result in the construction of a new promenade along the perimeter of the project site and open space areas throughout the project site. The promenade would provide connectivity to the proposed Clement Avenue extension to the San Francisco Bay Trail. Physical environmental effects that could result from construction of the promenade and open space uses are discussed throughout this IS and all impacts have been determined to be less than significant with implementation of measures identified in this IS.

In addition, and as described in the GPA EIR, extension of Clement Avenue from Entrance Road to Sherman Street would provide connectivity to the Bay Trail and the proposed 22-acre Jean Sweeny Park to the west of the site. While construction of the proposed Clement Avenue extension could result in potentially significant environmental impacts, implementation of mitigation measures described throughout this IS would reduce construction-related impacts to a less-than-significant level. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect. This topic will not be discussed further in the SFEIR.

References

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Transportation and Traffic

Environmental Factors for Determining Environmental Effect	Proposed Project Compared to the GPA EIR Project: Potentially Significant Impact – Further Study Required	Less than Significant Impact with New or Revised Mitigation Incorporated	Not Analyzed in the Prior EIR – No Impact or Less Than Significant Impact	Analyzed in the Prior EIR – No Change to Previous Impact or Mitigation and No Further Study Required	Substantially Mitigated by Uniformly Applicable Development Policies
16. TRANSPORTATION AND TRAFFIC — Would the project:					
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 county 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) Result in inadequate emergency access?	☒	☐	☐	☐	☐
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?	☒	☐	☐	☐	☐

The proposed project would result in a greater level of development than the project that was analyzed in the Northern Waterfront GPA EIR; therefore, the project as proposed could result in new or greater impacts to transportation and circulation than those identified in the GPA EIR. For purposes of this IS, transportation and circulation related impacts are identified as ***potentially significant***. Project effects related to conflicts with applicable plans, policies, and programs, changes in air traffic patterns, increases in traffic hazards, emergency access, and transit and pedestrian facilities will be analyzed in the SFEIR, which will determine the significance of the project's impacts and develop mitigation measures, as feasible, to reduce those impacts found to be significant.

Utilities and Service Systems

Environmental Factors for Determining Environmental Effect	*Proposed Project Compared to the GPA EIR Project*				
	Potentially Significant Impact – Further Study Required	*Less than Significant Impact with New or Revised Mitigation Incorporated*	*Not Analyzed in the Prior EIR – No Impact or Less Than Significant Impact*	*Analyzed in the Prior EIR – No Change to Previous Impact or Mitigation and No Further Study Required*	*Substantially Mitigated by Uniformly Applicable Development Policies*
17. UTILITIES AND SERVICE SYSTEMS — Would the project:					
a) Conflict with 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 storm water drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☒	☐	☐	☐
d) Have sufficient 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 that would 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?	☐	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒	☐

The Northern Waterfront GPA EIR concluded that less-than-significant impacts on utilities or impacts that could be reduced to less-than-significant with mitigation would result from buildout of the proposed Northern Waterfront GPA. The GPA EIR indicated that continued use of substandard storm sewer or sanitary sewer on-site utility lines could contribute to peak wastewater or storm water flows that could exceed the capacity of the existing sewage or storm drain facilities. Implementation of **Mitigation Measure UTIL-1**, which required project sponsors to remove or reconstruct all existing sewer and storm drain laterals serving the project site would reduce such impacts to less-than-significant levels.

There are no substantial changes in the proposed project or new information of substantial importance since the GPA EIR that would result in any new significant environmental effects or

substantial increase in the severity of previously identified significant effects related to utilities and service systems. As described below, the proposed project would have less than significant impacts to utilities and service systems, which is consistent with the GPA EIR. Therefore, the proposed project would not result in any new potentially significant utilities and service systems effects that were not identified in the GPA EIR or a substantial increase in the severity of any previously identified significant utilities and service systems effects. This topic will not be discussed further in the SFEIR.

Discussion

a) **Analyzed in the Prior EIR – No Change to Previous Impact or Mitigation and No Further Study Required.** Wastewater flows from the proposed project would consist of typical residential and commercial sewage. Wastewater from the project would be treated by the East Bay Municipal Utility District (EBMUD) at the Main Wastewater Treatment Plant (MWWTP), located at the foot of the San Francisco-Oakland Bay Bridge in the City of Oakland. The wastewater treatment plant is permitted by the Regional Water Quality Control Board (RWQCB) and effluent from the plant is regularly monitored to ensure that water quality standards are not violated. There have been no violation of water quality standards by the treatment plant in recent years (January 1, 2010 through January 1, 2016), and there are no RWQCB enforcement actions pending against EBMUD (SWRCB, 2016).

EBMUD's MWWTP has excess dry weather flow capacity of 66 mgd. Approximately 0.32 mgd of wastewater would be generated by the proposed project (CBG, 2016). Projected flows from the project would comprise less than 0.5 percent of the wastewater treatment plant's average dry weather flow remaining capacity and would therefore have adequate dry weather flow capacity. Wastewater generated by the project would not contain any unusual pollutants that would be within the existing dry weather capacity and permitted discharge volume of the treatment plant.

However, in January 2009, EBMUD entered into a Stipulated Order for Preliminary Relief (Stipulated Order) from the U.S. Environmental Protection Agency (EPA), State Water Resources Control Board (SWRCB), and San Francisco Regional Water Quality Control Board (RWQCB), which contains measures that EBMUD is required to implement in order to address inadequately treated sewage to San Francisco Bay during wet weather conditions (CBG, 2013a). The intent of the stipulated order is to formulate long-term solutions to minimize the high level of infiltration to the East Bay collection systems and eliminate the discharge of the excess flows from the EBMUD's wet weather facilities. Subsequently, in March 2011, the East Bay wastewater collection agencies (referred to as "Satellites"), including the City of Alameda, entered into a Stipulated Order with the EPA, SWRCB, and the RWQCB. This particular Stipulated Order obligates Satellites to improve management of their wastewater collection systems, to address sanitary sewer overflows, and to reduce inflow and infiltration (I&I) in their collection systems.

Consistent with the Stipulated Order, the proposed project would construct new wastewater infrastructure to connect to the EBMUD interceptor in Buena Vista Avenue and an on-site sewer collection system would be installed throughout the proposed street network within the project site (see discussion below for additional details). The new sewer collection system would greatly reduce I&I flows entering the system in wet weather conditions and thereby reduce wet weather flows to the MWWTP. Such improvements are expected to further ensure that the project does not contribute to exceedances of RWQCB treatment standards for water discharged to the Bay; therefore, this impact would be less than significant. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect. This topic will not be discussed further in the SFEIR.

b) **Analyzed in the Prior EIR – No Change to Previous Impact or Mitigation and No Further Study Required.**

Water Facilities

EBMUD provides potable water service to the City of Alameda and other communities within Contra Costa and Alameda Counties. EBMUD also owns and maintains the distribution pipeline facilities within public streets throughout its service area.

Existing Water Facilities. There is a 12-inch pipeline in Buena Vista Avenue, an 8-inch pipeline in Sherman Street, and an 8-inch pipeline in Clement Avenue to the east, all of which are owned by EBMUD. There are also existing private water pipelines that extend from the EBMUD distribution system to the existing structures within the project site. The project site currently receives its water from a few water pipelines located in Entrance Road and along the northern side of the Del Monte Warehouse; these pipelines range in size between six to 15 inches.

Proposed Water Demands and New Facilities. The proposed project would generate an increased demand of approximately 0.12 mgd of domestic water (CBG, 2016). With a current total District-wide consumption of approximately 220 mgd in non-drought years , the project's incremental water demand would represent about 0.05 percent of average daily demand in the District. EBMUD has indicated that it would have adequate supply to meet the demand of the proposed project (EBMUD, 2014). With a current treatment capacity of 375 mgd, EBMUD can accommodate projected future demand with the available treatment capacity. EBMUD's long-range planning for future water infrastructure and supply needs is based on population projections compiled by ABAG, which takes into account growth planned in the adopted general plans of Bay Area cities and counties. Development of the project site with new homes has been planned for in the Alameda General Plan for the next 20 years, and therefore has been factored into EBMUD's water demand projections within the Water Supply Management Program 2040.The proposed project's incremental increase in demand would not be significant, and would not require the construction of new water treatment facilities or the expansion of such facilities.

As described in the Project Description, the project would include new water pipelines in Clement Avenue and Entrance Road to serve the project site. These facilities would be owned and maintained by EBMUD and likely range in size from eight to 12 inches. An onsite distribution system would extend from the pipeline in Clement Avenue and be constructed throughout the street network within the project site. These pipelines are expected to range in size from six to eight inches. Construction of these pipelines could result in potentially significant environmental impacts but implementation of mitigation measures described throughout this IS (i.e., construction mitigation measures related to air quality, noise, hydrology, and transportation) would reduce construction-related impacts to a less-than-significant level. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect. This topic will not be discussed further in the SFEIR.

Wastewater Facilities

Existing Collection Facilities. An existing private 6-inch pipeline is located along the western side of the project site, and historically collected wastewater from container ships utilizing the project site's docks. Wastewater currently generated from the project site is collected and conveyed by an existing privately owned 10-inch pipeline that runs east to west along the southern side of the project site, towards Sherman Street and is aligned along the northern side of the Del Monte Warehouse. At the Sherman Street and Eagle Avenue intersection, this 10-inch pipeline connects with the City's wastewater collection system. The City's pipelines within Sherman Street range in size from eight to 12 inches and flow from north to south. The 10-inch pipeline in Sherman Street connects with the EBMUD 60-inch interceptor pipeline at the intersection with Buena Vista Avenue (CBG, 2013b).

A Sanitary Sewer Study conducted in July 2003 by Bellecci & Associates evaluated the condition of the existing 10-inch pipeline, which identified numerous areas of deterioration within the existing pipe network and large amounts of infiltration occurring, which is common for aged utility systems below groundwater. This study concluded that use of the existing 10-inch pipeline was infeasible due to its deteriorated physical condition as well. In 2010, EBMUD cleaned out sediment that had accumulated in the interceptor mains, which has increased the capacity of the interceptor to 16.3 mgd at the Buena Vista Avenue and Sherman Street intersection.

Proposed Collection Facilities. As described above, the project's 589 new residential units and 30,000 to 50,000 square feet of commercial/office uses and restaurant uses would generate approximately 0.32 mgd of sewage (CBG, 2016). With a current average dry weather flow of approximately 54 mgd and excess dry weather flow capacity of 66 mgd (CBG, 2013a) at EBMUD's MWWTP, EBMUD has adequate dry weather capacity at the MWWTP for the projected wastewater flows.

As described for criterion a.) above, as part of EBMUD's Stipulated Order, the City is working with EBMUD to reduce the amount of I&I entering the wastewater collection

system (CBG, 2013a). Given the deteriorated condition of the existing 10-inch pipeline, the proposed project includes construction of a new 10-inch sewer pipeline that would connect to the EBMUD interceptor in Buena Vista Avenue. Currently, two wastewater infrastructure options are being considered. The first option includes construction of a new 10-inch pipeline that extends from the project site westward to Sherman Street, connecting to the City's existing sewer collection system. The existing six or eight inch pipelines accepting flow from the project site would likely need to be upsized to provide the necessary capacity. The second option includes constructing a new sewer pipeline that flows southerly between the Del Monte and Chipman warehouse parcels in Entrance Road and directly connect to the EBMUD interceptor near the intersection of Buena Vista Avenue and Entrance Road. Under both scenarios, a new onsite sewer collection system would be installed throughout the proposed street network within the project site; pipeline size would range in size from six to eight inches. In addition, a pump/lift station would also be installed at the southern end of the project site to minimize the depth of the proposed system. All new sanitary sewer lines would be designed and constructed to prevent I&I to the maximum extent feasible.

By installing new onsite sanitary sewer pipelines, the project would comply with **Mitigation Measure UTIL-1** from the GPA EIR. Additionally, as described in c.), below, the project would include installation of a new onsite storm drainage system consisting of new inlets and pipelines.

> **Mitigation Measure UTIL-1:** Project sponsors shall remove or reconstruct all existing sewer and storm drain laterals that serve the site of the proposed development project to comply with City, EBMUD, and Regional Water Quality Control Board standards. This measure would reduce the level of impact to less than significant.

Consistent with the Stipulated Order, such improvements would greatly reduce the system's infiltration and inflow. Since the MWWTP and the EBMUD interceptor are expected to have adequate capacity to serve projected new demand generated by the proposed project, the project would not require the construction of any new wastewater treatment facilities or the expansion of such facilities. Therefore, impacts on existing wastewater treatment facilities would be less than significant. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect. This topic will not be discussed further in the SFEIR.

c) **Less than Significant Impact with New or Revised Mitigation Incorporated.** As part of the project, a new stormwater drainage system that facilitates infiltration and reduces stormwater runoff volumes compared to existing conditions would be installed. Project-related stormwater collection and drainage would maintain the existing patterns of the project site. Stormwater runoff from the project site would be directed to the Arbor Street pump station. The proposed storm drain system improvements would include installation of new inlets and pipelines appropriately sized to convey the site run-off. Any portions of

the storm drainage system that directly discharge to the Oakland Estuary would likely require improved outfall structures; the construction of which would require permits from various regulatory agencies such as U.S. Army Corps of Engineers. Stormwater from the remainder of the project site would be collected and conveyed by a new system of inlets and pipelines that connect to the City's existing 54-inch pipeline along the southern end of the site and eventually discharges to the Arbor Street Pump Station.

Construction activities of the new storm water drainage facilities would include in-street trenching and excavation work. Such activities would be temporary and as described in Section 9, *Hydrology and Water Quality*, would be required to comply with the requirements of the RWQCB concerning discharges of stormwater during project construction, the project applicant would be required to obtain a NPDES permit for construction activities and execute a Stormwater Pollution Prevention Plan (SWPPP) that would outline construction stormwater quality management practices based on the CWPAC Stormwater Quality Management Plan. The SWPPP would describe erosion control measures similar to those recommended by the CWPAC which are designed to reduce the potential for pollutants to contact stormwater and eliminate or reduce discharge of materials to stormwater during on-land construction (see **Mitigation Measure HYD-1)**.

As further discussed in Section 9, in-water construction activities for improvements to the existing outfalls could require removal and disposal of potentially contaminated sediment, which could result in turbidity and other adverse water quality effects within the Oakland Estuary. In-water construction activities would be required to adhere to Sections 401 and 404 of the Clean Water Act and the future project applicant would also be required to obtain necessary permits and approvals from the U.S. Army Corps of Engineers, RWQCB and BCDC. Implementation of **Mitigation Measure HYD-2** would ensure that in-water construction activities are conducted consistent with the Long-Term Management Strategy, a program developed by the above-described agencies. For a detailed discussion of impacts, mitigation measures, and permits regarding construction and operation of the proposed improvements to the project site's stormwater system, please refer to the Hydrology and Water Quality section.

The proposed project would be required to adhere to the C.3. provision in the NPDES by including specific site design features that minimize land features and impervious surfaces and implementation of Low Impact Development (LID) measures, which include bioretention areas to treat stormwater runoff from impervious areas on the project site prior to discharging into the stormwater system. These bio-treatment areas would be integrated in landscaping areas adjacent to parking areas or buildings. With implementation of LID measures and compliance with C.3 provisions, operation impacts of the new storm drainage system would be considered less than significant. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect. This topic will not be discussed further in the SFEIR.

d) **Analyzed in the Prior EIR – No Change to Previous Impact or Mitigation and No Further Study Required.** See the discussion under criterion b.), above, for discussion of the incremental increase in water demand that would be generated by the proposed project. EBMUD is expected to have the capacity to meet the projected increase in potable water supplies (EBMUD, 2014). In addition, according to EBMUD's 2010 Urban Water Management Plan (UWMP), EBMUD's water supply is adequate to meet existing and projected demand through 2030 under normal conditions and up to two years of drought. EBMUD also implements numerous water conservation and recycling programs to reduce demand and develops projects to manage future water supply needs. The water demand projections used by EBMUD are derived from a land-use based demand forecast that reflects the City's plans and policies, and assumes an amount of future development permitted under the General Plan's growth management ordinance and additional growth. For these reasons, the proposed project would be adequately served by the existing water supply and the impact would be less than significant. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect. This topic will not be discussed further in the SFEIR.

e) **Analyzed in the Prior EIR – No Change to Previous Impact or Mitigation and No Further Study Required.** See the discussion under criterion b.), above, for discussion of the incremental increase in wastewater that would be generated by the proposed project. As described above, by improving the wastewater collection system within the project site, EBMUD's MWWTP would have adequate dry weather capacity to serve the project's estimated 0.32 mgd of wastewater flows in addition to the plant's existing average wastewater flows. The Estuary siphon facility and the EBMUD interceptor would also have adequate capacity for proposed wastewater flows generated by full buildout of the proposed project. Because this would be a very small increase over current average flow rates and because the plant has adequate dry weather capacity, the project would not substantially increase wastewater service demands. For these reasons, impacts related to wastewater treatment capacity would be less than significant. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect. This topic will not be discussed further in the SFEIR.

f) **Analyzed in the Prior EIR – No Change to Previous Impact or Mitigation and No Further Study Required.** The City of Alameda delivers its solid waste to the Davis Street Resource Recovery Complex located in San Leandro, where it is sorted and recyclable materials are recovered. Residual solid waste is disposed at the Altamont Landfill, which accepts the following types of waste: ash, construction/ demolition, contaminated soil, green materials, industrial, mixed municipal, other designated waste, tires, shreds. This landfill has an estimated permitted capacity of 62 million cubic yards, a daily permitted capacity of 11,500 tons per day (CalRecycle, 0216a), and an estimated remaining capacity of 47.2 million cubic yards as of 2012 (ACEHD, 2013). The City has

a diversion rate of 72 percent (as of 2011), which is above Assembly Bill 939 diversion goals (Stopwaste.Org, 2013). Measure D (the Alameda County Source Reduction and Recycling Initiative Charter Amendment), requires the County to divert 75 percent of solid waste from the landfill by 2010.

Construction Impacts

Solid waste generated by buildout of the proposed project (from building demolition and generation of construction debris) would largely consist of the existing vacant warehouses. Some of the buildings contain large-scale roof timbers, roof decking, wall-framing timbers, wood or metal siding, interior wall partitions, and concrete slab floors, as well as other systems (e.g., plumbing, fire suppression).When structures are "deconstructed," rather than demolished, wood and fixtures could be retained for resale or other reuse rather than disposed, and the majority of such materials can be diverted from the waste stream (City of Alameda, 2002). Deconstructed materials can be diverted from landfills to recycling and reuse markets. Solid waste generated from demolition of existing utility systems would also require disposal. Because the portions of existing utility systems within development areas may either be abandoned in place or removed and disposed, the amount of solid waste generated from demolition of existing utility systems is unknown at this time.

In addition, the project would be required to comply with Chapter XXI, Section 21 of the City of Alameda Municipal Code, which requires that new developments submit plans for managing construction debris to promote separation of waste types and recycling. These plans would need to be prepared in coordination with City staff, the project sponsor(s), and demolition subcontractors, and must be approved by City staff prior to issuance of a demolition permit. Compliance with the City's Municipal Code regarding management of construction debris, project construction would result in less-than-significant impacts on landfill capacity.

Operation Impacts

CalRecycle reports numerous solid waste generation rates developed by a variety of jurisdictions throughout the State, ranging from four pounds per dwelling unit per day (lb/unit/day) to 8.6 pounds per dwelling unit per day (lb/household/day) for multifamily residential development (CalRecycle, 2016b). Based on the highest of these solid waste generation rates (i.e., 8.6 lb/household/day), estimated by the Draft EIR for the Monterey Park Redevelopment Agency's Central Commercial Redevelopment Project, the proposed project's up to 589 new housing units would generate approximately 5,065 pounds per day (or 2.5 tons per day). CalRecycle also reports solid waste generation rates developed by jurisdictions for commercial uses. For the purposes of this analysis, a rate of five lb/thousand square feet/day was used for commercial uses (CalRecycle, 2016c) resulting in the generation of approximately 250,000 lb/day (125 tons/day). As of 2012, the Altamont Landfill (which serves Alameda) had an estimated remaining capacity of 47.2 million cubic yards and a permitted daily capacity of 11,500 tons/day. The project would represent an incremental increase in current waste disposal at the Altamont

Landfill. Given the City's existing diversion rate and Measure D, the solid waste generated by operation of the project could be expected to be less than this worst-case estimate. Although the Altamont Landfill has an estimated closure date of 2025 (CalRecycle, 2016a), it has an estimated disposal capacity through 2045 (Waste Management, 2013). With more than 30 years of remaining capacity at the landfill, solid waste generated by the project in the long-term would not substantially reduce existing landfill capacity. Therefore, operation of the project would represent a less-than-significant impact on solid waste disposal. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect. This topic will not be discussed further in the SFEIR.

g) **Analyzed in the Prior EIR – No Change to Previous Impact or Mitigation and No Further Study Required.** The proposed project would not conflict with or interfere with the City's ability to implement its adopted solid waste management programs and policies, including the Citywide integrated waste management plan and Chapter XXI, Section 21 of the City of Alameda Municipal Code, or Alameda County's Measure D. The project would be served by weekly curbside pickup of recyclable materials by ACI. Waste generated by the proposed project would enter the same stream as other area waste collected by ACI, and would be subject to the same stream as other area waste collected by ACI, and would be subject to the same existing requirements regarding recycling and solid waste disposal. Because existing solid waste collection and disposal in Alameda complies with current federal, State and local requirements, and because the project's solid waste would enter the same existing disposal stream, the proposed project would not violate any federal, State, or local statutes or regulations related to solid waste. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect. This topic will not be discussed further in the SFEIR.

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Mandatory Findings of Significance

Environmental Factors for Determining Environmental Effect	*Proposed Project Compared to the GPA EIR Project*				
	Potentially Significant Impact – Further Study Required	*Less than Significant Impact with New or Revised Mitigation Incorporated*	*Not Analyzed in the Prior EIR – No Impact or Less Than Significant Impact*	*Analyzed in the Prior EIR – No Change to Previous Impact or Mitigation and No Further Study Required*	*Substantially Mitigated by Uniformly Applicable Development Policies*
18. MANDATORY FINDINGS OF SIGNIFICANCE — Would the project:					
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐	☐
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☒	☐	☐	☐	☐
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐	☐

Discussion

a) **Potentially New Impact – Further Investigation to be Undertaken.** As discussed previously in this IS under Biological Resources, the project has the potential to affect biological resources and therefore could substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, and reduce the number or restrict the range of a rare or endangered plant or animal. These issues will be studied further in the SFEIR.

With respect to the project's potential to eliminate important examples of California history or prehistory, this IS addressed the project's likely effects to cultural resources. The evaluation found that significant cultural resources are not known to be present on the site. Further, the GPA EIR prescribed mitigation measures that would be implemented in the event that previously unknown cultural resources were discovered during project construction. Implementation these measures would ensure that any effects

to cultural resources and important examples of California history and prehistory would be less than significant. Therefore, this topic will not be discussed further in the SFEIR.

b) **Potentially New Impact – Further Investigation to be Undertaken.** Cumulative impacts will be addressed in the SFEIR.

c) **Potentially New Impact – Further Investigation to be Undertaken.** The project may have significant adverse effects on human beings in the areas of air quality, greenhouse gas emissions, noise, and transportation and circulation. These potentially significant adverse effects on humans will be analyzed in the SFEIR.

APPENDIX A
Subarea Plan and Permitted Uses

Master Plan Base Concept

This Master Plan will follow the General Plan/Northern Waterfront Plan and propose a swap of land, which would reconfigure the Tidelands Trust land such that all of the Trust property is in a swath of waterfront property surrounding the site, and would remove the Tidelands restrictions on some of the property in the interior of the site, similar to what is shown in Figure 3.2 above. Such a swap would be subject to approval by the State Lands Commission; the land swap would be finalized after Master Plan approval. The plan which is proposed for approval will be described herein and known as the Master Plan Base Concept.

In the event that a swap is not approved, and the land remains in its current configuration, the No Swap Alternative Plan, which is described in the Appendix, would be adopted.

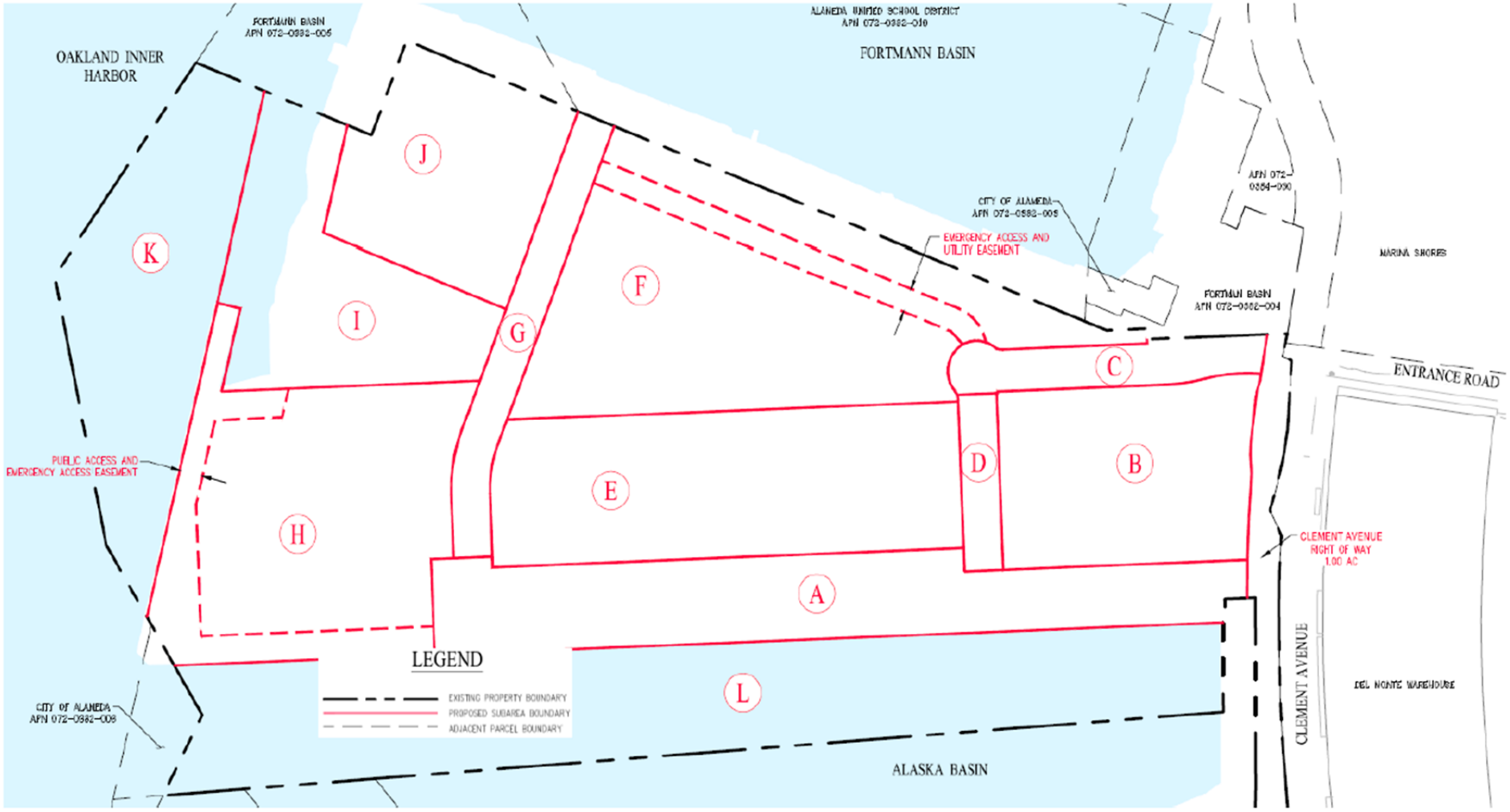
Permitted and Conditionally Permitted Land Uses: Base Concept

This plan assumes that the State of California approves a swap of land to accommodate the uses described below. The following uses shall be permitted in the Subareas defined below, provided that:

1) The parking for the uses can be accommodated on site and the uses are consistent with the truck cap provided in Chapter 2, Truck Access

2) Permitted uses do not conflict with the restrictions of the Tidelands Trust. Some Subareas may have portions of property within them that are be subject to the Tidelands Trust. Such portions of the Subarea that are subject to the Tidelands Trust must adhere to the restrictions of Tidelands Trust, regardless of the Permitted Use.

All development is subject to Planned Development and Design Review approvals.



Base Concept Subarea Plan

Subarea A: Waterfront Pedestrian Promenade and West Entry Street

This Subarea includes submerged property and existing wharf structures. Until there is a specific project proposed and Development Plan created, and until a specific use and configuration of any waterfront facilities is determined, any in-water work, or work in the water related to wharf repair or modification work that may be necessary is unknown. Any specific proposal or wharf modification project proposal will require that further studies be undertaken to evaluate the structural integrity of the wharf, as it relates to the future new intended use(s). Studies will not be undertaken until the ultimate end use is known. Any future wharf repair/modification work that may be required (i.e. replace piers, reinforce existing piers, reconstruct portions of the wharf) will be determined by those studies and investigations Any wharf modifications or repairs are anticipated to be implemented concurrently with a specific Development Plan that may be proposed and approved with the future buildout of Subarea A.

Permitted Uses:

- Publicly-accessible open space, landscape and recreational facilities
- Commercial retail, but not including “super store” type retail commercial uses or drive-through commercial facilities
- Commercial recreational uses
- Artist studios and galleries and museums
- Public Amphitheaters.
- Maritime – recreational boat and small craft rentals and sales but not boat storage or outdoor boat display areas in excess of 800 square feet.
- Public roadways

Permitted Uses Subject to Conditional Use Permit:

- Performance and entertainment facilities, but not multiplex cinemas.
- Restaurants and taverns
- Grocery stores, including alcohol sales for on and off site consumption.
- Light warehousing, light manufacturing, not to exceed 5,000 square feet
- Other uses determined by the Planning Board to be similar to the above and consistent with the plan objectives.

Maximum Building Height:

- 40 feet

Site Development Standards

Building Setbacks

- From subareas B, E and H: 0 feet if adjacent to open space or landscaped areas. 15 feet if adjacent to building setback area. Assure minimum 30-foot building separation to adjacent subareas.
- Buildings shall not be located to block waterfront views from internal street corridors and public open spaces.

Subarea B" Clement Frontage

This Subarea fronts onto Clement Avenue and, with the northern commercial/retail edge of the Del Monte Warehouse, creates the anchor and hub for the mixed use elements of both developments. It also creates a sense of place for the waterfront revitalization and as such is a pivotal element in the project, as it is both a front door to the Encinal Terminals waterfront and a continuation of the retail components of the Del Monte Warehouse. The height of buildings in this Subarea matches the maximum height of the Del Monte Warehouse Master Plan. This Subarea will also tie into the Cross Alameda Trail and cycle track components of the Clement Avenue extension.

Permitted Uses:

- Commercial retail, but not including, "super store" type retail commercial uses or drive-through commercial facilities
- Hotel
- Office or medical uses
- Commercial recreational uses
- Commercial Work / Live units consistent with AMC Section 30-15 Work Live Studios, except that new construction is permitted
- Multi-family residential units
- Home occupations consistent with AMC 30-2
- Artist studios and galleries and museums
- Public amphitheaters
- Maritime-related uses– Recreational boat and small craft rentals and sales but not boat storage or outdoor boat display areas in excess of 800 square feet

Permitted Uses Subject to Conditional Use Permit:

- Performance and entertainment facilities, but not multiplex cinemas.
- Restaurants and taverns
- Grocery stores, including alcohol sales for on and off site consumption.

- Light warehousing, light manufacturing, not to exceed 5,000 square feet
- Other uses determined by the Planning Board to be similar to the above and consistent with the plan objectives.

Maximum Building Height:

- 55 feet

Site Development Standards

Building Setbacks

- From West Entrance Street right-of-way (subarea A): 0 feet.
- From East Entrance Street right-of-way (subarea C): 0 feet.
- From internal street rights-of-way (subarea D): 0 feet.
- From Clement Avenue Right of Way: 15 feet.

Subarea C, D and G: Public Roadway Rights of Way

These Subareas comprise the public roadways for the site.

Permitted Uses:

- Public Roadways, pedestrian walkways, bike paths and landscaping

Maximum Building Height:

Not applicable

Site Development Standards

Building Setbacks

- Not applicable.

Roadway Design Standards

- See Chapter 2

Roadway Locations and Alignments

- Subareas C, D and G may be realigned as needed to accommodate modifications to the building layout, as long as:

    1) Public access, continuity and connections through the overall site are provided consistent with the intent of this Master Plan.

    2) Two means of access are available to/from Clement Avenue to all developed subareas in all phases of development.

    3) Roadway circulation and cross-sections are substantially similar to those defined in Chapter 2 of this Master Plan.

Subareas E, F and J

These Subareas comprise mixed use areas that could accommodate residential neighborhoods. The building heights are intended to accommodate buildings up to seven stories, but a mix of residential building heights could also be accommodated. Residential units or office space over ground floor retail would also work in certain areas of the site.

Permitted Uses:

- Commercial retail, but not including, "super store" type retail commercial uses or drive-through commercial facilities
- Hotel
- Office or medical uses
- Commercial recreational uses
- Commercial work/ live units consistent with AMC Section 30-15 Work Live Studios, except that new construction is permitted
- Multi-family residential units
- Home occupations consistent with AMC 30-2
- Artist studios, galleries and museums
- Public Amphitheaters.
- Maritime – Recreational boat and small craft rentals and sales but not boat storage or outdoor boat display areas in excess of 800 square feet.

Permitted Uses Subject to Conditional Use Permit:

- Performance and entertainment facilities, but not multiplex cinemas.
- Restaurants and taverns
- Grocery stores, including alcohol sales for on and off site consumption.
- Light warehousing, light manufacturing, not to exceed 5,000 square feet
- Other uses determined by the Planning Board to be similar to the above and consistent with the plan objectives.

Maximum Building Height:

- 90 feet

Site Development Standards

Building Setbacks

- From east property line: 15 feet.
- From Internal Street Rights-of-Way (subareas B, C, D): 10 feet.

- From central open space, where applicable (subarea I): 0 feet if adjacent to open space or landscaped areas. 15 feet if adjacent to building setback area. Assure minimum 30-foot building separation to adjacent subareas.
- From Waterfront Public Access / EVA Easement: 0 feet

Subarea H: Northwest Estuary Corner

This Subarea, occupying some prime waterfront land, has excellent views up and down the estuary and of the Oakland Hills to the east. It is envisioned that a strong, tall iconic building could be accommodated here, with retail and at the lower levels and residential above. The estuary fronting wharf in the area could also house future water transit facilities that could be supported by the retail. This Subarea includes submerged property and existing wharf structures. Until there is a specific project proposed and Development Plan created, and until a specific use and configuration of any waterfront facilities is determined, any in-water work, or work in the water related to wharf repair or modification work that may be necessary is unknown. Any specific proposal or wharf modification project proposal will require that further studies be undertaken to evaluate the structural integrity of the wharf, as it relates to the future new intended use(s). Studies will not be undertaken until the ultimate end use is known. Any future wharf repair/modification work that may be required (i.e. replace piers, reinforce existing piers, reconstruct portions of the wharf) will be determined by those studies and investigations Any wharf modifications or repairs are anticipated to be implemented concurrently with a specific Development Plan that may be proposed and approved with the future buildout of Subarea H.

Permitted Uses:

- Commercial retail, but not including, “super store” type retail commercial uses or drive-through commercial facilities.
- Hotel
- Office or medical uses
- Commercial recreational uses
- Commercial Work / Live units consistent with AMC Section 30-15 Work Live Studios, except that new construction is permitted
- Multi-family residential units
- Home occupations consistent with AMC 30-2
- Artist Studios, galleries and museums.
- Public amphitheaters.
- Maritime – Recreational boat and small craft rentals and sales but not boat storage or outdoor boat display areas in excess of 800 square feet.

Permitted Uses Subject to Conditional Use Permit:

- Performance and entertainment facilities, but not multiplex cinemas.

- Restaurants and taverns
- Grocery stores, including alcohol sales for on and off site consumption.
- Light warehousing, light manufacturing, not to exceed 5,000 square feet
- Other uses determined by the Planning Board to be similar to the above and consistent with the plan objectives.

Maximum Building Height:

- 250 feet

Site Development Standards

Building Setbacks

- From West Entry Street right-of-way (subarea A) and internal street right-of-way (subarea G): 10 feet.
- From Central Open Space: (subarea I): 0 feet.
- From Waterfront Public Access / EVA Easement: 0 feet

Subarea I: Public Open Space and Park

This Subarea provides the primary public waterfront recreational space on the site. A Public park that ties into the waterfront promenade is envisioned for this area.

Permitted Uses:

- Publicly-accessible open space, walkways, bike paths and recreational facilities
- Commercial recreational uses
- Public amphitheaters

Permitted Uses Subject to Conditional Use Permit:

- Performance and entertainment facilities, but not multiplex cinemas

Maximum Building Height:

- 40 feet

Site Development Standards

Building Setbacks

- From Internal Street Rights-of-Way (subarea D): 10 feet.
- From Waterfront Public Access / EVA Easement: 0 feet
- From subarea K and subarea M: 0 feet if adjacent to open space or landscaped areas. 15 feet if adjacent to building setback area. Assure minimum 30-foot building separation to adjacent subareas.

Subarea K and L: Submerged Areas (Alaska Basin and Oakland Estuary)

These parcels include submerged property. Until there is a specific marina project proposed, and until a specific use and configuration of any waterfront facilities is determined, any in-water work, or work in the water related to wharf repair or modification work that may be necessary is unknown. Any specific marina proposal or wharf modification project proposal would require that further studies be undertaken to evaluate the structural integrity of the wharf, as it relates to the future new intended use(s). Studies would not be undertaken until the ultimate end use is known. Any future wharf repair/modification work that may be required (i.e. replace piers, reinforce existing piers, reconstruct portions of the wharf) would be determined by those studies and investigations Any wharf modifications or repairs are anticipated to be implemented concurrently with a specific development project that may be proposed with the future buildout of Subareas K and L.

Permitted Uses:

- Public and private open space , walkways, bike paths and recreational facilities
- Maritime – Recreational boat and small craft rentals, sales and launch facilities but not boat storage.
- Maritime--Marina berths; up to160 berths
- Maritime office
- Public and private water transit facilities
- Public and private waterfront athletic clubs and yacht clubs
- Commercial retail, but not including, “super store” type retail commercial uses or drivethrough commercial facilities

Permitted Uses Subject to Conditional Use Permit:

- Performance and entertainment facilities, but not multiplex cinemas.
- Restaurants and taverns
- Grocery stores, including alcohol sales for on and off site consumption.
- Other uses determined by the Planning Board to be similar to the above and consistent with the plan objectives.

Maximum Building Height:

- 40 feet

Site Development Standards

Building Setbacks:

- From Primary Entry Street right-of-way (subarea A) and subareas H, I and J: 0 feet.

- From west property line (within Alaska Basin): 25 feet.
- From north property line (within Oakland Estuary): 0 feet.

Buildings shall be located to minimize blockage waterfront views from internal streets and public open spaces, where possible