

CITY OF ALAMEDA PLANNING BOARD
DRAFT RESOLUTION

A RESOLUTION OF THE PLANNING BOARD OF THE CITY OF ALAMEDA GRANTING DESIGN REVIEW APPROVAL FOR CONSTRUCTION OF THE SEAPLANE LAGOON FERRY TERMINAL AND LANDSIDE IMPROVEMENTS WITHIN AND ADJACENT TO THE NAS ALAMEDA HISTORIC DISTRICT.

WHEREAS, an application was made by the City of Alameda for Design Review for construction of the Seaplane Lagoon Ferry Terminal and adjacent landside improvements (Project) in the Waterfront Town Center Precise Plan (Town Center Plan) area of the Alameda Point property; and

WHEREAS, the Project consists of the construction of a new ferry terminal, including a new pier, landside transportation infrastructure and landscape improvements, and a surface parking lot in and adjacent to the eastern edge of the Seaplane Lagoon, all largely within the Naval Air Station Alameda Historic District (NAS Alameda Historical District); and

WHEREAS, the Seaplane Lagoon Ferry Terminal is located within the Alameda Point Enterprise District and the adjacent landside improvements are in the Alameda Point Waterfront Town Center which is in the Alameda Point Zoning District [Alameda Municipal Code (AMC) 30-4.24] of the Zoning Ordinance; and

WHEREAS, the Town Center Plan is a Specific Plan pursuant to Government Code Section 65450 et seq. for a transit-oriented development of the waterfront lands that surround the Seaplane Lagoon and the property at the entrance of Alameda Point between Main Street and Seaplane Lagoon; and

WHEREAS, the Seaplane Lagoon Ferry Terminal was approved by the City Council on April 5, 2016; and

WHEREAS, the Town Center Plan requires that the Planning Board review and approve design review for any improvement that requires a building permit within the plan area; and

WHEREAS, the Planning Board held a public hearing on April 18, 2018 for this application, and examined pertinent maps, drawings, and documents.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Board approves Design Review for the Seaplane Lagoon Ferry Terminal Project based on the following findings:

1. The proposed design is consistent with the General Plan, Zoning Ordinance, and the City of Alameda Design Review Manual. A new ferry service creates a transit hub at the heart of Alameda Point, which maximizes opportunities for Alameda Point residents and employers/employees to be transit users. This minimizes potential traffic impacts and significantly increases the possibility of attracting major commercial users to Alameda

Point, which is consistent with the General Plan Alameda Point Element for de-emphasizing automobile use and promoting alternative modes of transportation. The Alameda Point Element calls out use of water transportation as one of these alternatives. The project is also consistent with the Alameda Point zoning as a ferry terminal is a permitted use in the AP-WTC, Alameda Point Waterfront Town Center zoning district. The project design is also consistent with the Design Review Manual landside and landscape improvements that are pedestrian/bike oriented and inviting access to the water's edge.

2. The proposed design is appropriate for the site, is compatible with adjacent or neighboring buildings or surroundings, and promotes harmonious transitions in scale and character in areas between different designated land uses. The proposed project would construct a new pier in Seaplane Lagoon to be used by passenger ferries. This use differs slightly from the historic use of Seaplane Lagoon, which was the take-off and landing area for patrol, rescue, and transport seaplanes. However, this new use is still a maritime use and it would require no physical changes to Seaplane Lagoon. The ferry terminal structures are small relative to the size and scale of the Seaplane Lagoon and would not be a disruptive addition to the Seaplane Lagoon environment. Instead, the ferry terminal would reinforce the maritime theme and support harmonious transitions between the water and landside waterfront improvements. The proposed ferry terminal and supporting landside amenities for pedestrian/bike and ferry parking are compatible uses and appropriate for this waterfront setting.
3. The proposed design of the structure(s) and exterior materials and landscaping are visually compatible with the surrounding development, and design elements have been incorporated to ensure the compatibility of the structure with the character and uses of adjacent development. The proposed ferry terminal includes a new pier, dock, and float, which are all low-profile structures, with metal handrails, ramps, and platforms that are only as high as required by health and safety codes. Collectively, they would occupy a very small percentage of the 110-acre lagoon, with little visual impact to the surrounding environment. The proposed canopy over the fixed pier is a minimalist fabric canopy design that provides an attractive weather-proofing function for the ferry riders. The triangular shapes of the canopy design provides visual interest and evokes a nautical theme that is appropriate and compatible at the Seaplane Lagoon. The gangway and float are typical marine utility structures with no distinctive architectural design elements. Meanwhile, the landside improvements including the ferry terminal parking lot, access road, and landscape work are all surface-level features that replaces the existing unfinished concrete surface for new public waterfront access.

BE IT FURTHER RESOLVED that the Planning Board finds that the Seaplane Lagoon Ferry Terminal Project was adequately considered by the CEQA Addendum to the Alameda Point FEIR, and that:

1. The City of Alameda as lead agency under the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) ("CEQA") and the State CEQA Guidelines (California Code of Regulations, Title 14, Section 15000 et seq.), prepared the Final

Environmental Impact Report for the Alameda Point Project (FEIR) (State Clearinghouse No. 201312043) (“Final EIR”); and

2. On February 4, 2014, the City Council certified, the Final EIR for the Alameda Point Project, including the Town Center Plan area which contains the project site; and
3. After certification of the Final EIR for the Alameda Point Project, the City developed project-specific plans for the new Seaplane Lagoon Ferry Terminal and adjacent landside improvements (“Project”); and
4. The City caused to be prepared and Addendum to the Final EIR (“Addendum”) pursuant to CEQA Guidelines Section 15164; and
5. Whereas, the City Council adopted the Addendum and approved the Project on April 5, 2016; and
6. The Seaplane Lagoon Ferry Terminal design and the adjacent landside improvements are consistent with the General Plan, Zoning Ordinance, and Town Center Plan; and
7. This Design Review approval will implement the approved project analyzed in the Final EIR and Addendum; and
8. Approval of the Design Review would not involve substantial changes in the Project or circumstances under which the Project is to be undertaken that would result in new or substantially more severe significant environmental effects requiring major revisions to the Final EIR, and there is no new information of substantial importance that involves new or substantially more severe significant environmental effects that would require major revisions to the Final EIR; therefore, no further environmental review is required pursuant to Public Resources Code Section 21166 and CEQA Guideline Sections 15162 and 15163..

BE IT FURTHER RESOLVED that the Planning Board approves the Design Review for the Seaplane Lagoon Ferry Terminal Project subject to the following conditions:

- (1) This Design Review approval shall expire two (2) years after the date of approval, unless construction on the Project has begun under valid City permits. The Community Development Director may grant a two-year extension prior to the date of expiration.
- (2) The plans submitted for the Building Permit shall be in substantial compliance with plans prepared by Moffat & Nicol, April Philips Design Works, and Marcy Wong Donn Logan Architects, on file in the office of the City of Alameda Planning Division, subject to the conditions specified in this resolution.

NOTICE. The decision of the Planning Board shall be final unless appealed to the City Council, in writing and within ten (10) days of the decision, by Notice of Appeal stating the appellant claims that either the Board's decision is not supported by its findings or its findings are not supported by the evidence in the record.

NOTICE. No judicial proceedings subject to review pursuant to California Code of Civil Procedure Section 1094.5 may be prosecuted more than ninety (90) days following the date of this decision plus extensions authorized by California Code of Civil Procedure Section 1094.6

NOTICE. The conditions of project approval set forth herein include certain fees and other exactions. Pursuant to Government Code Section 66020 (d) (1), these Conditions constitute written notice of a statement of the amount of such fees, and a description of the dedications, reservations and exactions. The applicant is hereby further notified that the 90-day appeal period, in which the applicant may protest these fees and other exactions, pursuant to Government Code Section 66020 (a) has begun. If the applicant fails to file a protest within this 90-day period complying with all requirements of Section 66020, the applicant will be legally barred from later challenging such fees or exactions.

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