LARA WEISIGER

From: Eugenie Thomson <eugenie@shasta-daisy.com>
Sent: Tuesday, July 10, 2018 4:23 PM
To: LARA WEISIGER; Trish Spencer; Trish Spencer; frank_matarrese@yahoo.com
Subject: Alameda Marina EIR: please do not approve until corrections have been made.
Attachments: Attachment 1 to July 10th email to Council.pdf; Exhibit A string of emails regarding website documents.pdf; Exhibit B Gross math errors for CMP impact analysis.pdf; Exhibit C Existing Traffic less in Alameda Marina.pdf; Exhibit D Existing Speeds used in EIR higher than those from field surveys in the Appendix.pdf; Exhibit E Forecasts employed in EIR have been decreased.pdf; Exhibit F Peak hour traffic back in 2002 is higher than future forecasted in Marina EIR.pdf; Exhibit G Land use use assumptions in the Ala Marina and Encinal Terminal EIRs.pdf; Exhibit H Comparison of Ala Marina EIR forecast to previous EIRs .pdf; Exhibit I Future calculated speeds are higher than existing.pdf; Exhibit J Summary of calculated speed from missing appendix from EIR do not correlate to that used in EIR.pdf; Exhibit K Extract from Caltrans for AM outbound condtions over Park St Bridge by year 2035 .pdf; Exhibit L the SF Metropolitan Transportation Commission forecasts large increases in travel by year 2040.pdf; Exhibit M Public Record Request for Speed Field Survey report, no response by City.pdf; Exhibit N Public Record Request for Forecast Modeling Technical Data, no response from City.pdf; Exhibit O Public Record Request for Park Street traffic counts pre construction of the I 880 interchange, not provided - Copy.pdf; Exhibit P Public Record Request for Complete Intersection delay report, City did not respond.pdf

Lara, please forward this email to CC members. Thank you.

Dear Honorable Mayor Trish Spencer and Council Members:

I believe, it would be foolhardy to approve the Alameda Marina EIR, considering:

1) Missing appendices to the DEIR, Appendix G-E (80 pages) and missing the Air quality appendices B-1 to B-4. Prohibiting public review. Appendix G-E is the evidence supporting all the speed and travel time calculations for the findings in the DEIR.
2) Today there are two versions of the DEIR on the City website. One version of the DEIR is incomplete (the version broken into 4 parts). In this version, the bulk of the Air quality section is missing and some of the Biological Resource section is missing. This incomplete version has been on the website since January. We do not know when the complete version was added to the City website.
3) Gross errors and omissions in the Transportation section, if corrected would result in <u>new and more severe</u> significant impacts (math errors and lack of calibration of software models)
4) Lack of substantial evidence to support the findings in this EIR (no evidence supporting traffic findings and air quality findings) , and
5) Lack of response to the four public record requests for substantial evidence,

Before presenting the factual evidence pertaining to the above, it is important to understand the overall perspective starting with what has been stated by many and well said in a recent court proceeding:

"EIR's are the heart of CEQA, it has been described as an "alarm bell" whose purpose it is to alert the public and its responsible officials to environmental changes before ecological points of no return. The EIR is also intended to demonstrate to an apprehensive citizenry that the agency has in fact considered the ecological implications of its actions. "[1]

The major omission, is we simply do not know what the future traffic conditions would be like and have no idea what solutions are feasible nor what funding would be available. And without an accurate baseline, a project's impacts cannot be tested.

The Transportation Demand Strategies as per the DEIR contribute only a negligible relief to congestion[2] and the EIR for the Transportation Element approved back in 2010 concluded negligible change in the total vehicle miles traveled on Alameda streets due to the new Transportation element for more bicycle lanes and transit improvements.

Over the years since 1999, I have spent many long hours with the intent to accurately define the transportation problems for the benefit of finding feasible and fundable solutions.

Unfortunately, my letter to this DEIR and public record requests for factual evidence were once again ignored.

The City maintained in the DEIR that there were only two significant traffic impacts resulting from the Marina project: at two intersections on Park St: Blanding Avenue and Clement Avenue (over 120 second delay for both the no project and with project scenarios, impact occurs because the Alameda Marina project contributes more than 3 % to the volume at each intersection).

These are the findings in this DEIR and no more information regarding the condition of the City's Transportation Infrastructure and mobility needs was provided.

In my professional opinion, the EIR's technical analyses have critical flaws such as no calibration of the software models employed for the transportation impacts, incorrect methodology, major math errors, existing baseline lower than actual due the use of traffic counts during major construction, traffic forecasts in critical areas (such as Park Street, where project impacts are likely) were reduced from that in the Forecast model and some forecasts are less than historical traffic, the speeds employed for impact analyses are higher than the surveyed speeds and the future calculated speeds are higher than the speeds today.

In addition to the above, a key appendix was missing, substantial evidence for the findings were not provided in the EIR and requests for evidence via the California Public Record Act[3] were ignored (exhibits of CPRA requests not responded to, or incorrect records provided).

I urge you to consider the following facts in the attachment with exhibits and hold off on approving until corrections have been made so that the project impacts can be accurately evaluated and presented.

Sincerely.
Eugenie P. Thomson P.E.

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[1] Court of Appeal, Fourth District 1, California: Cleveland National Forest Foundation v San Diego Association of Governments, D0632288, Decided November 16th, 2017.https://caselaw.findlaw.com/ca-court-of-appeal/1879956.html

[2] Page 4.12-27 it is stated " The TDM plan described above would reduce the VMT and trips generated by the project by between five to seven per cent. By reducing the VMT per capita by more than three percent, the VMT impact of the project would be less than significant.

[3] The same occurred with the Alameda Point Environmental Process, all public record requests were ignored and provided 2.5 months later after the Planning Board approval of the FEIR, and too late to review before City Council approval.

Below is a description of each point with 16 exhibits

Missing Sections and Appendices from the DEIR prohibited public comment

Until yesterday, we were not aware of two versions of the DEIR on the City Website.

In one of the versions, the City omitted the bulk of the Air Quality section 4.2 (only pages 4.2.1 to 4.2.27 were provided), and parts of Section 4.3 Biological Resources (these missing DEIR sections are likely to add up to another 60 pages). It appears this incomplete version was on the City website in January and February and labeled as Parts 1 to 4 of the DEIR.

Yesterday (July 9th, 2018), the City notified us of another version of the DEIR which is provided by a link, labeled "Full Report via Dropbox". That occurred because I had sent an email last Thursday to City hall asking for the missing sections. I had been using the incomplete version not knowing since January and had downloaded the version on my hard drive for easy access. See emails in Exhibit A.

The missing Travel time and speed calculations in Appendix G-E was missing. Unfortunately, this missing appendix G-E that was sent June 20th , does not correlate to the findings in the EIR nor do the calculated existing speeds correlate to the speeds on Alameda's streets today .

Gross Errors and Omissions.

Error 1: Incorrect Math has resulted in gross errors for the critical roadway segments (Park Street northbound and southbound over the bridge) for the impact assessment regarding the Congestion Management Program. The calculation for the volume to capacity ratios on the other roadway segments in the two tables are correct. When the math error is corrected, two significant and unavoidable project impacts result for the Year 2020 and 2040 CMP scenarios.
See attached Exhibit B for the two tables from the appendix with the math errors.

Error 2: **Use of traffic counts during the construction** of I 880/23rd /29th Interchange resulted in use of lower counts (10% lower for Park Street) in the EIR than for the conditions without construction. As a result, the existing baseline is in error (with lower delays and improved levels of service). For example, for the existing conditions, the level of service for the intersection of Blanding Avenue and Park Street would be LOS E, the level of service pre-construction from the Encinal Terminal EIR for existing, rather than the LOS C as concluded in the Alameda Marina EIR using the construction reduced existing volumes.
See Exhibit C for factual evidence from the recent Encinal Terminal EIR which had traffic counts from pre-construction conditions.

Error 3: The **existing average speeds** listed **in the DEIR were increased from** those in the appendix. For Park Street, the AM peak hour, northbound average existing speed is 12 mph in the DEIR for the speed impact analysis but in the appendix the average existing speed is 9 mph, **increase of 33**%. As a result, the existing baseline for the speed impacts is incorrect and the use of the higher speed in the impact analysis baseline would significantly reduce the severity of the project impact.
See Exhibit D for the DEIR average speeds and for those in the appendix from the field data .

Error 4: The traffic **forecasts employed** in the project impact assessment for cumulative conditions (year 2040) employed **are significantly lower in the DEIR than that provided in the appendix**. A check of the traffic over the

Park Street bridge indicates for example, the southbound traffic over the Park Street bridge during the PM peak hour is estimated at 2318 vph by the year 2040 for the Cumulative plus project condition as per the Traffic Forecast Model (last page of the Appendix). But what was used in the DEIR intersection analysis was 1696 vph, a value **36% lower**.
See Exhibit E for the Forecast from the Traffic Forecast model and the forecast employed in the intersection impact analysis.

It is noted that the value of 1696 vph is lower than historical PM peak hour southbound traffic over the Park Street Bridge: in 2002, the traffic was 1927 vph.
See Exhibit F for extract from the City Alameda Point General Plan Amendment Report, December 5, 2002.

The DEIR did not provide evidence why the massive reduction occurred from that in the Forecast model. And this reduction has been made in the critical areas where this project is likely to have an impact. (that is the majority of the project traffic leaving and entering the island in this EIR was assumed to be via the Park street bridge.)

When the Marina DEIR's forecasts are compared to the previous EIRs such as the most recent EIR for the Encinal Terminals Project, it is obvious that the Park Street forecasts for the Alameda Marina DEIR are significantly lower for the same land use and network scenario.
See Exhibit G for land use assumptions in each EIR.

Comparison of the "Cumulative with the Encinal Terminal Project (Year 2040)" to the "Cumulative no Alameda Marina Project (Year 2040)" should have resulted in similar results. This comparison as shown in Exhibit H indicates the AM peak hour forecasts for the intersection of Blanding and Park Street **in the Encinal Terminal EIR is 5093 vph (32 % higher) than** the forecast of 3870 vph in the Alameda Marina DEIR. In addition, the forecasts comparison for the intersection of Clement and Park show similar lower forecasts for Park Street, the area of potential project impact. A comparison of the forecasts for the west end such as at Atlantic and Constitution Way, the forecasts in the Alameda Marina DEIR are higher than those employed for previous EIR's but the Marina Project's contribution is not large enough to result in an impact at this intersection.
See Exhibit H for comparison of Marina EIR forecasts to the recent EIRs including the Alameda Point EIR.

Error 5: The incorrect methodology for the calculation of the intersection delay impacts was admitted in the Encinal Terminal EIR[1] and the same intersection methodology was used in this DEIR. This was also one of my key comments to the Alameda Point EIR. [2]

As a result of the use of this incorrect methodology, the DEIR concluded all study intersections to operate at acceptable levels with minimal and acceptable delay for the existing baseline conditions. While this is not the case at the intersections approaching the island crossings, at these study locations the existing delays are worse.

[1] "LOS has historically proven to be an inadequate measure in Alameda because residents experience delays (at) [sic] certain intersections, yet the LOS analysis indicates that the level of service at the intersection is adequate. The delay that is being experienced is the result of downstream congestion, not a result of the intersection design or the volume of cars moving through the intersection." *Source: Encinal Terminals DSEIR (pdf), page 250 or page 4.G-14.*

[2] See my Alameda Point Comment letter from Oct 2013 attached to my comments to this DEIR.

Two major errors were made:

a) **The software was not calibrated** as is a standard procedure for software model applications. If calibration of the software models had occurred, it would be obvious that modifications or another software would be required. (note: This error has occurred in the all previous EIR's, however my comments have been ignored).
b) The **analysts ignored downstream constraints/** overflows that would reduce the discharge rate for traffic exiting out of the intersection.

As a result of the above errors, the intersection delays for existing baseline and cumulative scenario upon which the project impacts were analyzed are significantly lower and if corrected would result in higher impacts and possibly more impacts than per the findings in the DEIR.

Error 6: **The speeds for the cumulative condition without the project are similar to the existing speeds or higher than existing speeds in Appendix G-D**, this is obviously incorrect as the speeds are likely to drop with increased traffic for the cumulative condition.

Furthermore, the speed findings for the cumulative (year 2040) no project and for with project scenarios in the DEIR are not supported by any substantial evidence. The DEIR states these are based on calculated speeds using HCS 2010 software, but the evidence is missing from the EIR.

See Exhibits I for the future average speeds and the comparison to the existing speeds.

I recently received the missing speed calculations from the EIR which I had requested via a CPRA request. **The problem is the results in this appendix do not correlate** to that used in the EIR and are grossly different than those on Alameda streets, calibration appears to missing. For example, the outbound northbound speed in the Posey tube during the AM peak hour for existing was calculated at 42 mph. The calculations omitted the section in Oakland which is the cause of the slower speeds in the tube. Had the model been calibrated, it would have been obvious to add in this section and recalculation of the speeds.
See Exhibit J for summary of calculated speeds for Park Street and other pages from the missing Appendix G-E.

Exhibit K is provided to illustrate the traffic conditions outbound during the AM peak as predicted by Caltrans in their environment report for the conditions by year 2035. This indicates significant congestion and factual evidence that the 9-mph speed, same as existing, is unlikely to happen as predicted in the Alameda Marina EIR. For the morning outbound over the Park Street bridge year 2040 cumulative condition
See exhibit K for excerpt from Caltrans.

Omissions:

Both Clement and Blanding Avenues as per the Appendix would have traffic demands 60 to 90% above their capacity on the eastbound roadways approaching Park Street during the AM peak hour for the cumulative condition. As a result, traffic would divert to other streets such as Buena Vista, but the intersection of Buena Vista and Park Street was omitted and analysis for diversion and induced new travel was omitted from the EIR. It is expected that the diverted traffic would add significant volumes to Park Street from Buena Vista or Lincoln to the bridge and likely result with the project impacting the speeds.

The EIR omits the speeds and travel time on the side streets such as Clement and Blanding Avenues. If included, there would be greater understanding of the delays for on and off island. Similarly, just considering, Webster Street

for speed and travel time surveys is misleading as most of the delay is on Constitution Way and other streets approaching the outbound Tube.

The Vehicles Miles Traveled (VMT) per capita was checked in the EIR but not the VMT increase due to the increase in population. Exhibit L provides the most recent forecasts for travel in Alameda as estimated by the Transportation Commission. This and the increased VMT on Alameda Streets should have been considered.

Areas in Oakland were omitted from the EIR for impact assessment such as Ford/29th intersection should have been included for impact assessment.

Missing Substantial Evidence and Public Record Requests ignored for missing substantial evidence

The missing field survey report for the Speed/travel time summary profile. (CPRA request on February 20th, 2018 and not responded to):

The substantial evidence supporting the cell phone data for March 2017 was missing from the EIR, only an overall summary speed profile was provided in the appendix. I asked for the evidence such as the field survey report in a public record request on February 20th, 2018, no response was received.
See public record request in Exhibit M.

No substantial evidence was provided how the Traffic Forecasts employed in the DEIR for air, noise and traffic were developed (CPRA request on February 6th, 2018 and not responded to) :

While reviewing the Transportation Section of the DEIR, I stumbled upon unusual findings and missing substantial evidence. For example, could not find the evidence upon which the cumulative traffic forecasts were based other than statement that the County Forecast Model had been used. What was alarming, the forecasts for the areas where the project would likely have an impact had been significantly reduced from that in the appendix and from previous EIRs. (see previous discussion in Errors and Omissions) .

Another unusual finding was the land use assumptions in the Appendix indicated a new development proposal for 1000 new residential units in the Crab Cove Traffic zone. Part of the proposed housing land use when in the incorrect location could result in significant traffic patterns. So that was another reason to review the forecast modeling technical reports and assumptions. I submitted a public record request on February 6th, 2018 for the evidence but City Hall did not respond to my public record request.
See Exhibit N for the public record request.

Traffic Count Data employed in the DEIR for the existing baseline impact assessment (CPRA request of February 6th, 2018, only partially responded to)

The existing baseline scenario upon which the intersection impacts were tested used traffic counts that had been collected during the construction of the 23rd, 29th, and I 880 interchange. I requested counts for periods before the construction to see if there was diversion away from Park street. This I did via a CPRA request on Feb 20th, 2018 but received only counts for during the construction. No evidence was provided if the counts employed in the existing baseline were representative of the true no-build condition (see errors and omissions for further discussion)
See Exhibit O.

Complete report of the Intersection Synchro Software analysis was missing from the Appendix (CPRA request of February 20th, 2018, not responded to)

The DEIR findings for the existing intersection delay baseline indicates no congestion nor unacceptable levels of service and with lower than expected delays[3]. I wanted to review the queueing results from the Synchro report, the complete report that is, and compare to conditions in the field. Unfortunately, the City did not respond to my public record request and there is no evidence if these findings correlate to that on the streets.
See Exhibit P.

Substantial Evidence to support the Speed impact analysis is missing from the EIR and what was recently provided does not correlate to that in the DEIR

The calculated speeds from the HCS 2010 software in the missing Appendix G-E was provided a few weeks ago via a CPRA request, but this is grossly incomplete and the data in this appendix do NOT correlate to that in the EIR.

[3] The findings in the DEIR are that none of the subject intersections experience unacceptable delay. The following four key intersections are reported as operating at LOS B, defined as having stable operations and minimal delay, calculated delays between 10 and 20 seconds: Constitution Way/ Atlantic Avenue, Challenger/Atlantic, Sherman/Atlantic/Buena Vista and Fernside/Tilden Way/Blanding. The remaining key study intersections would operate at LOS C, which is defined as stable and acceptable delays, with calculated delays between 20 and 35 seconds per vehicle in the AM peak hour for Webster and Atlantic, Blanding and Park,Clement and Park and High and Fernside. The city's acceptable threshold has been LOS D.

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2:32 PM
7/10/2018

Eugenie Thomson <eugenie@shasta-daisy.com> Jul 5 (5 days ago)
to Lara, bcc: Barbara, bcc: Nancy

The City's website is missing major portions of the Air quality section 4.2 of the environmental report and the Appendix in the Dropbox is missing much of the Air Quality Appendix B.

Only pages **4.2.1** to **4.2-27** of the Air Quality section has been provided in Part 1 on the website and the continuation is not in Part 2 nor Part 3 nor Part 4.

The table of contents does not indicate how many pages in each section but the list of figures and tables in the table of contents does indicate the Air quality section is at least up to **4.2-51**, the page identified for Table 4.2.12 in the Air quality section.

Pages 2-8, 2-9 and 2-10 of the DEIR provide the Air quality impacts. However I cannot find the evidence supporting these findings. Most likely these are in the missing pages.

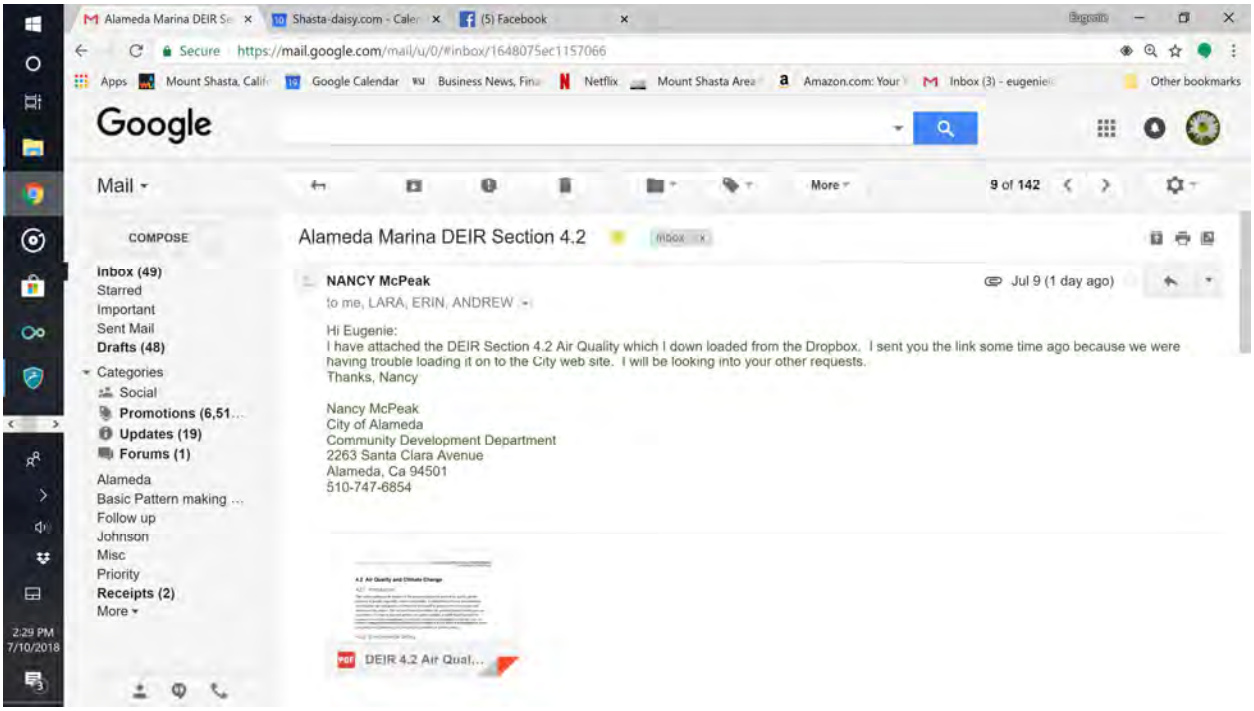
The DEIR and the technical appendices is also lacking the CO assessment which as per page 4.2-27 must be assessed.

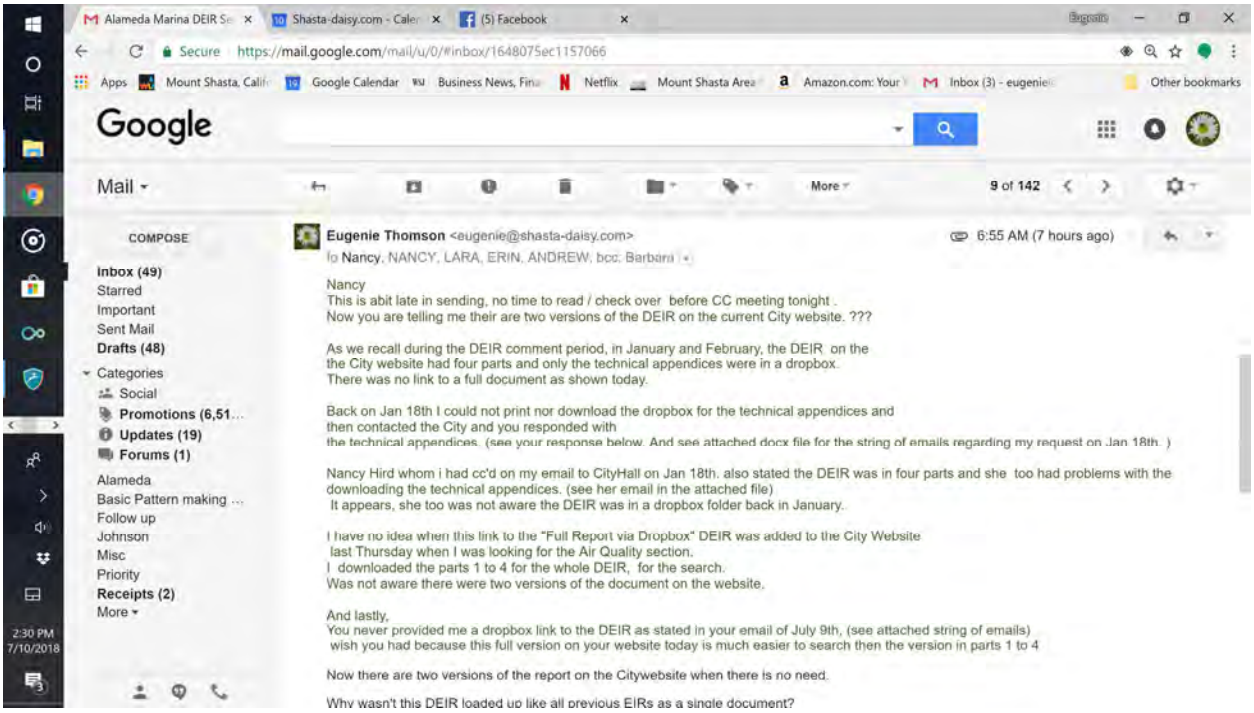
What is provided in the appendices is from page 71 to page 121 of technical output primarily addressing construction activityn air quality impacts. I cannot find the CO impact assessment nor cannot I find the AQ analysis to the convalescent home at the Park Street bridge due to the increase in traffic.

And the appendix B Air Quality is missing appendices B-1 to B-4, it starts with B-5??? Possibly B-1 to B-4 is where the data is???

I am therefore doing a California Public Record Request for the entire Air Quality section 4.2 of the DEIR and the complete appendix for the Air Quality section in the DEIR. All evidence supporting the findings for Air quality impacts.

Appreciate it if this be provided in electronic format .

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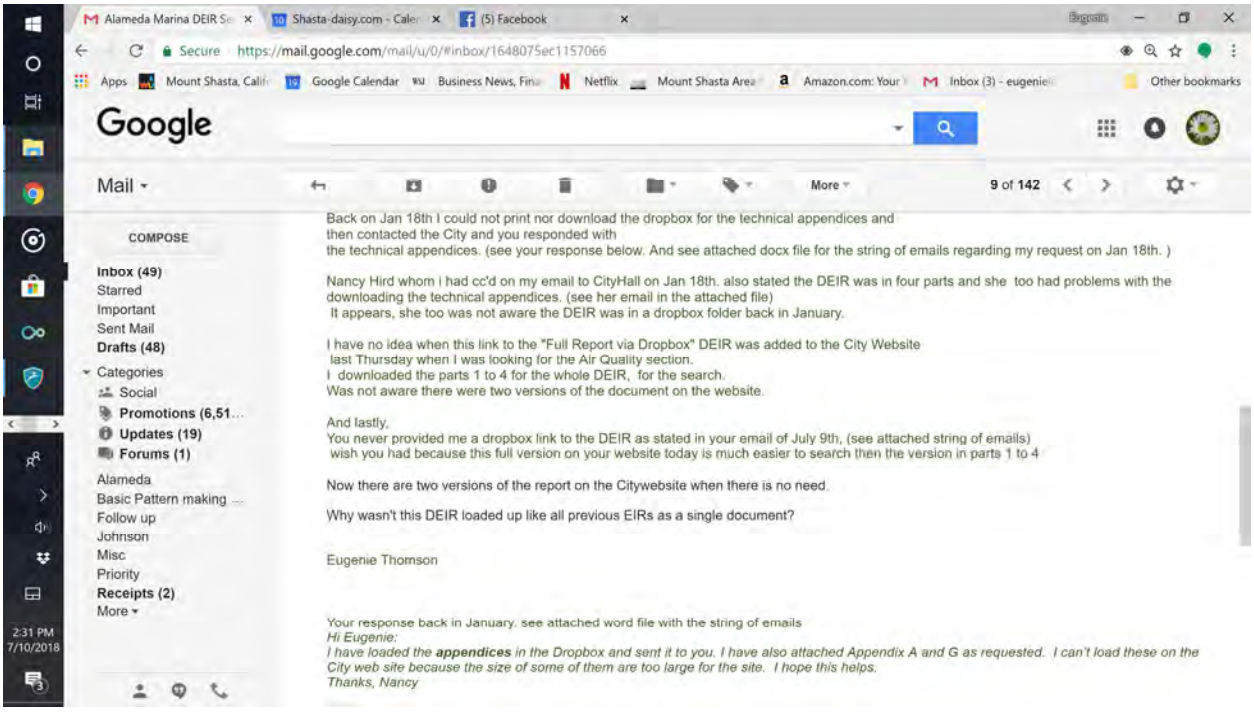
7/10/2018
Eugenie Thomson <eugenie@shasta-daisy.com>
6:55 AM (7 hours ago)
to Nancy, NANCY, LARA, ERIN, ANDREW; bcc: Barbara
Nancy
This is abit late in sending, no time to read / check over before CC meeting tonight .
Now you are telling me their are two versions of the DEIR on the current City website. ???
As we recall during the DEIR comment period, in January and February, the DEIR on the
the City website had four parts and only the technical appendices were in a dropbox.
There was no link to a full document as shown today.
Back on Jan 18th I could not print nor download the dropbox for the technical appendices and
then contacted the City and you responded with
the technical appendices. (see your response below. And see attached docx file for the string of emails regarding my request on Jan 18th.)
Nancy Hird whom i had cc'd on my email to CityHall on Jan 18th. also stated the DEIR was in four parts and she too had problems with the
downloading the technical appendices. (see her email in the attached file)
It appears, she too was not aware the DEIR was in a dropbox folder back in January.
I have no idea when this link to the "Full Report via Dropbox" DEIR was added to the City Website
last Thursday when I was looking for the Air Quality section.
I downloaded the parts 1 to 4 for the whole DEIR, for the search.
Was not aware there were two versions of the document on the website.
And lastly,
You never provided me a dropbox link to the DEIR as stated in your email of July 9th, (see attached string of emails)
wish you had because this full version on your website today is much easier to search then the version in parts 1 to 4
Now there are two versions of the report on the Citywebsite when there is no need.
Why wasn't this DEIR loaded up like all previous EIRs as a single document?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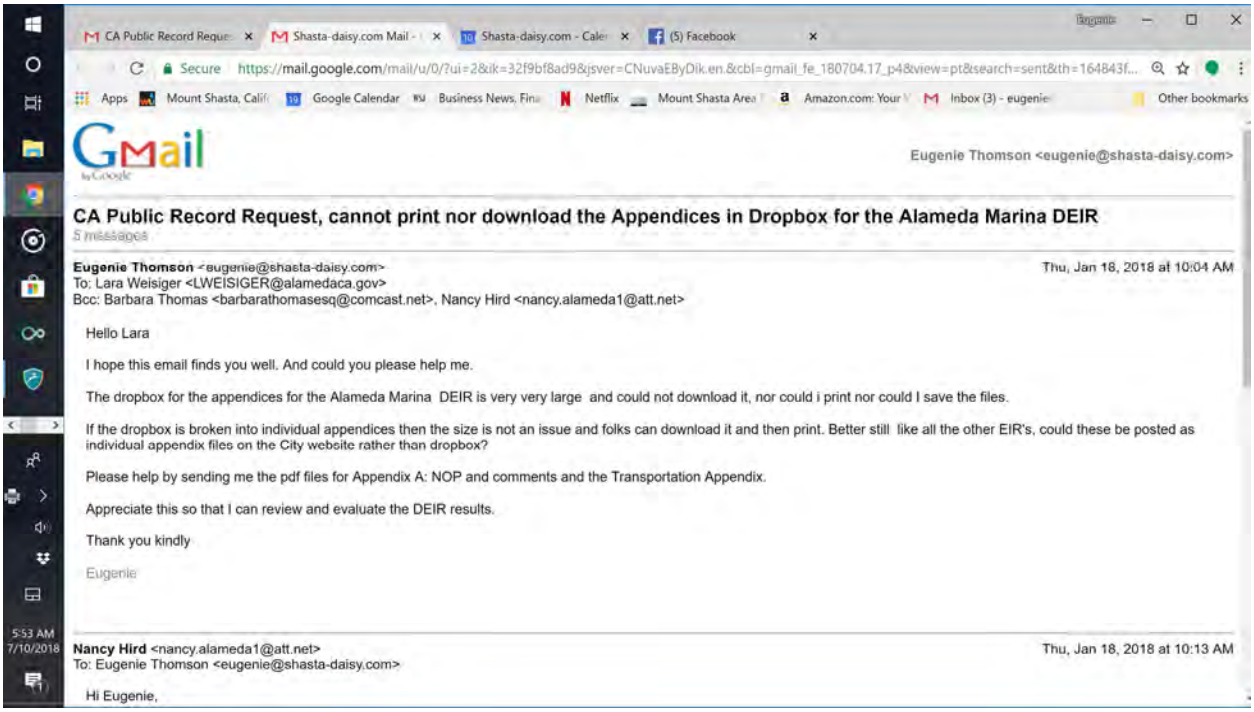
Now there are two versions of the report on the Citywebsite when there is no need.
Why wasn't this DEIR loaded up like all previous EIRs as a single document?
Eugenie Thomson
Your response back in January. see attached word file with the string of emails
Hi Eugenie:
I have loaded the appendices in the Dropbox and sent it to you. I have also attached Appendix A and G as requested. I can't load these on the
City web site because the size of some of them are too large for the site. I hope this helps.
Thanks, Nancy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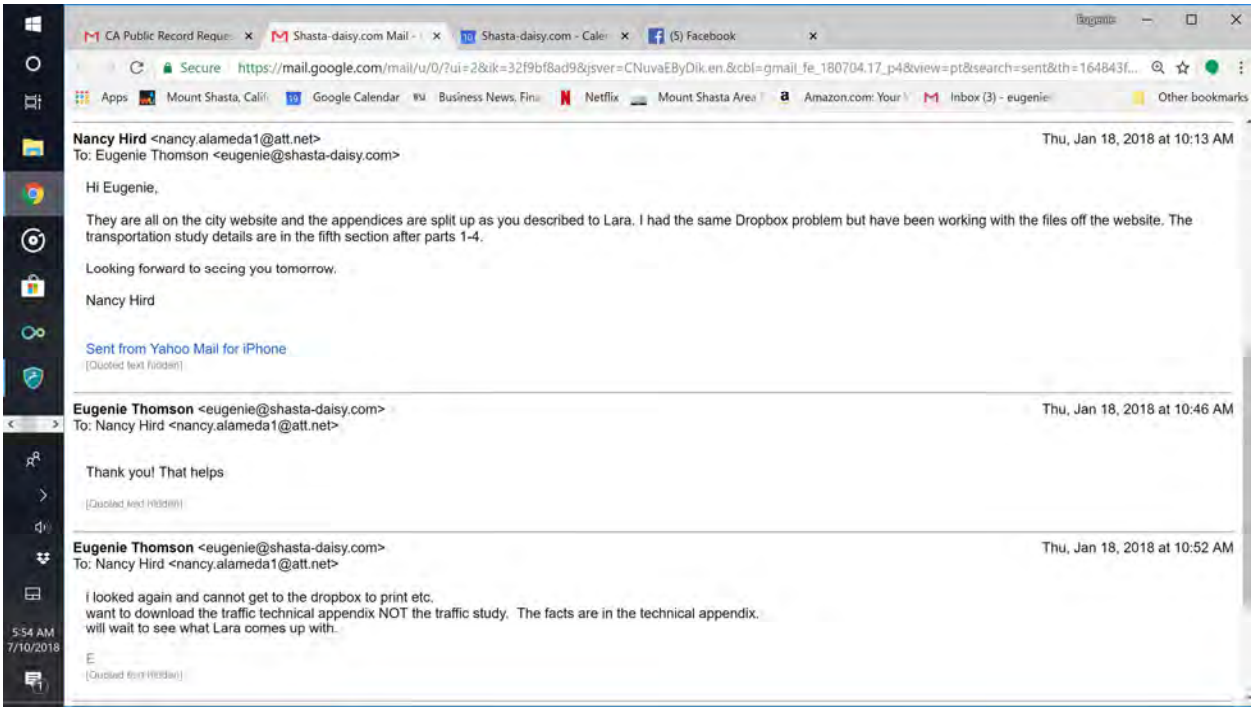
CA Public Record Request, cannot print nor download the Appendices in Dropbox for the Alameda Marina DEIR
5 messages
Eugenie Thomson <eugenie@shasta-daisy.com>
Thu, Jan 18, 2018 at 10:04 AM
To: Lara Weisiger <LWEISIGER@alamedaca.gov>
Bcc: Barbara Thomas <barbarathomasesq@comcast.net>, Nancy Hird <nancy.alameda1@att.net>
Hello Lara
I hope this email finds you well. And could you please help me.
The dropbox for the appendices for the Alameda Marina DEIR is very very large and could not download it, nor could i print nor could I save the files.
If the dropbox is broken into individual appendices then the size is not an issue and folks can download it and then print. Better still like all the other EIR's, could these be posted as individual appendix files on the City website rather than dropbox?
Please help by sending me the pdf files for Appendix A: NOP and comments and the Transportation Appendix.
Appreciate this so that I can review and evaluate the DEIR results.
Thank you kindly
Eugenie
Nancy Hird <nancy.alameda1@att.net>
Thu, Jan 18, 2018 at 10:13 AM
To: Eugenie Thomson <eugenie@shasta-daisy.com>
Hi Eugenie,
5:53 AM
7/10/2018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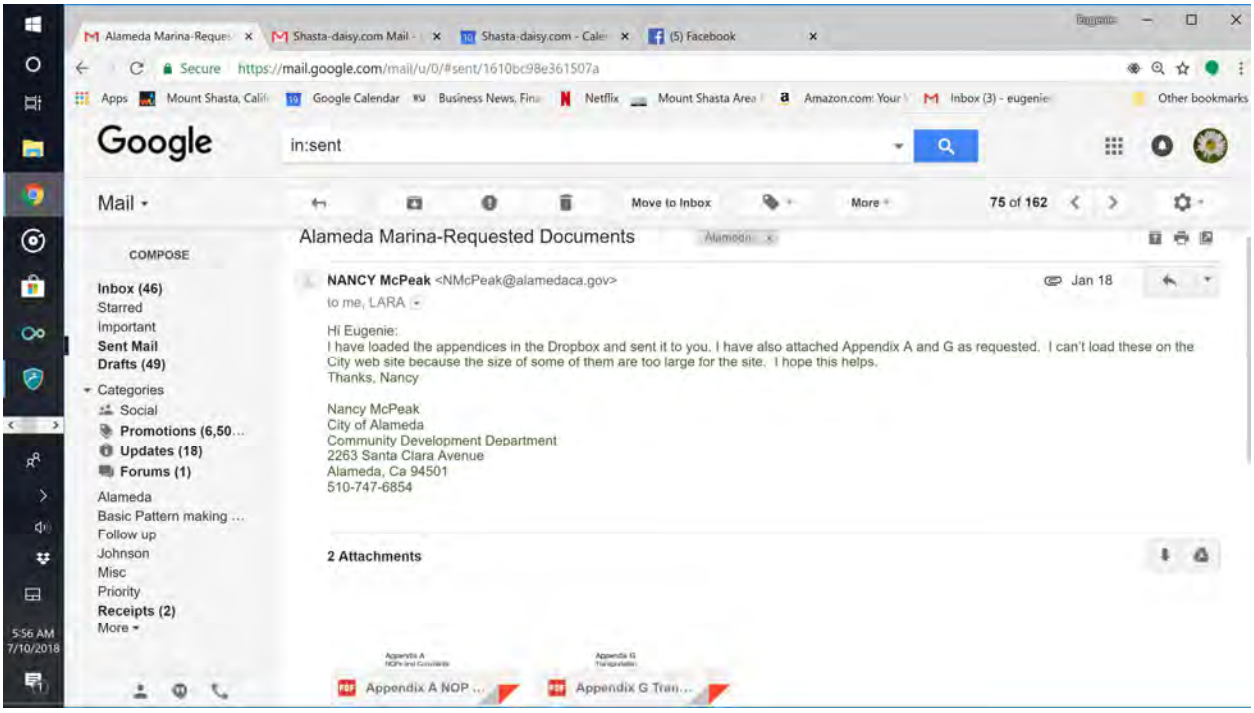
Other bookmarks
Nancy Hird <nancy.alameda1@att.net>
Thu, Jan 18, 2018 at 10:13 AM
To: Eugenie Thomson <eugenie@shasta-daisy.com>
Hi Eugenie,
They are all on the city website and the appendices are split up as you described to Lara. I had the same Dropbox problem but have been working with the files off the website. The transportation study details are in the fifth section after parts 1-4.
Looking forward to seeing you tomorrow.
Nancy Hird
Sent from Yahoo Mail for iPhone
[Quoted text hidden]
Eugenie Thomson <eugenie@shasta-daisy.com>
Thu, Jan 18, 2018 at 10:46 AM
To: Nancy Hird <nancy.alameda1@att.net>
Thank you! That helps
[Quoted text hidden]
Eugenie Thomson <eugenie@shasta-daisy.com>
Thu, Jan 18, 2018 at 10:52 AM
To: Nancy Hird <nancy.alameda1@att.net>
i looked again and cannot get to the dropbox to print etc.
want to download the traffic technical appendix NOT the traffic study. The facts are in the technical appendix.
will wait to see what Lara comes up with.
E
[Quoted text hidden]
5:54 AM
7/10/2018


Alameda Marina-Reques
Shasta-daisy.com Mail -
Shasta-daisy.com - Cale
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Apps Mount Shasta, Calif Google Calendar Business News, Fina Netflix Mount Shasta Area Amazon.com: Your Inbox (3) - eugenie Other bookmarks
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More
75 of 162
COMPOSE
Inbox (46)
Starred
Important
Sent Mail
Drafts (49)
Categories
Social
Promotions (6,50...
Updates (18)
Forums (1)
Alameda
Basic Pattern making ...
Follow up
Johnson
Misc
Priority
Receipts (2)
More
5:56 AM
7/10/2018
Alameda Marina-Requested Documents
NANCY McPeak <NMcPeak@alamedaca.gov>
Jan 18
to me, LARA
Hi Eugenie:
I have loaded the appendices in the Dropbox and sent it to you. I have also attached Appendix A and G as requested. I can't load these on the City web site because the size of some of them are too large for the site. I hope this helps.
Thanks, Nancy
Nancy McPeak
City of Alameda
Community Development Department
2263 Santa Clara Avenue
Alameda, Ca 94501
510-747-6854
2 Attachments
Appendix A NOP ...
Appendix G Tran...

Alameda CTC Roadway System Analysis Summary - 2020 PM

Link Location	Segment Limits		# Lanes	Model Volume	No Project Volume	Plus Project Volume	% Increase	V/C Ratio - No Project	V/C Ratio - With Project	No Project LOS	Plus Project LOS	Change from LOS E or better to LOS F	LOS F and Change in V/C >3%
Freeway Segments													
I-880 Southbound													
Between	I-980	Broadway	4	3,910	3,910	3,971	0%	0.49	0.50	B	B	No	-
Between	Oak Street	5th Street	5	7,063	7,063	7,124	0%	0.71	0.71	C	C	No	-
Between	5th Street	29th Avenue	4	7,084	7,084	7,145	0%	0.89	0.89	D	D	No	-
Between	29th Avenue	42nd Avenue	4	7,158	7,158	7,219	0%	0.89	0.90	D	D	No	-
I-880 Northbound													
Between	42nd Avenue	29th Avenue	4	6,492	6,492	6,577	0%	0.81	0.82	D	D	No	-
Between	29th Avenue	5th Street	4	5,597	5,597	5,682	0%	0.70	0.71	C	C	No	-
Between	5th Street	Oak Street	4	6,180	6,180	6,265	0%	0.77	0.78	D	D	No	-
Between	Broadway	I-980	4	4,304	4,304	4,389	0%	0.54	0.55	B	B	No	-
Webster Street/Posey Tunnels Southbound													
Between	Embarcadero	Marina Village Parkway	2	3,296	3,296	3,337	0%	0.82	0.83	D	D	No	-
Webster Street/Posey Tunnels Northbound													
Between	Marina Village Parkway	Embarcadero	2	2,616	2,616	2,635	0%	0.65	0.66	C	C	No	-
Arterials													
Webster Street Southbound													
Between	8th Street	7th Street	4	1,947	1,947	1,949	0%	0.61	0.61	C	C	No	-
Between	Willie Stargell Avenue	Atlantic Avenue	2	1,063	1,063	1,077	0%	0.66	0.67	C	C	No	-
Webster Street Northbound													
Between	Atlantic Avenue	Willie Stargell Avenue	2	497	497	503	0%	0.31	0.31	A	A	No	-
Harrison Street Northbound													
Between	7th Street	8th Street	2	1,425	1,425	1,427	0%	0.89	0.89	D	D	No	-
7th Street Eastbound													
Between	Franklin Street	Webster Street	2	354	354	361	0%	0.22	0.23	A	A	No	-
Between	Harrison Street	Jackson Street	2	1,502	1,502	1,509	0%	0.94	0.94	E	E	No	-
8th Street Westbound													
Between	Jackson Street	Harrison Street	2	1,045	1,045	1,052	0%	0.65	0.66	C	C	No	-
Between	Webster Street	Franklin Street	2	644	644	651	0%	0.40	0.41	B	B	No	-
Constitution Way Southbound													
Between	Marina Square Drive	Marina Village Parkway	2	1,543	1,543	1,570	0%	0.96	0.98	E	E	No	-
Between	Marina Village Parkway	Atlantic Avenue	2	1,228	1,228	1,255	0%	0.77	0.78	D	D	No	-
Constitution Way Northbound													
Between	Atlantic Avenue	Marina Village Parkway	2	1,006	1,006	1,019	0%	0.63	0.64	C	C	No	-
Between	Marina Village Parkway	Marina Square Drive	1	1,253	1,253	1,266	0%	1.57	1.58	F	F	-	No
Park Street Southbound													
Between	29th Avenue	Clement Avenue	2	2,002	2,002	2,138	0%	0.83	0.89	D	D	No	-
Between	Clement Avenue	Tilden Way	2	1,059	1,059	1,105	0%	0.66	0.69	C	C	No	-
Between	Tilden Way	Encinal Avenue	2	1,192	1,192	1,238	0%	0.74	0.77	C	D	No	-
Park Street Northbound													
Between	Encinal Avenue	Tilden Way	2	879	879	935	0%	0.55	0.58	B	B	No	-
Between	Tilden Way	Clement Avenue	2	685	685	741	0%	0.43	0.46	B	B	No	-
Between	Clement Avenue	29th Avenue	2	1,739	1,739	1,747	0%	0.72	0.73	C	C	No	-
Tilden Way Southbound													
Between	Fruitvale Avenue	Fernside Boulevard	2	1,425	1,425	1,460	0%	0.89	0.91	D	E	No	-
Between	Fernside Boulevard	Broadway	2	1,093	1,093	1,093	0%	0.68	0.68	C	C	No	-
Tilden Way Northbound													
Between	Broadway	Fernside Boulevard	2	860	860	860	0%	0.54	0.54	B	B	No	-
Between	Fernside Boulevard	Fruitvale Avenue	2	960	960	964	0%	0.60	0.60	C	C	No	-
Encinal Avenue (SR 61) Eastbound													
Between	Central Avenue	Grand Street	2	156	156	156	0%	0.10	0.10	A	A	No	-
Between	Grand Street	Park Street	2	237	237	237	0%	0.15	0.15	A	A	No	-
Encinal Avenue (SR 61) Westbound													
Between	Park Street	Grand Street	2	227	227	227	0%	0.14	0.14	A	A	No	
Between	Grand Street	Central Avenue	2	107	107	107	0%	0.07	0.07	A	A	No	
Fruitvale Avenue Southbound													
Between	San Leandro Street	8th Street	2	888	888	923	0%	0.55	0.58	B	B	No	
Between	8th Street	Alameda Avenue	1	1,057	1,057	1,092	0%	1.32	1.36	F	F	-	
Fruitvale Avenue Northbound													
Between	Alameda Avenue	8th Street	1	476	476	480	0%	0.59	0.60	C	C	No	
Between	8th Street	San Leandro Street	2	698	698	702	0%	0.44	0.44	B	B	No	
23rd Avenue Southbound													
Between	12th Street	7th Street	2	518	518	545	0%	0.32	0.34	A	A	No	
Between	7th Street	Park Street	2	920	920	947	0%	0.57	0.59	B	C	No	
23rd Avenue Northbound													
Between	Park Street	7th Street	2	939	939	942	0%	0.59	0.59	C	C	No	
Between	7th Street	12th Street	2	634	634	637	0%	0.40	0.40	B	B	No	
29th Avenue Southbound													
Between	7th Street	23rd Avenue	2	1,161	1,161	1,188	0%	0.73	0.74	C	C	No	
Between	23rd Avenue	Clement Avenue	2	2,002	2,002	2,029	0%	1.25	1.27	F	F	-	
29th Avenue Northbound													
Between	Clement Avenue	23rd Avenue	2	1,739	1,739	1,742	0%	1.09	1.09	F	F	-	
Between	23rd Avenue	7th Street	2	878	878	881	0%	0.55	0.55	B	B	No	

Fehr & Peers, 2017.

2020 PM

C = capacity

arterial capacity = 800 vph per lane

pg 4.12-41 (see first paragraph)

INCORRECT MATH

2138 / 1600 = 1.34

INCORRECT MATH

2002 / 1600 = V/C = 1.25

Yes

IMPACT

Source: Appendix G-I CMP Analysis

EXHIBIT B pg 4

2040 PM

C = 1600 vph

as per page 4.12-41 DEIR (see page 4 of this exhibit)

Alameda CTC Roadway System Analysis Summary - 2040 PM

Link Location	Segment Limits		# Lanes	Model Volume	No Project Volume	With Project Volume	% Increase	V/C Ratio - No Project	V/C Ratio - With Project	No Project LOS	With Project LOS	Change from LOS E or better to LOS F	LOS F and Change in V/C >3%
Freeway Segments													
I-880 Southbound													
Between	I-980	Broadway	4	4,111	4,111	4,172	0%	0.51	0.52	B	B	No	-
Between	Oak Street	5th Street	5	7,360	7,360	7,421	0%	0.74	0.74	C	C	No	-
Between	5th Street	29th Avenue	4	7,253	7,253	7,314	0%	0.91	0.91	E	E	No	-
Between	29th Avenue	42nd Avenue	4	7,391	7,391	7,452	0%	0.92	0.93	E	E	No	-
I-880 Northbound													
Between	42nd Avenue	29th Avenue	4	6,498	6,498	6,583	0%	0.81	0.82	D	D	No	-
Between	29th Avenue	5th Street	4	5,885	5,885	5,970	0%	0.74	0.75	C	C	No	-
Between	5th Street	Oak Street	4	6,516	6,516	6,601	0%	0.81	0.83	D	D	No	-
Between	Broadway	I-980	4	4,613	4,613	4,698	0%	0.58	0.59	B	C	No	-
Webster Street/Posey Tunnels Southbound													
Between	Embarcadero	Marina Village Parkway	2	3,526	3,526	3,567	0%	0.88	0.89	D	D	No	-
Webster Street/Posey Tunnels Northbound													
Between	Marina Village Parkway	Embarcadero	2	2,775	2,775	2,794	0%	0.69	0.70	C	C	No	-
Arterials													
Webster Street Southbound													
Between	8th Street	7th Street	2	2,047	2,047	2,049	0%	1.28	1.28	F	F	-	No
Between	Willie Stargell Avenue	Atlantic Avenue	2	1,041	1,041	1,055	0%	0.65	0.66	C	C	No	-
Webster Street Northbound													
Between	Atlantic Avenue	Willie Stargell Avenue	2	381	381	387	0%	0.24	0.24	A	A	No	-
Harrison Street Northbound													
Between	7th Street	8th Street	2	1,672	1,672	1,674	0%	1.05	1.05	F	F	-	No
7th Street Eastbound													
Between	Franklin Street	Webster Street	2	457	457	464	0%	0.29	0.29	A	A	No	-
Between	Harrison Street	Jackson Street	2	1,482	1,482	1,489	0%	0.93	0.93	E	E	No	-
8th Street Westbound													
Between	Jackson Street	Harrison Street	2	1,306	1,306	1,313	0%	0.82	0.82	D	D	No	-
Between	Webster Street	Franklin Street	2	935	935	942	0%	0.58	0.59	B	C	No	-
Constitution Way Southbound													
Between	Marina Square Drive	Marina Village Parkway	2	1,552	1,552	1,579	0%	0.97	0.99	E	E	No	-
Between	Marina Village Parkway	Atlantic Avenue	2	1,313	1,313	1,340	0%	0.82	0.84	D	D	No	-
Constitution Way Northbound													
Between	Atlantic Avenue	Marina Village Parkway	2	1,062	1,062	1,075	0%	0.66	0.67	C	C	No	-
Between	Marina Village Parkway	Marina Square Drive	2	1,415	1,415	1,428	0%	0.88	0.89	D	D	No	-
Park Street Southbound													
Between	29th Avenue	Clement Avenue	2	2,174	2,174	2,310	6%	0.91	0.96	E	E	No	-
Between	Clement Avenue	Tilden Way	2	976	976	1,022	0%	0.61	0.64	C	C	No	-
Between	Tilden Way	Encinal Avenue	2	1,277	1,277	1,323	0%	0.80	0.83	D	D	No	-
Park Street Northbound													
Between	Encinal Avenue	Tilden Way	2	964	964	1,020	0%	0.60	0.64	C	C	No	-
Between	Tilden Way	Clement Avenue	2	746	746	802	0%	0.47	0.50	B	B	No	-
Between	Clement Avenue	29th Avenue	2	2,062	2,062	2,070	0%	0.86	0.86	D	D	No	-
Tilden Way Southbound													
Between	Fruitvale Avenue	Fernside Boulevard	2	1,800	1,800	1,835	0%	1.12	1.15	F	F	-	No
Between	Fernside Boulevard	Broadway	2	1,306	1,306	1,306	0%	0.82	0.82	D	D	No	-
Tilden Way Northbound													
Between	Broadway	Fernside Boulevard	2	828	828	828	0%	0.52	0.52	B	B	No	-
Between	Fernside Boulevard	Fruitvale Avenue	2	1,245	1,245	1,249	0%	0.78	0.78	D	D	No	-
Encinal Avenue (SR 61) Eastbound													
Between	Central Avenue	Grand Street	2	133	133	133	0%	0.08	0.08	A	A	No	-
Between	Grand Street	Park Street	2	238	238	238	0%	0.15	0.15	A	A	No	-
Encinal Avenue (SR 61) Westbound													
Between	Park Street	Grand Street	2	261	261	261	0%	0.16	0.16	A	A	No	-
Between	Grand Street	Central Avenue	2	119	119	119	0%	0.07	0.07	A	A	No	-
Fruitvale Avenue Southbound													
Between	San Leandro Street	8th Street	2	1,121	1,121	1,156	0%	0.70	0.72	C	C	No	-
Between	8th Street	Alameda Avenue	2	1,100	1,100	1,135	0%	0.69	0.71	C	C	No	-
Fruitvale Avenue Northbound													
Between	Alameda Avenue	8th Street	2	574	574	578	0%	0.36	0.36	B	B	No	-
Between	8th Street	San Leandro Street	2	887	887	891	0%	0.55	0.56	B	B	No	-
23rd Avenue Southbound													
Between	12th Street	7th Street	2	820	820	847	0%	0.51	0.53	B	B	No	-
Between	7th Street	Park Street	2	1,395	1,395	1,422	0%	0.87	0.89	D	D	No	-
23rd Avenue Northbound													
Between	Park Street	7th Street	2	1,137	1,137	1,140	0%	0.71	0.71	C	C	No	-
Between	7th Street	12th Street	2	761	761	764	0%	0.48	0.48	B	B	No	-
29th Avenue Southbound													
Between	7th Street	23rd Avenue	2	866	866	913	0%	0.55	0.57	B	B	No	-
Between	23rd Avenue	Clement Avenue	2	2,174	2,174	2,201	0%	1.36	1.38	F	F	-	No
29th Avenue Northbound													
Between	Clement Avenue	23rd Avenue	2	2,062	2,062	2,065	0%	1.29	1.29	F	F	-	No
Between	23rd Avenue	7th Street	2	1,032	1,032	1,035	0%	0.64	0.65	C	C	No	-

Fehr & Peers, 2017.

INCORRECT MATH

$\frac{v}{c} = \frac{2174}{1600} = 1.36$

INCORRECT MATH

$\frac{v}{c} = \frac{2310}{1600} = 1.44$

Source: Appendix G-I CMP Analysis

EXHIBIT B 2 of 4

Although the proposed project would increase vehicle and bicycle traffic in the project vicinity, it is not expected to significantly affect or modify any existing or future bicycle facilities. Based on the City's significance criteria, the proposed project would not cause a significant impact on bicycle travel in the area.

Mitigation: None required.

INCORRECT

Impact TRA-7: The proposed project would not cause congestion of regional significance on a roadway segment on the Congestion Management Program (CMP) and/or the Metropolitan Transportation System (MTS) evaluated per the requirements of the Land Use Analysis Program of the CMP. (*Less than Significant*)

The threshold for determining the level of impact for the proposed project is:

- For a roadway segment of the Congestion Management Program (CMP) Network, would the project cause (a) the LOS to degrade from LOS E or better to LOS F or (b) the V/C ratio to increase 0.03 or more for a roadway segment that would operate at LOS F without the project?

The Alameda County CMP requires the assessment of development-driven impacts to regional roadways. Since the project would generate more than 100 "net new" PM peak-hour trips, Alameda CTC requires the use of the Countywide Travel Demand Model to assess the impacts on the regional roadways near the project site. The CMP and MTS roadways in the project vicinity identified in the NOP comments by Alameda CTC (April 20, 2017 letter) include the following:

- Freeway: I-880
- Arterials in Alameda: SR 260 (Webster and Posey Tubes), Webster Street, Constitution Way, Park Street, Tilden Way, and Encinal Avenue (SR 61)
- Arterials in Oakland: Webster, Harrison, 7th, and 8th Streets, Fruitvale, 23rd, and 29th Avenues.

The Alameda CTC Model used in this study is a regional travel demand model that uses socio-economic data and roadway and transit network assumptions to forecast traffic volumes and transit ridership using a four-step modeling process that includes trip generation, trip distribution, mode split, and trip assignment. This process accounts for changes in travel patterns due to future growth and balances trip productions and attractions. This version of the Alameda CTC Model is based on ABAG *Projections 2013* land uses for 2020 and 2040.

For the purposes of this CMP and MTS Analysis, the project is assumed to not be included in the Alameda CTC Model to present a more conservative analysis. The traffic forecasts for the 2020 and 2040 scenarios were extracted for the CMP and MTS highway roadway segments from that model and used as the "No Project" forecasts. Vehicle trips generated by the project were added to the "No Project" forecasts to estimate the "Plus Project" forecasts.

! SIGNIFICANT FOR BOTH 2020 & 2040 CHECKS

SEE MATH ERROR IN APPENDIX

The CMP and MTS segments were assessed using a V/C ratio methodology. For freeway segments, a per-lane capacity of 2,000 vehicles per hour (vph) was used. For surface streets, a per-lane capacity of 800 vph was used. Roadway segments with a V/C ratio greater than 1.00 signify LOS F.

The "Plus Project" results were compared to the baseline results for the 2020 and 2040 horizon years. **Appendix G.I** provides the 2020 and 2040 peak hour volumes, V/C ratios, and the corresponding LOS for both the without and with project conditions.

The project would contribute to 2020 and 2040 increases in traffic congestion on CMP MTS roadways. However, the project would not cause a roadway segment on the CMP MTS to degrade from LOS E or better to LOS F. The project also would not increase the V/C ratio by more than three percent for roadway segments that would operate at LOS F without the project. Therefore, the project would not have a significant impact on CMP roadways.

Based on the application of the CMP thresholds to the MTS roadway segments, the project would not cause congestion of regional significance on the MTS roadway segments.

Mitigation: None required.

INCORRECT

Impact TRA-8: The proposed project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). (*Less than Significant*)

The proposed project would remove the existing driveway on Clement Avenue opposite Chestnut Street but would retain the remaining existing site driveways and provide a new driveway on Clement Avenue opposite Lafayette Street for a total of five driveways. The three western driveways would connect to the commercial core surface parking lots, marina, and the parking garages for the multi-family buildings. The two eastern driveways would access the multi-family townhomes and smaller apartment buildings. In total, the proposed project would provide 1,530 parking spaces (300 commercial, 1,230 residential) and 60 dry boat storage spaces.

Based on a review of the project site plan dated May 31, 2017, all project driveways on Clement Avenue would provide adequate sight distance between vehicles entering and exiting the driveways and pedestrians on the adjacent sidewalk and vehicles along Clement Avenue. All internal project drive aisles and driveways would also provide adequate sight distance between vehicles and pedestrians.

The internal project driveways, drive aisles, and parking aisles would accommodate access and circulation for automobiles and trucks.

The five project driveways would connect to sidewalks along Clement Avenue. Therefore, it is recommended that all project driveways provide a marked crosswalk to indicate the pedestrian right of way along Clement Avenue. Internal to the site, the existing Schiller Street driveway

Comparison of Traffic Data at the intersection of Blanding Avenue and Park Street from major EIR documents

I 880 and 23rd/29th Environmental Document 2010 by Alameda Congestion Management Agency

	Existing AM (2008)				Yr 2035 Cumulative No Build AM				Yr 2035 Cumulative with Project AM				Change from Existing	
	LT	Thru	RT	Total	LT	Thru	RT	Total	LT	Thru	RT	Total	vph	%
EB	295	20	3	318	460	25	47	532	460	25	47	532	214	
WB	9	56	432	497	14	62	450	526	14	62	450	526	29	
NB	0	1266	10	1276	0	1664	15	1679	0	1664	15	1679	403	
SB	1	738	167	906	1	1228	357	1586	1	1268	357	1626	720	
	Total into Intersection			2997	Total into Intersection			4323	Total into Intersection			4363		
	Average Int. Delay			Over 80 sec	Average Int. Delay			Over 80 sec	Average Int. Delay			Over 80 sec		
	Level of service			F	Level of service			F	Level of service			F		

Alameda Point EIR

	Existing AM				Yr 2035 Cumulative No Build AM				Yr 2035 Cumulative with Project AM				Change from Existing		Alameda Point Project's Contribution (-Cum. Proj.- Cum. No Build)	
	LT	Thru	RT	Total	LT	Thru	RT	Total	LT	Thru	RT	Total	vph	%	vph	%
EB	196	15	4	215	198	40	4	242	202	34	4	240	25	11.6%	-2	-0.8%
WB	12	64	375	451	187	138	187	512	190	147	190	527	76	16.9%	15	2.9%
NB	0	1366	11	1377	0	1766	127	1893	0	1755	124	1879	502	36.5%	-14	-0.7%
SB		662	202	864	0	1614	282	1896	0	1705	472	2177	1313	152.0%	281	14.8%
	Total into Intersection			2907	Total into Intersection			4543	Total into Intersection			4823	1916	65.9%	280	6.2%
1937	Average Int. Delay			65.5	Average Int. Delay			Above 120	Average Int. Delay			Above 120				
	Level of service			E	Level of service			F	Level of service			F				

Alameda Point Project

	exist	2907	Project contribution
no build inc from		1636	to increase from
	proj contri	280	14.6%
Subtotal (	incr from ex	1916	vph
	total	4823	

Del Monte Negative Declaration

	Existing AM				Yr 2035 Cumulative No Build AM				Yr 2035 Cumulative with Project AM				Change from Existing		Del Monte proj Contribution (=Cum. Proj. - Cum. No Build)	
	LT	Thru	RT	Total	LT	Thru	RT	Total	LT	Thru	RT	Total	vph	%	vph	%
EB	198	15	4	217	202	34	4	240	202	34	4	240	23	9.6%	0	0.0%
WB	12	84	375	471	125	147	190	462	125	147	190	462	-9	-1.9%	0	0.0%
NB	2	1366	11	1379	33	1742	124	1899	33	1755	124	1912	533	27.9%	13	0.7%
SB	0	662	202	864	23	1701	472	2196	23	1705	472	2200	1336	60.7%	4	0.2%
	Total into Intersection			2931	Total into Intersection			4797	Total into Intersection			4814	1883	39.1%	17	0.4%
	Average Control Delay			24.6	Average Control Delay			Above 80	Average Control Delay			Above 80				
	Level of service			C	Level of service			F	Level of service			F				

Del Monte Project

	exist	2931	
no build inc from		1866	
	proj contri	17	0.9%
Subtotal (	incr from ex	1883	
	total	4814	

Encinal Terminals EIR (February 2017)

	Existing AM				Yr 2040 Cumulative No Build AM				Yr 2040 Cumulative with Project AM				Change from Existing		Encinal Terminal	
	LT	Thru	RT	Total	LT	Thru	RT	Total	LT	Thru	RT	Total	vph	%		%
EB	310	14	2	326	316	34	4	354	316	34	4	354	28	8.6%	0	0.0%
WB	9	57	439	505	125	147	254	526	125	147	254	526	21	4.2%	0	0.0%
NB	0	1484	3	1487	33	1870	124	2027	33	1860	124	2017	530	35.6%	-10	-0.5%
SB	0	589	188	777	23	1701	472	2196	23	1701	472	2196	1419	182.6%	0	0.0%
	Total into Intersection			3095	Total into Intersection			5103	Total into Intersection			5093	1998	64.6%	-10	-0.2%
	Average Control Delay			56.7	Average Control Delay			349.2	Average Control Delay			above 80	349.1 seconds of delay in appendix			
	Level of service			E	Level of service			F	Level of service			F				

Encinal Terminal

	exist	3095	
no build inc from		2008	
	proj contri	-10	-0.5%
Subtotal (	incr from existing)	1998	
	total	5093	

1223 0.240134

Alameda Marina EIR

	Existing AM				Yr 2040 Cumulative No Build AM				Yr 2040 Cumulative with Project AM				Change from Existing		Alameda Marina Proj. Contribution (Cum. Proj.-	
	LT	Thru	RT	Total	LT	Thru	RT	Total	LT	Thru	RT	Total	vph	%	vph	%
EB	253	11	4	268	540	30	10	580	660	90	10	760	492	183.6%	180	31.0%
WB	14	50	365	429	20	50	370	440	20	54	370	444	15	3.5%	4	0.9%
NB	0	1340	8	1348	0	1670	10	1680	0	1700	10	1710	362	26.9%	30	1.8%
SB	0	586	196	782	0	900	270	1170	0	911	275	1186	404	51.7%	16	1.4%
	Total into Intersection			2827	Total into Intersection			3870	Total into Intersection			4100	1273	45.0%	230	5.9%
	Average Int. Control Delay			32.8	Average Int. Control Delay			122.6	Average Int. Control Delay			157.1	the forecasts are much lower than other DEIR's, even though same land use assumptions, this could be due inconsistent forecast methodology.			
	Level of service			C	Level of service			F	Level of service			F				

Approved by Citywide Land Use Forecasts:

Alameda Marina

	exist	2827	
no build inc from		1043	
	proj contribution	230	18.1%
Subtotal (	incr from existing)	1273	
	total	4100	

EXHIBIT 3 1 of 3

VOLUMES HIGHER FOR EXISTING COUNTS + LOS "E" (IN ENCINAL TERMINAL EIR, BEFORE CONSTR.

"E" 56.7sec delay in ENC. TERMINAL EIR

TABLE 4.12-4
EXISTING INTERSECTION LEVEL OF SERVICE

	Study Intersection Name	Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay[1]	LOS	Delay[1]	LOS
1	Webster Street/Atlantic Avenue	Signal	35	C	40	D
2	Constitution Way/Atlantic Avenue	Signal	18	B	19	B
3	Challenger Drive/Atlantic Avenue	Signal	15	B	20	B
4	Atlantic Avenue/Buena Vista Avenue	Signal	15	B	19	B
5	Grand Street/Buena Vista Avenue	Signal	16	B	15	B
6	Grand Street/Clement Avenue	SSSC	4 (11)	A (B)	8 (15)	A (B)
7	Park Street/Blanding Avenue[2]	Signal	33	C	53	D
8	Park Street/Clement Avenue	Signal	35	C	29	C
9	Park Street/Tilden Way-Lincoln Avenue	Signal	14	B	15	B
10	Tilden Way-Fruitvale Avenue/Blanding Avenue-Fernside Boulevard	Signal	11	B	13	B
11	High Street-Gibbons Drive/Fernside Bouelvard[2]	Signal	35	C	22	C

NOTES:
1 The LOS/Delay for Side-Street Stop-Control (SSSC) intersections represents the worst approach; for Signalized intersections, the LOS/Delay represents the overall intersection.
2 Based on HCM 2000, since HCM 2010 does not calculate LOS for this intersection.

Bold indicates locations with unacceptable level of service (LOS E or worse).

SOURCE: Fehr & Peers, 2017.

speed along both directions of both corridors is primarily due to the congestion along I-880, which affects traffic leaving and coming into Alameda. In addition, travel times along the Park Street corridor may be affected by the ongoing construction on the I-880/23rd Avenue and 29th Avenue Interchange.

Pedestrian, Bicycle, and Transit Travel Conditions

Pedestrian Travel

Alameda is a very walkable city with flat topography, a mild climate, compact development patterns, varied architecture, moderate block sizes, sidewalks, and street trees. Sidewalks are provided along both sides of most residential streets. Though sidewalks typically were not provided in former industrial areas, new developments in these areas have included sidewalks in their construction.

Clement Avenue provides narrow sidewalks on both sides of the street adjacent to the project site. There are no stop signs, or marked crosswalks along Clement Avenue.

Pedestrian access between Downtown Oakland and the west side of the island is provided by a narrow, raised walkway in the Posey Tube that is shared with bicycle traffic. Pedestrians can also take AC Transit buses across the estuary via the Webster or Posey Tubes. The sidewalks across

legally-binding instruments. Mitigation measures are not required for effects that are found to be less than significant (CEQA *Guidelines* Section 15126.4[a]).

4.0.2 Project Baseline

The environmental baseline identifies the existing physical conditions on, around, and affecting the project site. The baseline is established to provide a point of comparison between pre-project conditions (the baseline) and post-project conditions to determine whether the change to the existing environment caused by the project is significant under CEQA. While stable regarding its point in time, the baseline condition is tailored to each environmental topic area and is established by the significance criteria (discussed below). For most topics or resource areas (such as hazards and hazardous materials; utilities and service systems; noise environment; and other aspects of the physical environment), the baseline is the same as the "environmental setting," *i.e.*, the physical environmental conditions in the vicinity of the project as they existed in the summer of 2017[1] when the City published the revised NOP for the project (CEQA *Guidelines* Sections 15125(a), 15126.2(a)). For traffic, potential project impacts are evaluated in the context of scenarios referred to as "Existing Conditions" (existing conditions with volumes obtained from recent traffic counts and the existing roadway system), as well as future "Cumulative (2040) No Project Conditions" (future conditions with planned population and employment growth, and planned transportation system improvements, for the year 2040. Traffic volume forecasts were developed using the Alameda Countywide Travel Demand Model).

4.0.3 Environmental Impacts

This EIR addresses impacts of the project on the existing environment pursuant to CEQA. Potential effects of the environment on a project may not be legally required to be analyzed or mitigated under CEQA, although the CEQA *Guidelines* include certain significance criteria that pertain to the effect of the environment on a project. A growing number of court cases have supported the position that CEQA is solely, or largely, concerned with the effects of a project on the environment and not the effects of the environment on a project; that latter may include thresholds related to air quality (e.g., locating a new residential project near an existing source of air pollution), geology (e.g., locating a new structure in a seismic hazard zone), and noise (e.g., locating a new residential project on a loud street).

Most recently, the California Supreme Court's *CBIA v. BAAQMD* decision[2] indicated that the impact of existing environmental conditions on a project's future users or residents are generally

1 The City issued an NOP for the project on October 30, 2016, and a revised NOP on July 10, 2017.

2 *California Building Industry Association v. Bay Area Air Quality Management District*, S213478. (A135335, A136212; 218 Cal.App.4th 1171; Alameda County Superior Court; RG10548693. Filed December 17, 2015.) In the decision, the Court held that "agencies subject to CEQA generally are not required to analyze the impact of existing environmental conditions on a project's future users or residents. But when a proposed project risks exacerbating those environmental hazards or conditions that already exist, an agency must analyze the potential impact of such hazards on future residents or users. In those specific instances, it is the project's impact on the environment – and not the environment's impact on the project – that compels an evaluation of how future residents or users could be affected by exacerbated conditions."

OBTAINED DURING CONSTRUCTION OF 23/29/I 880 INTERCHANGE

COUNTS ~10% HIGHER THAN EXIST. COUNTS IN ENCINAL TERMINAL EIR (NO CONSTRUCTION)

LARA WEISIGER

From: ANDREW THOMAS
Sent: Tuesday, July 10, 2018 1:43 PM
To: Ammonitee; Trish Spencer; NANCY McPeak; Malia Vella; Frank Matarrese; Marilyn Ezzy Ashcraft; Jim Oddie; Janet Kern; info@sawwaction.org; Liz Warmerdam; LARA WEISIGER; Jennifer Ott
Subject: RE: Vote NO to Bay West proposal for Alameda Marina

Dear Ms. Adelstein,

Thank you for your email regarding Alameda Marina. I hope the following information about the recommended Alameda Marina Master Plan is helpful to you.

Boatyards. The Planning Board and City staff, which are both recommending approval of the Master Plan, agree with you 100%: We need a boatyard and it needs to be the right size to be viable for the long term.

The Master Plan requires that facilities be made available for a boatyard at Alameda Marina and that the City of Alameda and the property owner (bay west) work together to issue a Request for Qualifications (RFQ) to solicit a qualified operator for the future boatyard. This RFQ must be issued prior to any infrastructure or site preparation work being done at Alameda Marina to develop the property so that the future operator can participate in the design of the boatyard at Alameda Marina. That participation and input will include advise from the future operator on the necessary size for the boatyard facility and the range of facilities necessary to run a profitable boatyard.

At the hearing tonight, staff is going to be recommending that the City Council add a requirement that the City staff and Bay West jointly report to the City council and public at each stage of the RFQ process, so that everyone will be able to track and participate in the process of soliciting a future boatyard operator.

Dry Boat Storage. You are right, dry boat storage is very important. There are currently about 49 registered and insured sailboats utilizing Dry Boat storage at Alameda Marina, and the current dry boat storage is not secure. The Master Plan provides space for up to 60 dry docked sailboats in a secure, fenced area. You are absolutely right about the dredging necessary. It is necessary, and it is part of the plan and will occur as part of the reconstruction of the seawalls in that area.

In addition to the 60 “on land” dry boat storage areas, the Master Plan also provides for additional “in-slip dry dock” facilities for boaters. The “in-slip dry dock” allows dry boat sailors to keep their sail boats high and dry in an “in water” slip and would allow the number of dry boat sailors to increase from 60 to 120 or more, if there is that much future demand for dry boat storage. The beauty of the “in-slip” dry dock, is the sailor does not need to wait in line to use the lift on race days. He or she just walks down the dock to their boat and releases it from the “in slip dry dock” and into the water. No waiting. (If you are interested, there is a picture of the “in-slip dry dock” facility on page 35 of the Master Plan.)

At the hearing tonight, staff is going to be recommending that the City Council add a clarification to the plan that the Dry Boat Storage area is equipped with at least two “mules” to facilitate movement of boats.

Marina Parking. Once again, we are in agreement on the importance of marina parking. The Master Plan provides for 348 parking spaces to be used by marina users, park visitors, and commercial uses at the Alameda Marina. The 348 spaces are to be shared by these marina commercial and recreational users and reserved for these users. The residents of the adjacent residential buildings are to be prohibited from using these 348 spaces.

Based upon recent conversations with interested parties, staff is recommending tonight that that City Council further clarify these requirements by adding a requirement for Planning Board approval of a "Parking Management Plan" that shall include a management, striping, and permit program to ensure: 1) adequate signed spaces for short term open space users, 2) adequate spaces for permanent live-aboard users, 3) recreational boaters with leased slips or dry boat storage, 4) drop off areas for marina slip tenants, and 5) commercial tenants and visitors. The program shall include a permit system or other management strategy to ensure that the 348 commercial shared spaces are not used by residents of the project and that all residential parking is confined to the residential buildings.

Communication: The last two years has been, at times, a difficult planning process. There has been some distrust among the parties, and there has been some poor communication.

I am hoping with the Planning Board's unanimous recommendation and a City Council decision tonight, we can all move on to the next steps in this planning effort. (The work is not done, and all the decisions necessary have not been made. We still have a long way to go to rebuild Alameda Marina into a marina for the next 50 to 100 years for Alameda.) I am hoping that with a City Council decision tonight, we can all start on the next phase of this process with a "master plan" for how to move forward together, with less acrimony and more common purpose.

I hope this information is helpful to you. Let me know if you need anything else.

Andrew Thomas, Assistant Community Development Director

From: Ammonitee [mailto:fey.adelstein@gmail.com]
Sent: Monday, July 9, 2018 5:43 PM
To: Trish Spencer <TSpencer@alamedaca.gov>; NANCY McPeak <NMcPeak@alamedaca.gov>; Malia Vella <MVella@alamedaca.gov>; Frank Matarrese <FMatarrese@alamedaca.gov>; Marilyn Ezzy Ashcraft <MEzzyAshcraft@alamedaca.gov>; Jim Oddie <JOddie@alamedaca.gov>; Janet Kern <JKern@alamedacityattorney.org>; info@sawwaction.org; ANDREW THOMAS <ATHOMAS@alamedaca.gov>; Liz Warmerdam <LWarmerdam@alamedaca.gov>; LARA WEISIGER <LWEISIGER@alamedaca.gov>
Subject: Vote NO to Bay West proposal for Alameda Marina

Dear members of the council and city government,

As a home owner in Alameda and member of the SF Bay Sailing community, I urge you to reject Bay West's current plan to further diminish the Alameda Marina.

Before any approval, Bay West's plan must be amended to provide for a functional marina. The design must allocate adequate space to service and store boats as well as related equipment. Consideration of how boaters will access the water, including the number and capacity of the hoists are essential details that need to be determined.

See requirements below by Save Alameda's Working Waterfront :

1- The boatyard proposal is inadequate to support the existing boating community let alone growth with additional marinas along the estuary and regionally. We need a functional equivalent to Svendsen's with travel lift haul outs and the elevator for floating homes and boats too large for the travel lift. Boatyards are disappearing at an alarming rate and are nearly impossible to regain. Do it yourself boatyards such as Svendsen's are even rarer and help keep water access affordable. Alameda and the region cannot afford the loss of another Boatyard. The plan needs to include a full service boatyard including the elevator for boats too large for the travel lift and local floating homes. Planning board member says it in the correspondence https://alameda.legistar.com/View.ashx?M=F&ID=6344643&GUID=4C54173C-8F16-46F5-9939-F65902058376

2- The mast-up dry storage area is inadequate in space size and quantity. The logistics of the proposed layout do not seem feasible from an operational point of view- especially during surge times of race days, weekends, and holidays. Mast up dry storage is more environmentally friendly and more affordable. The at the location on the west end shown in the plan is extremely shallow and would require massive dredging efforts with possible toxic environmental issues due to previous use as military shipyard. The logistics of boats queuing up on land and on water are challenging, at best, in the proposal. These logistics issues are readily addressed by the existing 3 ton hoist area and the previous 2 ton hoist area with an inbound and outbound lane to the hoists and large adjacent side tie docks. The dry storage mast up area should be comparable to the capability of mid 2015 with 2 hoists (2 ton and 3 ton). For improved logistics each should be 3 ton capacity.

Dry sailing is an ecological and affordable means for many to enjoy boating. The plan needs to have the capacity (space size and quantity), cost, land/sea logistics, and redundancy of Mid 2015. The mid 2015 capability had 2 hoists and excellent land/sea queuing logistics supporting boats nearly 40 ft in length (with trailer) on double axle trailers. When the 2 ton hoist was decommissioned only the 3 ton hoist remained. When the 3 ton hoist failed, it prevented tenants from using their boats- at a popular and critical time. The proposed plan removes individual tow vehicles for each trailer greatly complicating logistics and increasing vulnerability of tenants from water access. The "mule" approach needs to support and be tested for the largest boat/trailer in use such as a Hobie 33. Contingency plans for such events need to be included such as no fee use of boatyard travel lift and/or mobile crane rental as was done in the past. Functional equivalent solutions (such as Versa-dock) might be permissible if offered at the same price as dry sailed fee for any dry sailed (or power) boat active since mid 2015 including those that left since that time. Any returning tenant would need to adhere to guidelines.

3-Marina Wet berth vehicle parking quantity and logistics seem inadequate to support the marina use. It is common for boaters to transport boating gear, food, foul weather clothing to/from boat and vehicle.

Alameda Marina is being transformed into a high density neighborhood with limited parking. There needs to be a parking management plan that dedicates parking for marina tenants (dry sailed and slips) in close proximity to their boats and in quantities sufficient for peak use times of holidays, weekends and Wed, Friday nights. SF City Marina has a solution to this problem which is permit parking (see Photos) in close proximity to marina gates. Spaces typically number 1/3 to ½ the number of marina slips. Alameda Marina should do the same or have a functional equivalent.

4- It has become apparent that a 3rd party would be useful to improve communications between tenants and marina management and the city- City Wide. The City also could improve its outreach to the greater boating/maritime community. This task is bigger than a part time volunteer role.

Thank you for your attention,

Fey Adelstein

LARA WEISIGER

From: ANDREW THOMAS
Sent: Tuesday, July 10, 2018 11:10 AM
To: Christiane Renck; NANCY McPeak; Trish Spencer; mvella@alamedaca.govf; matarrese@alamedaca.gov; Marilyn Ezzy Ashcraft; Jim Oddie; City Manager; Janet Kern; info@sawwaction.org; Liz Warmerdam; Janet Kern; LARA WEISIGER
Subject: RE: No to Bay West Proposal at Alameda Marina unless amended

Dear Ms. Renck:

Thank you for copying me on your email. I hope the following information about the recommended Alameda Marina Master Plan is helpful to you.

Boatyards. The Planning Board and City staff, which are both recommending approval of the Master Plan, agree with you 100%: We need a boatyard and it needs to be the right size to be viable for the long term.

The Master Plan requires that facilities be made available for a boatyard at Alameda Marina and that the City of Alameda and the property owner (bay west) work together to issue a Request for Qualifications (RFQ) to solicit a qualified operator for the future boatyard. This RFQ must be issued prior to any infrastructure or site preparation work being done at Alameda Marina to develop the property so that the future operator can participate in the design of the boatyard at Alameda Marina. That participation and input will include advise from the future operator on the necessary size for the boatyard facility and the range of facilities necessary to run a profitable boatyard.

At the hearing tonight, staff is going to be recommending that the City Council add a requirement that the City staff and Bay West jointly report to the City council and public at each stage of the RFQ process, so that everyone will be able to track and participate in the process of soliciting a future boatyard operator.

Dry Boat Storage. You are right, dry boat storage is very important. There are currently about 49 registered and insured sailboats utilizing Dry Boat storage at Alameda Marina, and the current dry boat storage is not secure. The Master Plan provides space for up to 60 dry docked sailboats in a secure, fenced area. You are absolutely right about the dredging necessary. It is necessary, and it is part of the plan and will occur as part of the reconstruction of the seawalls in that area.

In addition to the 60 “on land” dry boat storage areas, the Master Plan also provides for additional “in-slip dry dock” facilities for boaters. The “in-slip dry dock” allows dry boat sailors to keep their sail boats high and dry in an “in water” slip and would allow the number of dry boat sailors to increase from 60 to 120 or more, if there is that much future demand for dry boat storage. The beauty of the “in-slip” dry dock, is the sailor does not need to wait in line to use the lift on race days. He or she just walks down the dock to their boat and releases it from the “in slip dry dock” and into the water. No waiting. (If you are interested, there is a picture of the “in-slip dry dock” facility on page 35 of the Master Plan.)

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Based upon recent conversations with interested parties, staff is recommending tonight that that City Council further clarify these requirements by adding a requirement for Planning Board approval of a "Parking Management Plan" that shall include a management, striping, and permit program to ensure: 1) adequate signed spaces for short term open space users, 2) adequate spaces for permanent live-aboard users, 3) recreational boaters with leased slips or dry boat storage, 4) drop off areas for marina slip tenants, and 5) commercial tenants and visitors. The program shall include a permit system or other management strategy to ensure that the 348 commercial shared spaces are not used by residents of the project and that all residential parking is confined to the residential buildings.

Communication: The last two years has been, at times, a difficult planning process. There has been some distrust among the parties, and there has been some poor communication.

I am hoping with the Planning Board's unanimous recommendation and a City Council decision tonight, we can all move on to the next steps in this planning effort. (The work is not done, and all the decisions necessary have not been made. We still have a long way to go to rebuild Alameda Marina into a marina for the next 50 to 100 years for Alameda.) I am hoping that with a City Council decision tonight, we can all start on the next phase of this process with a "master plan" for how to move forward together, with less acrimony and more common purpose.

I hope this information is helpful to you. Let me know if you need anything else.

- Andrew Thomas, Assistant Community Development Director

From: Christiane Renck [mailto:crenck@yahoo.com]
Sent: Saturday, July 7, 2018 10:42 AM
To: NANCY McPeak <NMcPeak@alamedaca.gov>; Trish Spencer <TSpencer@alamedaca.gov>; mvella@alamedaca.govf; matarrese@alamedaca.gov; Marilyn Ezzy Ashcraft <MEzzyAshcraft@alamedaca.gov>; Jim Oddie <JOddie@alamedaca.gov>; City Manager <MANAGER@alamedaca.gov>; Janet Kern <JKern@alamedacityattorney.org>; info@sawwaction.org; ANDREW THOMAS <ATHOMAS@alamedaca.gov>; Liz Warmerdam <LWarmerdam@alamedaca.gov>; Janet Kern <JKern@alamedacityattorney.org>; LARA WEISIGER <LWEISIGER@alamedaca.gov>
Subject: No to Bay West Proposal at Alameda Marina unless amended

Dear mayor and city council members,

My husband and I been have been long time residents and sailboat owners in Alameda. We had our boat berthed at Alameda Marina for decades and have used many of the services available in the Marina including the dry storage, the hoists, Sven's, Marine Electronics, canvas and upholstery businesses.
We understand the need to provide housing, but getting rid of these services and businesses will be a detriment to the boating community and will take away an important part of the maritime culture of Alameda.
We are happy to see that a group of residents is advocating to keep some of these services available.

We are opposed to the BAY WEST Proposal for Alameda Marina. Alameda Marina is a regional asset and an essential part of the greater boating community ecosystem.

1- The boatyard proposal is inadequate to support the existing boating community let alone growth with additional marinas along the estuary and regionally. We need a functional equivalent to Svendsen's with travel lift haul outs and the elevator for floating homes and boats too large for the travel lift. Boatyards are disappearing at an alarming rate and are nearly impossible to regain. Do it yourself boatyards such as Svendsen's are even rarer and help keep water access affordable. Alameda and the region cannot afford the loss of another Boatyard. The plan needs to include a full service boatyard including the elevator for boats too large

for the travel lift and local floating homes. Planning board member says it in the correspondence https://alameda.legistar.com/View.ashx?M=F&ID=6344643&GUID=4C54173C-8F16-46F5-9939-F65902058376

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Dry sailing is an ecological and affordable means for many to enjoy boating. The plan needs to have the capacity (space size and quantity), cost, land/sea logistics, and redundancy of Mid 2015. The mid 2015 capability had 2 hoists and excellent land/sea queuing logistics supporting boats nearly 40 ft in length (with trailer) on double axle trailers. When the 2 ton hoist was decommissioned only the 3 ton hoist remained. When the 3 ton hoist failed, it prevented tenants from using their boats- at a popular and critical time. The proposed plan removes individual tow vehicles for each trailer greatly complicating logistics and increasing vulnerability of tenants from water access. The "mule" approach needs to support and be tested for the largest boat/trailer in use such as a Hobie 33. Contingency plans for such events need to be included such as no fee use of boatyard travel lift and/or mobile crane rental as was done in the past. Functional equivalent solutions (such as Versa-dock) might be permissible if offered at the same price as dry sailed fee for any dry sailed (or power) boat active since mid 2015 including those that left since that time. Any returning tenant would need to adhere to guidelines.

3-Marina Wet berth vehicle parking quantity and logistics seem inadequate to support the marina use. It is common for boaters to transport boating gear, food, foul weather clothing to/from boat and vehicle.

Alameda Marina is being transformed into a high density neighborhood with limited parking. There needs to be a parking management plan that dedicates parking for marina tenants (dry sailed and slips) in close proximity to their boats and in quantities sufficient for peak use times of holidays, weekends and Wed, Friday nights. SF City Marina has a solution to this problem which is permit parking (see Photos) in close proximity to marina gates. Spaces typically number 1/3 to ½ the number of marina slips. Alameda Marina should do the same or have a functional equivalent.

4- It has become apparent that a 3rd party would be useful to improve communications between tenants and marina management and the city- City Wide. The City also could improve its outreach to the greater boating/maritime community. This task is bigger than a part time volunteer role.

Thanks for your attention and this opportunity to support affordable water access,

Regards,

Christiane Renck
Bruce Baker

LARA WEISIGER

From: Patricia Lamborn <patricia.lamborn@aol.com>
Sent: Tuesday, July 10, 2018 10:20 AM
To: Trish Spencer; Malia Vella; Frank Matarrese; Jim Oddie; Marilyn Ezzy Ashcraft
Cc: LARA WEISIGER
Subject: Marina Master Plan- Correspondence for Council Meeting July 10th, 2018

Dear Mayor Spencer, Vice Mayor Vella and City Council Members Mattarrese,Oddie, and Ashcraft,

I am writing to advocate for using a higher height standard for the new seawall/bulkhead on the Oakland Estuary in the Marina Master Plan coming before the Alameda City Council on July 10. Our City Council must require more than three feet of height for the seawall/bulkhead before approving the Alameda Marina Master Plan.

As an island impacted by sea level rise we should be advocating for the *highest* standards of risk reduction when it comes to climate change adaptation, not the most minimal standards. The current Marina Master Plan says the project will deal with adding additional height to the new seawall/bulkhead in the future "should it be necessary." The seawall is on state tidelands owned by the city. The developer is required to replace the existing decrepit seawall/bulkhead as part of its long-term lease from the city when the developer's new commercial/residential project is built. The three-foot height proposed by the developer assumes there is a low risk of sea level rise

BCDC is also discussing what new standards to adopt for shoreline development based on sea level rise and climate impacts which could affect the required height of the bulkhead that Bay West is replacing at Alameda Marina, currently planned for 36". The likely scenario for sea level rise is now predicted between 3' to 6.5'.

My question: are the citizens of the City of Alameda going to pay for the additional height requirements when new standards are adopted?

The time to act is now, and the place to do it is in your input and changes you can require in the Marina Master Plan tonite. It is not enough to point fingers at regulatory agencies at the Federal level, you have local power and authority to confront the reality of sea level rise and the impact of climate change - right here- right now- in Alameda.

Sincerely, Pat Lamborn, 3226 Encinal Ave. Alameda

LARA WEISIGER

From: Dorothy Freeman <dfreeman@pacbell.net>
Sent: Monday, July 09, 2018 5:41 PM
To: Trish Spencer; Frank Matarrese; Marilyn Ezzy Ashcraft; Jim Oddie; Malia Vella; LARA WEISIGER; Liz Warmerdam
Subject: Agenda Item 6C - Alameda Marina Development
Attachments: Alameda_truck_route_developments-2018.pdf

July 9, 2018

Mayor Trish Spencer
Vice Mayor Malia Vella
Councilmember Frank Matarrese
Councilmember Marilyn Ashcraft
Councilmember Jim Oddie

Dear Mayor Spencer and Councilmembers;

The development at the Alameda Maria is very complex and will have a major effect on the future of Alameda and the Northern Waterfront area.

Alameda Point is developing 800 units on 60+ acres. Alameda Marina is developing 760 units on just approximately 22 acres. Alameda is already one of the most densely populated cities in the Bay Area. The Alameda Marina development will be the most densely populated section in the city of Alameda. With approximately 2000 units being planned between Sherman St. and Park St. the area, including the Alameda Marina, will become an extremely congested area of Alameda.

Traffic Issues:

All large truck traffic enters Alameda on the Fruitvale Bridge and travels through Alameda on Clement Avenue which is designated as the East to West truck route. Alameda Point, Alameda Landing Waterfront, North Housing, Main Street, Rosefield, Shipways, Del Monte, Encinal Terminals, Alameda Marina, and possibly Boatworks are all developments that will be under construction in Alameda over the next 5 to 10 years or more. All of these developments are on the Northern and Western areas of Alameda.

Presently the East West truck traffic has to travel from the Fruitvale Bridge to Alameda Point on the truck route. The attached file shows the present truck route that all construction traffic will travel to provide deliveries to the present 10 planned Northern and Western construction sites.

Not only will construction traffic travel this route, most of it will also become the Cross Alameda Bike Trail. New tenants moving into the finished developments, existing residents, and bike traffic will all be competing with the construction traffic for use of this route. None of the Environmental Impact Reports, including the one for Alameda Marina, have adequately addressed the cumulative effect of all this traffic on the Northern Waterfront city streets or egress points from the island.

Note:

The cumulative effect of traffic, post construction, has not been addressed adequately either. The City's

Transportation Demand Management (TDM) Plan should be revised to adequately address the nearly 5000 new units being added to Alameda's streets. Present mediation actions have not provided necessary plans to elevate every day traffic problems or to address emergency conditions like earthquake or sea level rise particular to this island.

Commercial Core:

The commercial core area should have followed the 50% commercial to 50% housing calculation for the Alameda Marina development. The proposed commercial core at approximately 96,000 sq. ft. for the Alameda Marina is much smaller than the 250,000 sq. ft. provided before the development planning started. Most of the planning for the commercial core is directed toward blue maritime industries and the boatyard and should be increased. This area of Alameda, especially with the approximately 2000 new units being added, is in need of everyday shopping stores in addition to the business that provide jobs. A full-sized grocery store, large enough to include a pharmacy, is needed to eliminate the car trips to Nob Hill and Lucky's. A smaller grocery store would have higher prices causing shoppers to go to the other major stores, by car of course. Other neighborhood stores should be provided.

One store that would be a great addition to the maritime core would be a fresh fish market where fisherman bring their daily catch. The fish market would be a great boost to our restaurant businesses. These stores SHOULD NOT be allowed to be included in the Alameda Marina proposed commercial core square footage which is needed to provide quality, good paying jobs to Alameda. The neighborhood stores must to be in addition to the commercial core facilities and ideally should be housed on the bottom floor of the buildings along Clement Avenue.

Boatyard:

A viable full service boatyard is necessary to retain the 3500+ boats that are homed in Alameda's marinas. New marinas are being planned along the Estuary, both in Alameda and Oakland. Many of our boat owners have already moved their boats from Alameda to other boatyards in the Bay Area. Svendsen's was a very successful boatyard. Boaters need full services. The services provided by Svendsen's need to be replaced so the boatyard can be successful and keep Alameda's boating dollars and jobs in Alameda. The search for a new boatyard manager must be a combined effort of the city and the developer. The developer made it clear in the early meetings that they did not have a vision of a boatyard in their development and past boatyard managers have experienced problems with the present management. The City staff will need to oversee, not only the search for a new boatyard manager, but also the ongoing management of the boatyard to guarantee success. We cannot be telling customers of this major and historical business to take their dollars and go to other cities outside of Alameda for their boating needs. The master plan states 15 boats would be able to receive land side services. If building C is built in the center of the boatyard "flex space" there would no longer be room for the 15 boats needing haul work leaving the boatyard no longer viable. The plan to have only dockyard services and the concierge service to replace a land side full service boatyard are not viable.

Special Note:

The commercial and boatyard areas need to be rezoned to *commercial only* to protect them going into the future. Without this protection, future property owners can return to any City Council and request replacing them with housing.

Respectfully

Dorothy Freeman

cc: City Clerk Lara Weisiger
Acting City Manager Elizabeth Warmerdam

SIERRA CLUB
SAN FRANCISCO BAY

Serving Alameda, Contra Costa, Marin and San Francisco counties.

July 6, 2018

Mayor Spencer and Members of the City Council
City of Alameda
2263 Santa Clara Avenue
Alameda, CA 94501

Re: Agenda Item 6-C: Alameda Marina Project

Dear Mayor Spencer and Members of the City Council:

The Sierra Club recommends postponing a decision on the Alameda Marina Master Plan ("Master Plan") until future climate adaptation measures are better addressed.

Specifically, we urge the City Council to postpone approval of the Master Plan until the height of the seawall on the date of construction is increased to provide long-term protection against sea level rise. This will provide protection from sea level rise in the beginning and would avoid having the City be faced with funding the retrofit of its seawall/bulkhead in the future.

The Master Plan calls for the height of the new seawall/bulkhead to withstand three feet of sea level rise. The height will be retrofitted with additional height "if necessary" in the future; however, the three-foot height standard for this project is based on outdated information. The built-in protection against a minimum of 36 inches of sea level rise will not guarantee protection for "75 to 100 years," as asserted in the Master Plan, since the State of California's current range of least risk to extreme risk projections are as high as 10 feet (*see* attached table). The only feature that is "built-in" for 100 years is adaptability, not protection.

In March of 2018, the State of California issued updated guidance on planning for sea level rise and climate change. The Ocean Protection Council in conjunction with the Natural Resources Agency advised the following in its *Sea Level Rise Guidance – 2018 Update*: "Projects in the scoping or early stages … should adjust sea-level rise projections to incorporate the latest projections in order to maximize a project's lifetime and plan for a more resilient coastline." Additionally, the City wrote in its scope of work for a climate adaptation grant from CalTrans: "Current projections through the 21st century by state and regional agencies consider the possibility that seas will rise substantially higher [than 36 inches]."

Rather than the City burden itself with having to raise the seawall in the future, the Sierra Club recommends that the seawall's height be increased at the time of construction. We further recommend that the City begin the planning needed for climate protection and resilience.

We appreciate the opportunity to comment on this matter.

Sincerely,

Luis Amezcua
Chair, Executive Committee
Sierra Club, Northern Alameda County Group

Table 13 excerpted from *Sea Level Rise Guidance – 2018 Update*, Ocean Protection Council, State of California, March 2018.

TABLE 13: Projected Sea-Level Rise (in feet) for San Francisco

Probabilistic projections for the height of sea-level rise shown below, along with the H++ scenario (depicted in blue in the far right column), as seen in the Rising Seas Report. The H++ projection is a single scenario and does not have an associated likelihood of occurrence as do the probabilistic projections. Probabilistic projections are with respect to a baseline of the year 2000, or more specifically the average relative sea level over 1991 - 2009. High emissions represents RCP 8.5; low emissions represents RCP 2.6. ***Recommended projections for use in low, medium-high and extreme risk aversion decisions are outlined in blue boxes below.***

		Probabilistic Projections (in feet) (based on Kopp et al. 2014)					H++ scenario (Sweet et al. 2017) *Single scenario
		MEDIAN	LIKELY RANGE		1-IN-20 CHANCE	1-IN-200 CHANCE	
		50% probability sea-level rise meets or exceeds...	66% probability sea-level rise is between...		5% probability sea-level rise meets or exceeds...	0.5% probability sea-level rise meets or exceeds...	
				Low Risk Aversion		Medium - High Risk Aversion	Extreme Risk Aversion
High emissions	2030	0.4	0.3 -	0.5	0.6	0.8	1.0
	2040	0.6	0.5 -	0.8	1.0	1.3	1.8
	2050	0.9	0.6 -	1.1	1.4	1.9	2.7
Low emissions	2060	1.0	0.6 -	1.3	1.6	2.4	
High emissions	2060	1.1	0.8 -	1.5	1.8	2.6	3.9
Low emissions	2070	1.1	0.8 -	1.5	1.9	3.1	
High emissions	2070	1.4	1.0 -	1.9	2.4	3.5	5.2
Low emissions	2080	1.3	0.9 -	1.8	2.3	3.9	
High emissions	2080	1.7	1.2 -	2.4	3.0	4.5	6.6
Low emissions	2090	1.4	1.0 -	2.1	2.8	4.7	
High emissions	2090	2.1	1.4 -	2.9	3.6	5.6	8.3
Low emissions	2100	1.6	1.0 -	2.4	3.2	5.7	
High emissions	2100	2.5	1.6 -	3.4	4.4	6.9	10.2

LARA WEISIGER

From: NANCY McPeak
Sent: Monday, July 09, 2018 9:26 AM
To: LARA WEISIGER
Cc: IRMA Glidden
Subject: FW: Alameda Marina

Another one!

Nancy McPeak
City of Alameda
Community Development Department
2263 Santa Clara Avenue
Alameda, Ca 94501
510-747-6854

From: June [mailto:junethebookkeeper@gmail.com]
Sent: Monday, July 09, 2018 9:19 AM
To: Trish Spencer <TSpencer@alamedaca.gov>; NANCY McPeak <NMcPeak@alamedaca.gov>; Malia Vella <MVella@alamedaca.gov>; Marilyn Ezzy Ashcraft <MEzzyAshcraft@alamedaca.gov>; City Manager <MANAGER@alamedaca.gov>
Subject: Alameda Marina

I hope Alameda will be able to maintain it's character and heritage during this onslaught of development. I came to Alameda in the 80s via sailing and worked in the boating industry for 35 years. It provided me with a good living and a great lifestyle. Not a million dollar home … I've been a renter all this time. The boating industry in Alameda provides access to everyday folks. The waterfront on the estuary is unique for small boat activity. Many small marine businesses have made Alameda their home. …. And people like me!
June Johnson
920 Santa Clara Ave

Blue Economy and Maritime sectors include industrial and commercial businesses that provide ship building and repair, recreational marinas, and blue tech research and development, engineering, software and advanced manufacturing. They are a core component of Alameda's economy and community identity. The estuary shoreline offers calm water for launch of a variety of sea craft and innovative/experimental containers to create and grow new products and services. Challenges to growing this sector include displacement due to the conversion of industrial lands for residential development. We have already seen this at Grand Marina where businesses were displaced to make space for a housing development. Opportunities exist to leverage Alameda's unique waterfront assets. Some specific strategies for doing so are listed in the Strategic Plan to provide a range of quality jobs by supporting innovative businesses.

LARA WEISIGER

From: NANCY McPeak
Sent: Monday, July 09, 2018 8:54 AM
To: LARA WEISIGER
Cc: IRMA Glidden
Subject: FW: Keep the Blue Economy Alive in Alameda

Here's another!

Nancy McPeak
City of Alameda
Community Development Department
2263 Santa Clara Avenue
Alameda, Ca 94501
510-747-6854

From: June [mailto:junethebookkeeper@gmail.com]
Sent: Saturday, July 07, 2018 1:27 PM
To: Trish Spencer <TSpencer@alamedaca.gov>; NANCY McPeak <NMcPeak@alamedaca.gov>; Malia Vella <MVella@alamedaca.gov>; Jim Oddie <JOddie@alamedaca.gov>; Frank Matarrese <FMatarrese@alamedaca.gov>; Marilyn Ezzy Ashcraft <MEzzyAshcraft@alamedaca.gov>; City Manager <MANAGER@alamedaca.gov>
Subject: Keep the Blue Economy Alive in Alameda

Dear Members of Alameda City Council,

Alameda has a jobs/housing imbalance and we need to find ways to reduce the number of cars that belong to Alamedans using our bridges and tubes. We live in one of the most densely populated Bay Area cities with over 3000 housing units per square mile. The state and region does have a housing shortage; but Alameda has a shortage of both affordable housing and jobs that pay a living wage . At the same time, we are contemplating adding more market - rate housing at Alameda Marina while using the land that once provided for living wage jobs.

Alameda's New Strategic Plan for Economic Development is the culmination of work done by city consultants, city staff and members of the public who are Alameda citizens. Two of the business sectors highlighted for development are Housing and the Blue Economy and Maritime industries which are ideally located on the water. Housing can be built anywhere.

Blue Economy and Maritime sectors include industrial and commercial businesses that provide ship building and repair, recreational marinas, and blue

tech research and development, engineering, software and advanced manufacturing. They are a core component of Alameda's economy and community identity. The estuary shoreline offers calm water for launch of a variety of sea craft and innovative/experimental containers to create and grow new products and services. Challenges to growing this sector include displacement due to the conversion of industrial lands for residential development. We have already seen this at Grand Marina where businesses were displaced to make space for a housing development. Opportunities exist to leverage Alameda's unique waterfront assets. Some specific strategies for doing so are listed in the Strategic Plan to provide a range of quality jobs by supporting innovative businesses.

The Strategic Plan integrates the housing sector initiatives in the Northern Waterfront area on former sites along the estuary IN CONJUCTION with strategies 3.2 and 3.3 from the Blue economy and maritime sector. These read as:

Strategy 3.2 - Update land use and zoning regulations for waterfront sites to preserve
economically viable water - dependent maritime uses and maintain adequate access to the water for business operations.

Strategy 3.3 – Identify locations and sites best positioned to serve and retain maritime
businesses and review adequacy of existing zoning for these locations to support maritime industrial uses by 2019 and make recommendations to change zoning to preserve these uses by
2020.

Are we going to run out of time? Is this project going to get approved now and then, in 6 – 18 months find it does not have the capacity or zoning to create blue economy and maritime businesses? Of all the residential development projects planned in Alameda, the only ones that are located directly on the calm waters of the estuary with buildings that lend themselves to be adaptively reused for business purposes are Alameda Landing and Alameda Marina. Of these two, only Alameda Marina has an established recreational maritime presence which Alamedans can enjoy in addition to the economical merits of commercial development.

It is imperative that enough land be preserved for commercial purposes at Alameda Marina for both economic development and local living wage jobs.

Please include a plan for permanently allocating the maximum amount of square footage possible for development of Blue Economy and Maritime businesses. We can’t allow any developer to appeal to city officials of the future to convert the commercial core to residential purposes in addition to the very high number of housing units already proposed for this location. Alamedans deserve to keep the city’s industrial and commercial assets above the financial interests of developers.

Sincerely,
June Johnson
920 Santa Clara Ave

LARA WEISIGER

From: NANCY McPeak
Sent: Monday, July 09, 2018 8:52 AM
To: LARA WEISIGER
Cc: IRMA Glidden
Subject: FW: No to BayWest Proposal atAlameda Marina unless amended to include adequate support for maritime activities.

FYI-Comments for the Alameda Marina project. It doesn't seem like you received this one.
Thanks

Nancy McPeak
City of Alameda
Community Development Department
2263 Santa Clara Avenue
Alameda, Ca 94501
510-747-6854

From: Ben Eastwood [mailto:beniwood@mac.com]
Sent: Friday, July 06, 2018 3:41 PM
To: NANCY McPeak <NMcPeak@alamedaca.gov>; Trish Spencer <TSpencer@alamedaca.gov>; Malia Vella <MVella@alamedaca.gov>; Frank Matarrese <FMatarrese@alamedaca.gov>; Marilyn Ezzy Ashcraft <MEzzyAshcraft@alamedaca.gov>; Jim Oddie <JOddie@alamedaca.gov>
Subject: No to BayWest Proposal atAlameda Marina unless amended to include adequate support for maritime activities.

I am opposed to the BAYWEST Proposal for Alameda Marina. Alameda Marina is a regional asset and an essential part of the greater boating community ecosystem.

The boatyard proposal is inadequate to support the existing boating community let alone growth with additional marinas along the estuaryand regionally. We need a functional equivalent to Svendsen's with travel lift haul outs and the elevator for floating homes and boats too large for the travel lift. Boatyards are disappearing at an alarming rate and are nearly impossible to regain. Do it yourself boatyards such as Svendsen's are even rarer and help keep water access affordable.Alameda and the region cannotafford the loss of another Boatyard. The plan needs to include a full service boatyard including the elevator for boats toolarge for the travel lift and local floating homes. Planning board member says it in the correspondence: https://alameda.legistar.com/View.ashx?M=F&ID=6344643&GUID=4C54173C-8F16-46F5-9939-F65902058376

The mast-up dry storage area is inadequate in space size and quantity. The logistics of the proposed layout do not seem feasible from an operational point of view-especially during surge timesof race days, weekends, and holidays. Mast up dry storage is more environmentally friendly and more affordable. The at the location on the west end shown in the plan is extremely shallow and would require massive dredging efforts with possible toxic environmental issues due to previous use as military shipyard. The logistics of boats queuing up on land and on water are challenging,at best,in the proposal. These logistics issuesare readily addressed by the existing 3 ton hoist area and the previous 2 ton hoist area with an inbound and outbound lane to the hoists and large adjacent side tie docks. The dry storage mast up area should be comparable to the capability of mid 2015 with 2 hoists(2 ton and 3 ton). For improved logisticseach should be 3 ton capacity.Dry sailing is an ecological and affordable

means formany to enjoy boating. The plan needs to have the capacity (space size and quantity), cost, land/sea logistics, and redundancy of Mid 2015. The mid 2015 capability had 2 hoists and excellent land/sea queuing logistics supporting boats nearly 40 ft in length (with trailer) on double axle trailers. When the 2 ton hoist was decommissioned only the 3 ton hoist remained. When the 3 ton hoist failed, it prevented tenants from using their boats-at a popular and critical time. The proposed plan removes individual tow vehicles for each trailer greatly complicating logistics and increasing vulnerability of tenants from water access. The "mule" approach needs to support and be tested for the largest boat/trailer in use such as a Hobie 33. Contingency plans for such events need to be included such as no fee use of boatyard travel lift and/or mobile crane rental as was done in the past. Functional equivalent solutions (such as Versa-dock) might be permissible if offered at the same price as dry sailed fee for any dry sailed (or power) boat active since mid 2015 including those that left since that time. Any returning tenant would need to adhere to guidelines.

Marina Wet berth vehicle parking quantity and logistics seem inadequate to support the marina use. It is common for boaters to transport boating gear, food, foul weather clothing to/from boat and vehicle.Alameda Marina is being transformed into a high density neighborhood withlimited parking. There needs to be a parking management plan that dedicates parking for marina tenants (dry sailed and slips) in close proximity to their boats and in quantities sufficient for peak use times of holidays, weekends and Wed, Friday nights. SF City Marina has a solution to this problem. Alameda Marina should do the same or have a functional equivalent.

It has become apparent that a 3rdparty would be useful to improve communications between tenants and marina management and the city-Island Wide. The City also could improve its outreach to the greater boating/maritime community. This task is bigger than a part time volunteer role.

Thanks for your attention and this opportunity to support affordable water access,

Ben Eastwood
email: beniwood@mac.com
mobile: 510-375-7245

Service Development
1600 Franklin Street, Oakland CA 94612

July 6, 2018

Mayor Trish Herrera Spencer
Members of the City Council
City of Alameda
2263 Santa Clara Avenue
Alameda, CA 94501

Re: Item 6C, July 10 Agenda—Alameda Marina Master Plan

Dear Mayor Spencer and Members of the Alameda City Council:

AC Transit is writing to express our support for approval of item 6C on the July 10 agenda--the Alameda Marina Project. We support the unanimous recommendation of the Planning Board for approval of Alameda Marina project. This includes the Master Plan, Density Bonus, and Environmental Impact Report (EIR) for the property. The Plan would allow up to 760 housing units, as well as commercial and public space development. The Plan includes a suite of Transportation Demand Measures (TDM), including provision of AC Transit passes to all residents and employees.

AC Transit appreciates the City of Alameda's continued coordination with our agency on projects and initiatives. We look forward to enhancing our partnership with the City, and to continuing to help mitigate traffic impacts resulting from new projects, such as this proposed residential development under the Alameda Marina Master Plan.

AC Transit is working with the City on an ongoing basis to build a robust transit network. This network allows residents and employees to travel to multiple key destinations--especially in Alameda, Oakland and San Francisco--via public transit. This network reduces the need for private automobile use and reduces overall congestion, particularly through the City's tubes and bridges. We are currently exploring how to optimize Transbay service to maximize ridership on our existing resources. This

includes high-capacity transit vehicles to meet growing demand on the island. The approval of Regional Measure 3 supports additional service on Transbay routes.

The addition of multi-unit projects, such as development under the Alameda Marina Master Plan, will help AC Transit continue to improve the transit network in the Northern Waterfront of Alameda. A year ago, we reinstated the Line 19 on Buena Vista Avenue, Line 19 runs one block from this site, and provides direct service to two BART stations in Oakland. This line currently serves existing neighborhoods, as well as residents in the new communities at Marina Shores and Mulberry, and will serve both the Del Monte Warehouse property and Encinal Terminals, as well as Alameda Marina. We therefore anticipate increased ridership on AC Transit buses on the Line 19 and throughout the Northern Waterfront.

AC Transit will continue to work with the City of Alameda's Alameda Transportation Management Association (Alameda TMA), whose members will include all future Northern Waterfront projects. We are especially excited to add another project to the EasyPass program, which provides each household with one AC Transit EasyPass (a transit pass for unlimited rides on local and Transbay service) with their annual TMA assessment.

AC Transit looks forward to working with the City to further develop and implement these proposals to provide a high-level of quality and sustainable transit service.

Sincerely,

Robert del Rosario
Director of Service Development and Planning

CC: Andrew Thomas, Assistant Community Development Director
Jennifer Ott, Director of Base Reuse and Transportation
Michael Hursh, AC Transit General Manager

LARA WEISIGER

From: Peter Cornue <pcornue@gmail.com>
Sent: Friday, July 06, 2018 3:55 PM
To: Jeffrey Cavanaugh; Ronald Curtis; David Mitchell; Sandy Sullivan; Alan Teague; NANCY McPeak; Trish Spencer; Malia Vella; Frank Matarrese; Marilyn Ezzy Ashcraft; Jim Oddie; LARA WEISIGER; Liz Warmerdam; City Manager; Janet Kern; info@sawwaction.org
Subject: NO to Alameda Marina proposal unless amended

I am opposed to the BAYWEST Proposal for Alameda Marina.

I could repeat the arguments of SAWW but as a lifelong boater my simple platform is this: The Alameda Marina is a regional asset like no other. Neither Oakland nor San Francisco can provide essential and affordable services to the boating/maritime community as Alameda does. *Alameda should be proud of this and fight to ensure its vitality*. By diluting the very services that make Alameda unique, Alameda is both missing an opportunity to strengthen its brand and tempting fate that it will not become increasingly uniform, generic or ultimately faceless.

Thanks for your attention and this opportunity to support affordable water access
Peter Cornue

LARA WEISIGER

From: Mary Berman <MBerman@fogcty.com>
Sent: Friday, July 06, 2018 1:03 PM
To: Ronald Curtis; Jeffrey Cavanaugh; David Mitchell; Sandy Sullivan; Alan Teague; NANCY McPeak; Trish Spencer; Malia Vella; Frank Matarrese; Marilyn Ezzy Ashcraft; Jim Oddie; LARA WEISIGER; Liz Warmerdam; Janet Kern; info@sawwaction.org
Subject: Saving Alameda's sailing and marine warterfront

TO:
rcurtis@alamedaca.gov; jcavanaugh@alamedaca.gov; dmitchell@alamedaca.gov; ssullivan@alamedaca.gov; ateague@alamedaca.gov; nmcpeak@alamedaca.gov; tspencer@alamedaca.gov; mvella@alamedaca.gov; fmatarrese@alamedaca.gov; mezzyashcraft@alamedaca.gov;joddie@alamedaca.gov; lweisiger@alamedaca.gov; lwarmerdam@alamedaca.gov;manager@alamedaca.gov ; jkern@alamedaca.gov; info@sawwaction.org
Subject:
No to Bay West Proposal at Alameda Marina unless amended
I am opposed to the BAY WEST Proposal for Alameda Marina. Alameda Marina is a regional asset and an essential part of the greater boating community ecosystem.
1- The boatyard proposal is inadequate to support the existing boating community let alone growth with additional marinas along the estuary and regionally. We need a functional equivalent to Svendsen's with travel lift haul outs and the elevator for floating homes and boats too large for the travel lift. Boatyards are disappearing at an alarming rate and are nearly impossible to regain. Do it yourself boatyards such as Svendsen's are even rarer and help keep water access affordable. Alameda and the region cannot afford the loss of another Boatyard. The plan needs to include a full service boatyard including the elevator for boats too large for the travel lift and local floating homes. Planning board member says it in the correspondence https://alameda.legistar.com/View.ashx?M=F&ID=6344643&GUID=4C54173C-8F16-46F5-9939-F65902058376
2- The mast-up dry storage area is inadequate in space size and quantity. The logistics of the proposed layout do not seem feasible from an operational point of view- especially during surge times of race days, weekends, and holidays. Mast up dry storage is more environmentally friendly and more affordable. The at the location on the west end shown in the plan is extremely shallow and would require massive dredging efforts with possible toxic environmental issues due to previous use as military shipyard. The logistics of boats queuing up on land and on water are challenging, at best, in the proposal. These logistics issues are readily addressed by the existing 3 ton hoist area and the previous 2 ton hoist area with an inbound and outbound lane to the hoists and large adjacent side tie docks. The dry storage mast up area should be comparable to the capability of mid 2015 with 2 hoists (2 ton and 3 ton). For improved logistics each should be 3 ton capacity.
Dry sailing is an ecological and affordable means for many to enjoy boating. The plan needs to have the capacity (space size and quantity), cost, land/sea logistics, and redundancy of Mid 2015. The mid 2015 capability had 2 hoists and excellent land/sea queuing logistics supporting boats nearly 40 ft in length (with trailer) on double axle trailers. When the 2 ton hoist was decommissioned only the 3 ton hoist remained. When the 3 ton hoist failed, it prevented tenants from using their boats- at a popular and critical time. The proposed plan removes individual tow vehicles for each trailer greatly complicating logistics and increasing vulnerability of tenants from water access. The "mule" approach needs to support and be tested for the largest boat/trailer in use such as a Hobie 33. Contingency plans for such events need to be included such as no fee use of boatyard travel lift and/or mobile crane rental as was done in the past. Functional equivalent solutions (such as Versa-dock) might be permissible if offered at the same price as dry sailed fee for any dry sailed (or power) boat active since mid 2015 including those that left since that time. Any returning tenant would need to adhere to guidelines.
3-Marina Wet berth vehicle parking quantity and logistics seem inadequate to support the marina use. It is common for boaters to transport boating gear, food, foul weather clothing to/from boat and vehicle.
Alameda Marina is being transformed into a high density neighborhood with limited parking. There needs to be a parking management plan that dedicates parking for marina tenants (dry sailed and slips) in close proximity to their boats and in quantities sufficient for peak use times of holidays, weekends and Wed, Friday nights. SF City Marina has a solution to this problem. Alameda Marina should do the same or have a functional equivalent.
4- It has become apparent that a 3rd party would be useful to improve communications between tenants and marina management and the city- Island Wide. The City also could improve its outreach to the greater boating/maritime community. This task is bigger than a part time volunteer role.

Thanks for your attention and this opportunity to support affordable water access
(Your name)
<< End form letter
Attachment A1
Exhibit 1 Master plan https://alameda.legistar.com/View.ashx?M=F&ID=6338225&GUID=FD7713E9-F800-4FC6-896E-EA21F6EBF474
Attachment A2
*Contacts to be included in mailings:
Cut and paste in your email TO:
nmcpeak@alamedaca.gov tspencer@alamedaca.gov mvella@alamedaca.gov fmatarrese@alamedaca.gov mezzyashcraft@alamedaca.gov joddie@alamedaca.gov manager@alamedaca.gov jkern@alamedaca.gov contact@sawwaction.org athomas@alamedaca.gov lwarmerdam@alamedaca.gov jkern@alamedaca.gov lweisiger@alamedaca.gov
City Council
Mayor Trish Spencer tspencer@alamedaca.gov
Vice Mayor Melia Vella mvella@alamedaca.gov
Council Member Frank Matarrese fmatarrese@alamedaca.gov
Council Member Marlyn Ashcraft mezzyashcraft@alamedaca.gov
Council Member Jim Oddie joddie@alamedaca.gov
City Clerk Lara Weisiger lweisiger@alamedaca.gov
Acting City Manager Liz Warmerdam lwarmerdam@alamedaca.gov or manager@alamedaca.gov
City Attorney Janet Kern jkern@alamedaca.gov
SAWW contact@sawwaction.org

June 12, 2018

Dear Mayor Spencer, Vice Mayor Vella, Councilmembers Ashcroft, Mattarese, Oddie

RE: Alameda Marina Development

About 3,000 sail and power boats call Alameda home. Boaters come as far away as Fresno and Nevada. These boaters bring economic benefits. Rental slips pay a monthly fee to the City. Owners spend the weekend, eat in our restaurants, shop our hardware and West Marine stores. Sailing classes for kids and adults are full with wait lists for the summer. Do we really want to give that all up?

If a developer gets its way much of this may be lost. To maintain a flourishing boating economy, there must a full-service boat yard. It must be able to sand and paint boat bottoms, sand and refurbish varnish, as well as provide repairs And it must be able to work on enough boats at the same time to be profitable. That's not what's being proposed.

The special elevator that brings the larger boats and house boats out of the water is also missing in the new plan. Bay West says it can take these boats out and repair them. Only problem with that is **three houseboats have to come out at the same time.** What is the likelihood three of the 40 houseboats need repair simultaneously? Houseboats are too delicate to travel across the bay for service,

Why not just use Grand Marina (the only Alameda marina left) for service? It's too small. Currently, there is a 5-week wait for service there and the yard across the Estuary—that's half the sailing season! It used to be only 2 weeks. To tow a boat across the bay for repair is cost prohibitive.

The strategic business plan for the City calls for marine and blue tech industries as part of its growth plan. Support that goal and help a full marina flourish.

Please vote for the following:

1. **Require sufficient space for a full-service boat yard that includes sanding and painting at Alameda Marina**
2. **Put the City of Alameda in charge of the RFP process for a national search for a boat yard operator. Sufficient time must be allocated. due in part to the high cost of Bay Area living**
3. **Yard size and infrastructure for a profitable marina is to be determined by the new operator.**

Cordially,

Sandy Sullivan, planning board member