

July 5, 2018

**DRAFT ADDENDUM TO THE ENCINAL TERMINALS  
FOCUSED SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT  
FOR THE  
2018 ENCINAL TERMINALS MASTER PLAN**

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**Project Information**

**1. Project Title:** 2018 Encinal Terminals Master Plan

**2. Lead Agency Name and Address:**

City of Alameda  
2263 Santa Clara Street  
Alameda, CA 94501

**3. Contact Person and Phone Number:**

Andrew Thomas, AICP  
Assistant Community Development Director  
(510) 747-6881

**4. Project Location:**

The project is a Master Plan for the development of property located at 1521 Buena Vista Avenue in the north-central portion of the City of Alameda. The project site location and regional context are presented in Figure 1. Regional access to the City of Alameda is provided by a variety of transportation modes. Interstate 880 (I-880) through Oakland—the nearest freeway to the project site—provides regional access for automobiles and transit. Regional traffic accesses the project site via State Route 61 (SR 61) through the Webster-Posey Tubes, the Park Street Bridge, the Miller Sweeney Bridge and the High Street Bridge connecting the island of Alameda and the City of Oakland.

**5. Project Applicant**

North Waterfront Cove LLC  
12667 Alcosta Blvd., Suite 170  
San Ramon, CA 94583  
(925) 380-1220

**6. General Plan Designation:**

Mixed-Use 6 Northern Waterfront (Sherman to Grand)

**7. Zoning Designations:**

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The project site encompasses 16.73 acres of private land, approximately 10 acres of privately-owned submerged land, and 6.37 acres of Encinal Public Trust Lands that are held in trust by the City of Alameda and leased to North Waterfront Cove LLC. The various parcels associated with the site are shown in Figure 2. All of the land is zoned for Mixed Use Planned Development District (AMC Section 30-4.20), and the 16.73 acres of private land includes a Multi-family Residential Combining District designation (AMC Section 30-4.23).

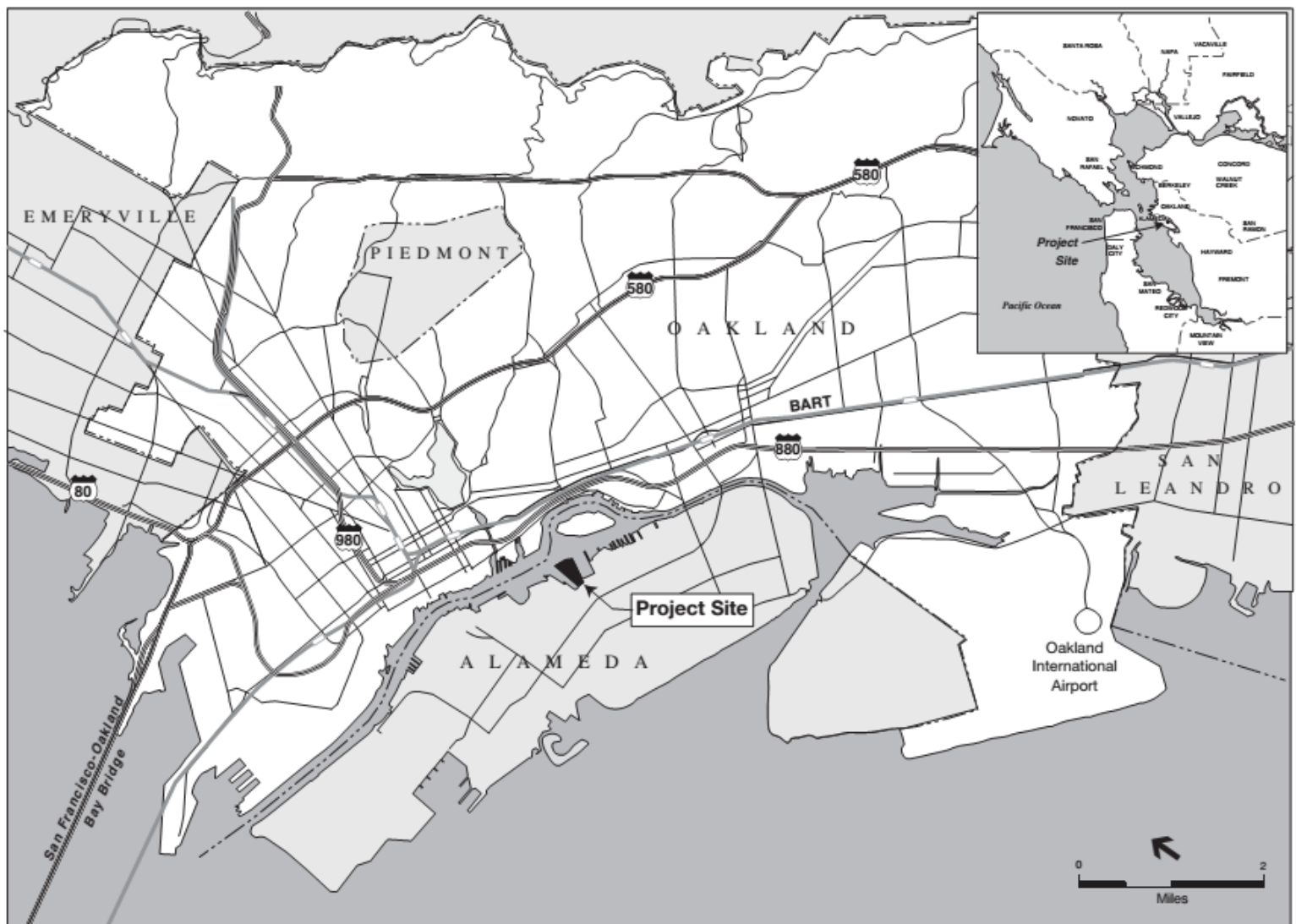
## **8. Project Summary:**

The Project Applicant, North Waterfront Cove LLC, is proposing a Master Plan, which would guide the future development of the site with:

- 589 housing units, including 79 deed restricted affordable units
- Up to 50,000 square feet of commercial space
- Up to a 160 slip marina, and
- At least three (3) acres of public waterfront open space.

Subsequent approvals from the City that would be necessary for the proposed mixed use project, include: subdivision map(s); conditional use permits, as deemed necessary for subsequent individual development projects; as well as Development Plan and Design Review of individual buildings, among other approvals. Table 2 outlines the approvals that would be needed from the City of Alameda and regional agencies to proceed with the project.

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Source: ESA, 2013

**Figure 1**  
**Regional Location**



Source: ESA, 2013

**Figure 2**  
**Encinal Fee Property and Public Trust Lands (Tidelands)**



Source: Page Southerland Page, Inc.

**Figure 3**  
**Encinal Terminals Master Plan - Conceptual Site Plan**

## BACKGROUND AND ADDENDUM PURPOSE

On December 19, 2017, the Alameda City Council certified the Encinal Terminals Focused Supplemental Final Environmental Impact Report (SFEIR) for the 2017 Encinal Terminals Master Plan. Although the City Council certified the SFEIR, the City Council took no action on the 2017 Master Plan. As a result of the City Council's decision, the applicant revised their proposed Master Plan and resubmitted the revised Master Plan in 2018 (the "2018 Master Plan").

The 2017 SFEIR included an analysis of an Alternative 2, which examined an alternative to the Master Plan that reflects the currently proposed 2018 Master Plan. The SFEIR concluded that although the arrangement of land uses on the project site would be different under Alternative 2 than the Original Project, Alternative 2 would develop the same total square footage of retail and commercial space and number of residential units as the proposed project. Thus Alternative 2 would have environmental effects that were substantially the same as the Original Project and would be required to implement the same mitigation measures as the Original Project. The SFEIR reached this conclusion with regard to impacts on Air Quality and Climate Change, Biological Resources, Land Use, Noise, Population and Housing, Public Services, Transportation and Circulation, and Utilities and Service Systems.

This purpose of this addendum to determine if:

- (1) Any substantial changes in the project will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- (2) Any substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- (3) Any new information of substantial importance (which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete) shows any of the following:
  - (A) The project will have one or more significant effects not discussed in the previous EIR.
  - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR.
  - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative.
  - (D) Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

This Addendum hereby incorporates by reference the following documents: The Program Environmental Impact Report for the Northern Waterfront General Plan Amendment (GPA EIR) (SCH No. 2002102118), and the Encinal Terminals Focused Supplemental Environmental Impact Report (SFEIR) (SCH No. 2016042076). The analyses of all potential environmental impact topics, including all background information regarding the environmental setting of these documents, are incorporated by reference. The GPA EIR and SFEIR are available for review at:

City of Alameda  
Planning Department  
2263 Santa Clara Avenue  
Alameda, CA 94501



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Hours open: Monday – Thursday, 8:00 a.m.to 5:00 p.m.

And on the City’s website at [www.alamedaca.gov](http://www.alamedaca.gov)

## PROJECT DESCRIPTION

The 2018 Master Plan retains the following characteristics of the original 2017 Master Plan considered in the FSEIR:

- Development of a waterfront mixed use community, with 589 new housing units, including 79 affordable units.
- A marina with up to 160 boat slips, a harbormaster’s office, a public water shuttle landing and public kayak launch,
- Up to 50,000 square feet of maritime commercial/office and restaurant uses.
- New infrastructure, roadways, and utilities will be constructed to serve the full development.

The 2018 Master Plan differs from the original 2017 Master Plan, as follows:

- The 6.37-acre parcel that is subject to the State of California’s Public Trust for commerce, navigation and fisheries would remain in its current location and be leased for Public Trust compatible uses. As required by law, development of the existing Encinal Public Trust Lands would be restricted to those uses that further the purposes of the Public Trust, including maritime-related uses, water-oriented recreation, visitor-serving facilities, habitat preservation, and scientific study
- The arrangement of the 589 residential units would be adjusted to avoid the existing 6.4 acres of Public Trust Land, which will remain in its current configuration.
- The amount of public waterfront open space is reduced to a minimum of three acres. The prior Master Plan envisioned seven acres.
- The primary entry to the site is shifted approximately 320 feet to the west.

The 2018 Master Plan differs from the original 2017 SFEIR Alternative 2, as follows:

- The Alternative envisioned seven acre or open space, whereas the 2018 Master Plan assumes at least 3 acres.
- The Alternative envisioned the primary entry to the site is shifted approximately 320 feet to the east from where it is located in the 2018 Master Plan.

## CONCLUSIONS

For the reasons explained below, none of the conditions for preparation of a subsequent EIR found in CEQA Guidelines Section 15162(a) apply to the 2018 Revised Master Plan.

1. The 2018 Revised Master Plan does not involve substantial changes from the Original Project that would require major revisions to the SFEIR. The key components of the Original Project were analyzed in the SFEIR and include: up to 589 multi-family residential units in a variety of configurations; between 30,000 and 50,000 square feet of retail, restaurant and office uses; a new marina with up to 160 private berths, a harbormaster’s office, and facilities for boat sales and rentals; public access around the perimeter of the site; new streets and public infrastructure; locations for direct public access to the water; and provisions for future water shuttle or water taxi facilities. The changes to the project do not require any major changes to the EIR.

All of the mitigation measures identified in the SFEIR were adopted and incorporated into a Mitigation Monitoring and Reporting Program (“MMRP”) prepared for the Original Project and were part of the Original Project. The SFEIR found that the same mitigations were needed and adequate for Alternative 2 and should be adopted for Alternative 2, if Alternative 2 is adopted.

2. There are no substantial changes in the circumstances under which the 2018 Revised Master Plan would occur. The existing conditions described in the SFEIR adequately describe the environment and circumstances under which the proposed project would occur. The SFEIR adequately described the environment and circumstances in which the proposed mixed-use master plan development would be undertaken. Since certification of the SFEIR, conditions in and around the Encinal Terminals site remain as described in the SFEIR and no major changes to reflect any changes in circumstances are required in the SFEIR.

3. No new information of substantial importance has been identified which was not known and could not have been known with the exercise of reasonable diligence at the time the SFEIR was certified that is expected to result in new significant environmental effects or a substantial increase in the severity of environmental effects identified in the prior CEQA documents. As discussed in this Addendum, the 2018 Revised Master Plan would not have new significant effects or significant effects that are substantially more severe than the Original Project. Additionally, the City has not identified any new information of substantial importance that would make feasible mitigation measures or alternatives previously determined not to be feasible and would substantially reduce one or more significant effects on the environment. Nor has the City identified any new information of substantial importance finding that mitigation measures or alternatives considerably different from those analyzed in the SFEIR would substantially reduce one or more significant effects on the environment.

As the lead agency under the California Environmental Quality Act (“CEQA”), the City of Alameda has determined that, in accordance with Section 15164 of the State CEQA Guidelines, the 2018 Revised Master Plan would not result in any significant new environmental impacts, and therefore preparation of an addendum to the Final Focused Supplemental Environmental Impact Report is warranted. All of the mitigation measures contained in the SFEIR MMRP will also apply to the construction and operation of the 2018 Revised Master Plan. As described for each environmental resource topic in the Addendum, with implementation of the previously adopted mitigation measures, the 2018 Revised Master Plan would not result in significant impacts beyond, or significantly greater than, those analyzed in the SFEIR. Accordingly, this Addendum concludes that the additional level of detail about the 2018 Revised Master Plan does not involve new or substantially more severe significant environmental effects; therefore, no subsequent or supplemental EIR is required.



**TABLE 2**  
**MAJOR PROJECT APPROVALS REQUIRED**

<b>Lead Agency</b>	
City of Alameda	<ul style="list-style-type: none"> <li>• Approval of the Master Plan and Subdivision Approvals (e.g., large lot tentative tract map)</li> <li>• Development Plan and Design Review approvals for individual buildings</li> <li>• Affordable Housing Plan approval</li> <li>• Approval of a Density Bonus Application pursuant to State of California Section 65915 and AMC Section 30-17 Affordable Housing Density Bonus and a Waiver for Height pursuant to AMC Section 30-17</li> <li>• Ministerial Permits (including demolition, construction, building or grading permits)</li> </ul>
<b>Responsible Agencies</b>	
San Francisco Bay Conservation and Development Commission (BCDC)	<ul style="list-style-type: none"> <li>• Approval of any development located within 100 feet of the shoreline</li> </ul>
Alameda Municipal Power	<ul style="list-style-type: none"> <li>• Approval of electricity hookup and review of electricity needs</li> </ul>
East Bay Municipal Utility District (EBMUD)	<ul style="list-style-type: none"> <li>• Approval of water line, water hookups and review of water needs</li> <li>• Approval for sewer treatment capacity</li> </ul>
California Regional Water Quality Control Board, San Francisco Bay Region (RWQCB)	<ul style="list-style-type: none"> <li>• National Pollutant Discharge Elimination System (NPDES) NPDES General Construction Permit and Storm Water Pollution Prevention Plan</li> <li>• RWQCB Permits</li> <li>• Potential Clean Water Act Section 401 Certification/Waste Discharge Requirements (WDR's)</li> </ul>
California Department of Toxic Substances Control (DTSC)	<ul style="list-style-type: none"> <li>• Approval and oversight of hazardous materials remediation if needed</li> </ul>
Bay Area Air Quality Management District (BAAQMD)	<ul style="list-style-type: none"> <li>• Permits</li> </ul>
<b>Federal and State Agencies</b>	
US Army Corps of Engineers	<ul style="list-style-type: none"> <li>• Clean Water Act Section 404 Authorization, if needed</li> </ul>
US Fish and Wildlife Service	<ul style="list-style-type: none"> <li>• Applicable permits, if needed</li> </ul>
California Department of Fish and Wildlife	<ul style="list-style-type: none"> <li>• Applicable permits, if needed</li> </ul>
National Marine Fisheries Service	<ul style="list-style-type: none"> <li>• Applicable permits, if needed</li> </ul>

## EVALUATION OF ENVIRONMENTAL EFFECTS

This Addendum compares the potential environmental impacts that may result from implementation of the 2018 Revised Master Plan (proposed project) with the effects previously analyzed in the SFEIR prepared for the prior Encinal Terminals Master Plan and Alternative 2. The purpose of the comparison is to determine whether the proposed project's environmental impacts were adequately addressed in the SFEIR, and to determine whether a subsequent or supplemental EIR is required pursuant to CEQA Guidelines Sections 15162 and 15163. Attachment A contains the MMRP for the Original Project. All of the previously approved mitigation measures from the SFEIR would apply to construction and operation of the 2018 Master Plan (Alternative 2).

The checkboxes in the Addendum indicate whether the proposed project would result in environmental impacts, as described below:

- **Equal or Less Severity of Impact than Previously Identified in the SFEIR** – The severity of the specific impact of the proposed project would be the same as or less than the severity of the specific impact described in the SFEIR.
- **Substantial Increase in Severity of Previously Identified Significant Impact in the SFEIR** – The proposed project's specific impact would be substantially greater than the specific impact described in the SFEIR.
- **New Significant Impact** – The proposed project would result in a new significant impact that was not previously identified in the SFEIR.

Where the severity of the impacts of the proposed project would be the same as or less than the severity of the impacts described in the SFEIR, the checkbox for "Equal or Less Severity of Impact than Previously Identified in SFEIR" is checked. Where the checkbox for either "Substantial Increase in Severity of Previously Identified Significant Impact in SFEIR" or "New Significant Impact" is checked, significant impacts exist that are:

- Due to substantial changes in the project (CEQA Guidelines Section 15162[a][1]);
- Due to substantial changes in circumstances under which the project will be undertaken (CEQA Guidelines Section 15162[a][2]); or
- Due to substantial new information not known at the time the Environmental Impact Report (EIR) was certified (CEQA Guidelines Sections 15162[a][3] and 15183[b][4]).

For the purposes of this Addendum, it is assumed that the proposed project will be required to comply with and implement all applicable mitigation measures identified in the SFEIR and previously adopted by the City, as described in the Addendum.

Topic areas for which the SFEIR found there would be no potential impacts, and for which no impacts would result from the proposed project, have not been included here; these topic areas include: aesthetics, agriculture and forest resources, mineral resources and recreation. These topics were analyzed in the Initial Study for the Encinal Terminals Master Plan Project as well as the GPA EIR. For example, the Initial Study and the GPA EIR concluded that development of the Encinal Terminals site would not have a substantial adverse effect on a scenic vista, substantially damage scenic resources, substantially degrade the existing visual character or quality of the site and its surroundings, or create a source of substantial light or glare which would adversely affect daytime or nighttime views in the area. The evidence in support of these conclusions—that the existing condition of the site degraded the visual character and quality at the property; that the visual conditions of the project site would be improved by development with mixed use buildings; that there are no designated scenic vista points in proximity to the project site; that consistent use of a standard design review process and enforcement of Northern Waterfront General Plan Amendment Implementing Policy 10.8.f would ensure new development does not create unnecessary glare or lighting impacts on adjacent land uses—applies equally to the 2018 Master Plan.

The significance criteria, below, have been consolidated and abbreviated in this Addendum for administrative purposes; a complete list of the significance criteria can be found in the SFEIR.

<b>I. AIR QUALITY AND CLIMATE CHANGE</b>	<b>Equal or Less Severe Impact than Previously Identified in SFEIR</b>	<b>Substantial Increase in Severity of Previously Identified Significant Impact in SFEIR</b>	<b>New Significant Impact</b>
Would the project:			
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Analysis, Findings, and Conclusions of the SFEIR

The SFEIR determined that impacts from both construction and operation of the Original Project would result in less than significant impacts with regard to odors and also with regard to greenhouse gas reduction planning efforts. The SFEIR also determined that during operation of the Original Project, the project would have less than significant impacts on pollutant concentrations and greenhouse gas emissions. However, the SFEIR found that certain aspects of both construction and operation of the Original Project would result in significant impacts, although all such impacts would be reduced to less than significant through implementation of appropriate mitigation measures, as enumerated below.

During construction operations, the SFEIR determined that there would be no significant impacts with respect to emissions and toxic air contaminants; however, potentially significant impacts could occur related to particulate matter and dust generated by construction activities. Those impacts would be reduced to less than significant through implementation of GPA EIR Mitigation Measure AIR-1a (revised). In addition, impacts from daily emissions during operation of the Original Project could have a significant effect on regional air quality. The primary source of those emissions would be from residential wood burning, and implementation of Mitigation Measure 4.A-2, prohibiting all wood-burning devices in residential units, would reduce any impacts to less than significant levels.

The SFEIR found that construction of the Original Project would result in short-term diesel exhaust (DPM) emissions from construction equipment. Implementation of GPA EIR Mitigation Measure AIR-3 would ensure that would be reduced to the extent feasible and that potential health risk would be less than significant. Implementation of GPA EIR Mitigation Measure AIR-1a (revised), which includes measures such as minimizing

the idling time of diesel powered construction equipment and requiring that all construction equipment is maintained and properly tuned, would also reduce potential DPM emissions.

With respect to impacts related to implementation of the Bay Area Air Quality Management District (BAAQMD)'s 2010 Clean Air Plan, the SFEIR found that the project would not disrupt or hinder implementation of the BAAQMD 2010 Clean Air Plan, but did require implementation of Mitigation Measure 4.A-4 to encourage use of low- and zero-emission vehicles in travel to and from the project site.

In analyzing the cumulative impacts of the Original Project, the SFEIR followed the BAAQMD guidance which holds that no single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. As a result, in order to evaluate the cumulative air quality impacts for a specific project, BAAQMD looks at whether a project exceeds the identified significance thresholds. If it exceeds those thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. As the SFEIR determined that the Original Project operational emissions would not exceed the significance thresholds with implementation of GPA EIR Mitigation Measure AIR-1a (revised)<sup>1</sup> and Mitigation Measure 4.A-4, cumulative impacts on air quality from development and operation the project would be less than significant.

## 2018 Revised Master Plan

The nature and duration of the construction activities and the impacts from operation of the 2018 Revised Master Plan would be substantially the same as the Original Project and Alternative 2. There is no evidence to support the conclusion that reducing the open space to 3 acres or moving the primary entry of the facility would not result in the same impacts on air quality and greenhouse gas emissions, and require implementation of the same mitigation measures, as those analyzed for the Original Project and Alternative 2.

Based on an examination of the analysis, findings, and conclusions of the SFEIR, and on the discussion above, development of the 2018 Revised Master Plan at the Encinal Terminals site would not result in new significant impacts that were not identified in the SFEIR or in substantially more severe significant air quality or greenhouse gas impacts than those identified in the SFEIR.

<b>II. BIOLOGICAL RESOURCES</b>	<b>Equal or Less Severe Impact than Previously Identified in SFEIR</b>	<b>Substantial Increase in Severity of Previously Identified Significant Impact in SFEIR</b>	<b>New Significant Impact</b>
Would the project result in:			
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<sup>1</sup> SFEIR mistakenly refers to this as Mitigation Measure 4.A-1.

c) Have a substantial adverse effect on federally protected wetlands (as defined by Section 404 of the Clean Water Act) or on Waters of the State protected wetlands, through direct removal, filling, hydrological interruption, or other means?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with any adopted local, regional, or State Habitat Conservation Plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Analysis, Findings, and Conclusions of the SFEIR

The SFEIR determined that development and operation of the Original Project could result in significant project-level and cumulative biological resource impacts to special-status wildlife, sensitive natural communities, riparian habitat, jurisdictional waters, and migratory and breeding wildlife, and that it could conflict with policies and ordinances protecting biological resources. The SFEIR included mitigation measures to reduce these impacts to a less-than-significant level.

The SFEIR identified several impacts to special-status fish and marine mammals from construction of the proposed marina and rehabilitation of existing pilings, and identified Mitigation Measure 4.B-1a (Sound Attenuation Monitoring Plan), Mitigation Measure 4.B-1b (National Marine Fisheries Service [NMFS] and California Department of Fish and Wildlife [CDFW] Consultation), Mitigation Measure 4.B-1c (Additional Noise Attenuation Measures), and Mitigation Measure 4.B-1d (Dock Lighting) to reduce these impacts to less than significant levels.

Construction disturbance from building demolition or vegetation and tree removal could result in impacts to nesting birds and potential bat roosting sites. Implementation of Mitigation Measure 4.B-1e (Nesting Birds) and GPA EIR Mitigation Measure BIO-1 (revised) (Bat Pre-Construction Survey) would ensure that impacts to special-status wildlife would be less than significant.

The SFEIR identified potential impacts to sensitive natural communities and jurisdictional waters—including federally protected wetlands, “other waters,” and navigable waters—due to marina and other in-water construction. Potential impacts from wharf retrofit work and marina construction would be reduced to less than significant through implementation of Mitigation Measure 4.B-2a (Native Oysters and Eelgrass), Mitigation Measure 4.B-2b (Boater Education), and Mitigation Measure 4.B-2c (Invasive Species Control Plan), with respect to sensitive natural communities, and GPA EIR Mitigation Measure BIO-2 (Long Term Management Strategy for dredging) with respect to any work in the vicinity of jurisdictional waters.

The SFEIR determined that the Original Project could interfere with the movement of native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or could impede the use of native wildlife nursery sites. Implementation of GPA EIR Mitigation Measure BIO-1 and Mitigation Measure B-1e, described above, in addition to Mitigation Measure 4.B-3 would reduce these potential project-related impacts to a less-than-significant level. In-water construction activities could generate noise that would substantially impact fish and marina mammals moving through the project area. Implementation of Mitigation Measures 4.B-1a, 4.B-1b and 4.B-1c would reduce this impact to a less-than-significant level. The SFEIR determined that bird collisions with lighted buildings and other structures could be reduced with Mitigation Measure 4.B-3 (Bird Strike Mitigation); this measure requires design features that reduce the risk of avian collisions, and also requires the avoidance and minimization of increases in ambient night lighting.

The SFEIR found that development facilitated by the Original Project could result in potentially significant impacts on biological resources, which could conflict with applicable local policies or ordinances protecting biological resources and local, regional or State Habitat Conservation Plans and could also potentially result in cumulative impacts. However, the potential impacts would be reduced to less than significant with implementation of GPA EIR Mitigation Measure BIO-1, Mitigation Measures 4.B-1a through 4.B-1e (avoid and minimize impacts on special-status wildlife), Mitigation Measures 4.B-2a through 4.B-2c (avoid and minimize impacts to sensitive natural communities), GPA EIR Mitigation Measure BIO-2 (avoid and minimize impacts on jurisdictional waters), and Mitigation Measure 4.B-3 (avoid and minimize impacts to migratory and breeding wildlife).

### 2018 Revised Master Plan

The 2018 Revised Master Plan proposes development of the same number of residential units and the same level of commercial square footage as the Original Project and likewise includes the potential development of a new marina. Construction of the 2018 Revised Master Plan will require demolition of the same structures slated for demolition under the Original Project and also includes retrofitting and/or demolition of portions of the existing wharf. As with the Original Project, the precise extent of the retrofitting and/or demolition of the existing wharf has not yet been determined. However, with implementation of the applicable mitigation measures, any potential impacts would be reduced to less than significant. As a result, the impacts on biological resources as a result of development of the 2018 Revised Master Plan will be no greater than the impacts analyzed for the Original Project and the same mitigation measures proposed for the Original Project will apply to the No Exchange Alternative.

Based on an examination of the analysis, findings, and conclusions of the SFEIR, and on the discussion above, development of the 2018 Revised Master Plan at the Encinal Terminals site would not result in new significant impacts that were not identified in the SFEIR or in substantially more severe significant biological resources impacts than those identified in the SFEIR.

<b>III. LAND USE CONSISTENCY AND COMPATIBILITY</b>	<b>Equal or Less Severe Impact than Previously Identified in SFEIR</b>	<b>Substantial Increase in Severity of Previously Identified Significant Impact in SFEIR</b>	<b>New Significant Impact</b>
Would the project:			
a) Physically divide an established community?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the General Plan, specific plans, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Analysis, Findings, and Conclusions of the SFEIR

The SFEIR determined that the Original Project would have less-than-significant project-level and cumulative land use impacts caused by the physical division of an established community; conflicts with applicable land use plans, policies, or regulations of an agency with jurisdiction over the project; or conflicts with applicable Habitat Conservation Plans or Natural Community Conservation Plans. Therefore, no mitigation measures related to potential land use impacts were required.

The SFEIR determined that the Original Project was consistent with the City of Alameda General Plan, including the Northern Waterfront GPA, and the applicable Zoning Ordinance standards. The Original Project would result in the development of this site as a mixed use, transit-oriented, pedestrian-friendly community consistent with the General Plan and zoning.

The major components of the 2018 Revised Master Plan are the same as the Original Project evaluated in the SFEIR, with the exception of the land exchange, the General Plan Amendment, and a reduction in the amount of permanent public open space. The elimination of the land exchange required modifications to the land plan due to the use restrictions associated with the Encinal Public Trust Lands. However, those modifications only impacted where certain uses could be located within the Master Plan, and the anticipated nature and intensity of uses under the 2018 Revised Master Plan is substantially the same as under the Original Project. The only exception is that the 2018 Revised Master Plan proposes to allow boat repair and storage within the Encinal Public Trust Lands. Those uses are permitted under the Public Trust but were excluded from the Original Project.

The Initial Study for the Encinal Terminals Master Plan project concluded that the project would have less than significant impacts on visual resource due to the fact that the project would generally have a beneficial effect on scenic vistas and visual quality by preserving view corridors, creating continuity between surrounding neighborhoods and the waterfront, and eliminating underutilized or deteriorating structures. The proposed 2018 Revised Master Plan would be consistent with BCDC Bay Plan policies that promote visually appropriate shoreline uses, the development of vista points, and the protection of significant views.

## Conclusions

Based on an examination of the analysis, findings, and conclusions of the SFEIR, and on the discussion above, development of the 2018 Revised Master Plan with its reconfiguration of the previously planned uses, the reduction in open space and the adjustment to the on-site circulation system would not result in new significant impacts that were not identified in the SFEIR or in substantially more severe land use resource impacts than those identified in the SFEIR.

<b>IV. NOISE</b>	<b>Equal or Less Severe Impact than Previously Identified in SFEIR</b>	<b>Substantial Increase in Severity of Previously Identified Significant Impact in SFEIR</b>	<b>New Significant Impact</b>
Would the project result in:			
a) Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<ul style="list-style-type: none"> <li>An increase in noise exposure of 4 or more dB if the resulting noise level would exceed that described as normally acceptable for the affected land use, as indicated in Table 8-1 (Table 4.G-3 above).</li> </ul>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<ul style="list-style-type: none"> <li>Any increase of 6 dB or more, due to the potential for adverse community response.</li> </ul>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<ul style="list-style-type: none"> <li>When evaluating noise impacts associated with new residential development, exposure to traffic noise in outdoor yard spaces shall not be considered a significant impact. (Policy 8.7.h)</li> </ul>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



b) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Exposure of people residing or working in the area around the project site to excessive noise levels (for a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Exposure of people residing or working in the area around the project site to excessive noise levels (for a project within the vicinity of a private airstrip)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Analysis, Findings, and Conclusions of the SFEIR

The SFEIR determined that the Original Project could result in significant project-level and cumulative noise impacts, all of which impacts are reduced to a less than significant level with implementation of appropriate mitigation measures. The project level impacts from ground borne construction vibration and ground borne construction noise were determined to be less than significant and the cumulative impacts from transportation related noise were also found to be less than significant.

Project level and cumulative impacts from construction noise and cumulative impacts from ground borne construction vibration and ground borne construction noise would be reduced to less than significant levels with implementation of **GPA Mitigation Measure NOISE-1a (revised)** and **GPA Mitigation Measure NOISE-1b (revised)**. Impacts from project level transportation related operations would be reduced to less than significant levels with implementation of **GPA EIR Mitigation Measures NOISE-2a (revised), -2b (revised), and -3 (revised)**.

### Conclusions

The 2018 Revised Master Plan will include development of the same number of residential units and the same range of commercial square footage as the Original Project. While the site plan for the 2018 Revised Master Plan rearranges the locations of the uses at the site, the nature of the construction activities and degree of transportation related noise impacts will be no different than those analyzed for the Original Project. Accordingly, the noise impacts from the 2018 Revised Master Plan will be no more severe than the impacts under the Original Project.

Based on an examination of the analysis, findings, and conclusions of the SFEIR, and on the discussion above, development of the 2018 Revised Master Plan at the Encinal Terminals site would not result in new significant impacts that were not identified in the SFEIR or in substantially more severe significant noise impacts than those identified in the SFEIR.

<b>V. POPULATION AND HOUSING</b>	<b>Equal or Less Severe Impact than Previously Identified in SFEIR</b>	<b>Substantial Increase in Severity of Previously Identified Significant Impact in SFEIR</b>	<b>New Significant Impact</b>
Would the project:			
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### **Analysis, Findings, and Conclusions of the SFEIR**

The SFEIR analyzed development of up to 589 new residential units that would accommodate approximately 1549 persons, and between 30,000 and 50,000 square feet of employment-generating uses in newly constructed buildings, which would generate jobs for approximately 50 employees. The SFEIR determined that the Original Project would have less-than-significant project-level and cumulative population and housing impacts related to direct or indirect inducement of substantial population or housing growth; displacement of substantial population or housing; and additional population, housing, or employment growth, or displacement of existing residents or housing units, on a regional level. Therefore, no mitigation measures related to potential population and housing impacts were required.

### **Conclusions**

Pursuant to the City of Alameda General Plan and Plan Bay Area, the population and housing growth that was analyzed in the SFEIR falls within the growth estimates for the Northern Waterfront PDA. The proposed project would not displace any existing housing or people, or induce additional growth other than the growth that was analyzed in the SFEIR.

As the 2018 Revised Master Plan is proposing the same number of housing units and commercial square footage as the Original Project, the 2018 Revised Master Plan will result in the same impacts as those analyzed for the Original Project.

Based on an examination of the analysis, findings, and conclusions of the SFEIR, and on the discussion above, development of 2018 Revised Master Plan at the Encinal Terminals site would not result in new significant impacts that were not identified in the SFEIR or in substantially more severe significant population or housing impacts than those identified in the SFEIR.

<b>VI. PUBLIC SERVICES</b>	<b>Equal or Less Severe Impact than Previously Identified in SFEIR</b>	<b>Substantial Increase in Severity of Previously Identified Significant Impact in SFEIR</b>	<b>New Significant Impact</b>
Would the project:			

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services: <ul style="list-style-type: none"> <li>• Fire protection;</li> <li>• Police protection;</li> <li>• Schools;</li> <li>• Parks; and</li> <li>• Other public facilities</li> </ul>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Analysis, Findings, and Conclusions of the SFEIR

The SFEIR determined that the Original Project would have less-than-significant project-level and cumulative public services and recreation impacts related to physical deterioration of recreation facilities caused or accelerated by their increased use; potential adverse physical effects on the environment from construction or expansion of recreation facilities; and potential substantial adverse physical impacts from construction of governmental facilities, such as those related to fire protection, police protection, schools, and parks. Therefore, no mitigation measures related to potential public services and recreation impacts were required.

Given that the 2018 Revised Master Plan proposes development of the same number of residential units and the same level of commercial square footage, the impacts on public services as a result of development of the 2018 Revised Master Plan will be no greater than those analyzed for the Original Project. If new or expanded facilities are required to accommodate increased demand from future projects, the City would leverage development impact fees and/or property tax revenues to expand services and/or facilities without significant impact and no mitigation measures are required.

### Conclusions

Based on an examination of the analysis, findings, and conclusions of the SFEIR, and on the discussion above, development of the 2018 Revised Master Plan at the Encinal Terminals site would not result in new significant impacts that were not identified in the SFEIR or in substantially more severe significant impacts relating to public services or recreation than those identified in the SFEIR.

<b>VI. TRANSPORTATION AND CIRCULATION</b>	<b>Equal or Less Severe Impact than Previously Identified in SFEIR</b>	<b>Substantial Increase in Severity of Previously Identified Significant Impact in SFEIR</b>	<b>New Significant Impact</b>
Would the project result in:			

a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Analysis, Findings, and Conclusions of the SFEIR

In recognition of the passage of SB 743, which modified state law regarding transportation analysis for the purposes of CEQA, the SFEIR analyzed the potential transportation and circulation impacts of the Original Project under two different methodologies: the traditional level of service (“LOS”) analysis and the recently adopted vehicle miles travelled (“VMT”) analysis.

VMT is a measure used to describe automobile use on a daily or annual basis. General components of VMT include the number of vehicle trips and the length of those trips (trip distance). VMT is the product of the total number of vehicles traveling and the average number of miles traveled per vehicle. In accordance with guidance from the State of California Office of Planning and Research (“OPR”), the SFEIR determined that a new land-use project would have a less-than-significant transportation impact if the project were to achieve either an average daily VMT per capita (resident) that is 15 percent less than the regional average daily VMT rate estimated for 2020, or 15 percent less than the city’s average daily VMT rate in 2020, whichever is higher. Applying that threshold of significance to the Original Project, the SFEIR determined that the proposed project would have a less than significant impact on VMT and no mitigation measures for transportation impacts from the Original Project would be required.

By contrast, under the LOS analysis, the SFEIR determined that the Original Project could result in significant project-level and cumulative transportation and circulation impacts at local study locations in the cities of Alameda and Oakland. Even with the implementation of **GPA EIR Mitigation Measure TRN-4b (revised)** (TDM Program and Monitoring) and **Mitigation Measures 4.G-2 through 4.G-4** (Traffic Signals, Clement Extension and Impact Fees), the SFEIR determined that the development of the Encinal Terminals site would

result in significant and unavoidable project-level and cumulative impacts at local study locations due to an increase in traffic.

The SFEIR determined that impacts on average delays and safety for pedestrians as a result of development the Original Project would be less than significant upon implementation of **GPA EIR Mitigation Measure TRN-4b (revised)** together with two new mitigation measures: **Mitigation Measure 4.G-3a** (Signal Optimization at Buena Vista Avenue and Sherman Street) and **Mitigation Measure 4.G-3b** (Signal Optimization at Challenger Drive and Marina Village Drive). The SFEIR found that the Original Project would have less than significant impacts on LOS and safety for bicyclists; vehicle speeds on current or future transit routes; traffic volumes on area freeways; traffic safety; and emergency vehicle access. The SFEIR also found that, through the development review process and implementation of the Transportation Demand Management Project for the project site, the Original Project would have a less-than-significant impact with respect to policies, plans, and programs supporting alternative transportation

The development facilitated by the Original Project during construction would generate temporary increases in traffic volumes on area roadways; however, the SFEIR determined that, given the temporary nature of construction traffic, the City-required Traffic Control Plan that would be implemented and the fact that trips generated during construction would be substantially less than the Original Project at full buildout, construction traffic impacts would be less than significant no mitigation would be required.

## Conclusions

The 2018 Revised Master Plan will include development of the same number of residential units and the same range of commercial square footage as the Original Project. The 2018 Revised Master Plan continues to provide emergency vehicle access points to the site, consistent with California Fire Code requirements. While the site plan for the 2018 Revised Master Plan rearranges the locations of the uses at the site, the nature of the construction activities and the number of daily trips at full build out will be no different than those analyzed for the Original Project. Accordingly, the transportation and circulation impacts from the 2018 Revised Master Plan will be no more severe than the impacts under the Original Project and will require implementation of the same mitigation measures as the Original Project.

Based on an examination of the analysis, findings, and conclusions of the SFEIR, and on the discussion above, development of the 2018 Revised Master Plan at the Encinal Terminals site would not result in new significant impacts that were not identified in the SFEIR or in substantially more severe significant transportation impacts than those identified in the SFEIR.

<b>VII. UTILITIES AND SERVICE SYSTEMS</b>	<b>Equal or Less Severe Impact than Previously Identified in SFEIR</b>	<b>Substantial Increase in Severity of Previously Identified Significant Impact in SFEIR</b>	<b>New Significant Impact</b>
Would the project result in:			
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

d) Have insufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Not comply with federal, state, and local statutes and regulations related to solid waste?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Analysis, Findings, and Conclusions of the SFEIR

The SFEIR determined that, with implementation of **GPA EIR Mitigation Measure UTIL-1** and **Mitigation Measure 4.H-2**, which require project sponsors to remove or reconstruct all existing sewer and storm drain laterals serving the project site, the Original Project would have less-than-significant project-level and cumulative utilities and service systems impacts related to peak wastewater or storm water flows that could exceed the capacity of the existing sewage or storm drain facilities.

East Bay Municipal Utility District (EBMUD) prepared a water supply assessment (WSA) for the Encinal Terminals site in 2014, which was supplemented in 2016 by a letter submitted by EBMUD in response to the Notice of Preparation for the SFEIR. Both the WSA and the 2016 EBMUD letter concluded that EBMUD would have adequate supplies to meet the increase in demand associated with the proposed project. The 2016 letter also provided information EBMUD's ability to accommodate the wastewater flows of the Original Project.

### Conclusions

The 2018 Revised Master Plan proposes development of the same number of residential units and the same level of commercial square footage as the Original Project, as a result the impacts on utilities and services systems as a result of development of the 2018 Revised Master Plan will be no greater than the impacts analyzed for the Original Project. In summary, as described above, the previously adopted mitigation measures that are applicable would be implemented as part of the proposed project.

Based on an examination of the analysis, findings, and conclusions of the SFEIR, and on the discussion above, development of the 2018 Revised Master Plan at the Encinal Terminals site would not result in new significant impacts that were not identified in the SFEIR or in substantially more severe significant impacts relating to system services or utilities than those identified in the SFEIR.

### ADDENDUM CONCLUSION

The proposed 2018 Revised Master Plan for the Encinal Terminals site described in this Addendum would not require major revisions to the SFEIR due to new significant impacts or due to a substantial increase in the severity of the significant environmental effects. There have been no substantial changes with respect to the circumstances under which the project would be undertaken that would require major revisions of the SFEIR due to new or substantially increased significant environmental effects, and there has been no discovery of new information of substantial importance that would trigger or require major revisions to the SFEIR due to new or substantially increased significant environmental effects. All of the mitigation measures contained in the SFEIR MMRP will also apply to the construction and operation of the 2018 Revised Master Plan, and thus with implementation of the previously adopted mitigation measures, the 2018 Revised Master Plan would not result in significant impacts beyond, or significantly greater than, those analyzed in the SFEIR. Therefore, no subsequent or supplemental EIR is required prior to approval of the 2018 Revised Master Plan as described in this Addendum.

**July 5, 2018**



## **Attachment A**

### **Project-Specific Mitigation Monitoring and Reporting Program for the No Public Trust Land Exchange Alternative at the Encinal Terminals Site**

The following table is a Mitigation Monitoring and Reporting Program (MMRP) for the 2018 Revised Master Plan at the Encinal Terminals site. It is the same as the MMRP adopted at the time the City certified the Encinal Terminals Master Plan Supplemental Focused EIR (SFEIR) on December 19, 2017, in accordance with the California Environmental Quality Act (CEQA); therefore, all of the mitigation measures listed in this Project-Specific MMRP have been previously adopted by the City and are part of the project. The City has prepared an Addendum to evaluate the potential adverse environmental effects that could result from the proposed project, and has determined that all of the project's adverse impacts were previously analyzed in the SFEIR. The City has determined that the project would not result in any new or substantially more severe significant impacts that were not already addressed in that EIR.

The 2018 Revised Master Plan MMRP contains all of the previously adopted SFEIR mitigation measures, and serves as a stand-alone MMRP for the No Exchange Alternative. Implementation of the mitigation measures in this MMRP, which are also listed in the preceding Addendum, will be required to avoid or substantially reduce the severity of the applicable impacts identified in the SFEIR.

The 2018 Revised Master Plan MMRP identifies the monitoring and reporting requirements for each mitigation measure; the timing of mitigation implementation; and the agency or agencies with responsibility for monitoring and verifying the implementation of the mitigation measure. All entities involved in development and operation of the 2018 Revised Master Plan will need to implement all required mitigation measures during project construction or project implementation, as applicable. Confirmation of mitigation implementation will be determined in accordance with the 2018 Revised Master Plan MMRP.

## ENCINAL TERMINALS MASTER PLAN MITIGATION MONITORING AND REPORTING PROGRAM

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
<b>Air Quality and Climate Change</b>					
<b>SFEIR Impact 4.A-1:</b> The proposed project would not result in localized construction dust-related air quality impacts; generate construction emissions that would result in a substantial increase of criteria pollutants and precursors for which the air basin is in nonattainment under an applicable federal or state ambient air quality standard; or expose sensitive receptors to substantial concentrations of toxic air contaminants or respirable particulate matter (PM <sub>2.5</sub> ). (Less than Significant with Mitigation)	<p><b>GPA EIR Mitigation Measure AIR-1a (revised):</b>  <i>Implementation of Dust Abatement Programs. Proponents of development projects within the Northern Waterfront GPA area. The project applicant or its designee shall be required to demonstrate compliance with all applicable City regulations and operating procedures prior to issuance of building or grading permits, including standard dust control measures. The effective implementation of dust abatement programs, incorporating all of the following dust control measures, would reduce the temporary air quality impact associated with construction dust.</i></p> <ul style="list-style-type: none"> <li>• All active construction areas shall be watered <u>two times daily</u> using equipment and staff provided by the project applicant or prime contractor, as needed, to avoid visible dust plumes. Appropriate non-toxic dust palliative or suppressant, added to water before application, may be used.</li> <li>• All trucks hauling soil, sand and other loose materials shall be covered or shall maintain at least two feet of freeboard.</li> <li>• All unpaved access roads, parking areas and construction staging areas shall be either paved, watered as necessary to avoid visible dust plumes, or subject to the application of (non-toxic) soil stabilizers.</li> <li>• All paved access roads, parking areas and staging areas at the construction site shall be swept daily with water sweepers. <u>The use of dry power sweeping is prohibited.</u></li> <li>• If visible soil material is carried onto adjacent public streets, these streets shall be swept daily with water sweepers. <u>The use of dry power sweeping is prohibited.</u></li> <li>• All stockpiles of debris, soil, sand or other materials that can be blown by the wind shall either be covered or watered as necessary to avoid visible dust plumes.</li> <li>• An off-pavement speed limit of 15 miles per hour for all construction vehicles shall be incorporated into the construction contract and enforced by the prime contractor.</li> <li>• All inactive portions of the project site (those areas which have been previously graded, but inactive for a</li> </ul>	Provide Dust Abatement Plan that meets the requirements of the mitigation measure to the City Building Division for review and approval.	Project applicant or designee	Prior to issuance of demolition and/or building permits.	City of Alameda

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	<p>period of ten days or more) shall be watered with an appropriate dust suppressant, covered or seeded.</p> <ul style="list-style-type: none"> <li>• All earth-moving or other dust-producing activities shall be suspended when the above dust control measures prove ineffective in avoiding visible dust plumes during periods of high winds. The wind speed at which this suspension of activity will be required may vary, depending on the moisture conditions at the project site, but suspension of such activities shall be required in any case when the wind speed exceeds 25 miles per hour.</li> <li>• <u>All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.</u></li> <li>• <u>Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.</u></li> <li>• <u>All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.</u></li> <li>• <u>Post a publicly visible sign with the telephone number and person to contact at the City of Alameda regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.</u></li> </ul>				
<b>SFEIR Impact 4.A-2:</b> The proposed project would not generate operational emissions that would result in a considerable net increase of criteria pollutants or precursors for which the air basin is in nonattainment under an applicable federal or state ambient air quality standard or expose sensitive receptors to substantial	<p><b>SFEIR Mitigation Measure 4.A-2:</b></p> <p>All wood-burning devices, such as woodstoves and open hearth fire places shall be prohibited in residential units associated with the proposed project. Only natural gas fireplaces shall be permitted.</p>	Provide building plans to City Building Division for review and approval showing compliance with the measure.	Project applicant or designee	Prior to issuance of building permits.	City of Alameda

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
concentrations of toxic air contaminants or respirable particulate matter (PM2.5). (Less than Significant with Mitigation)					
<b>Air Quality and Climate Change (cont.)</b>					
<b>SFEIR Impact 4.A-3:</b> The proposed project would not expose sensitive receptors to substantial pollutant concentrations (Less than Significant with Mitigation)	<b>GPA EIR Mitigation Measure AIR-3:</b> <del>The project sponsors.</del> <u>The project applicant or its designee</u> shall ensure that construction contract specifications include a requirement that all off-road diesel-powered construction equipment used for project improvements be equipped with a Level 3 Verified Diesel Emissions Control (VDEC), which would reduce diesel particulate emissions by at least 85 percent.	Provide construction specifications to City Building Division for review and approval.	Project applicant or designee	Prior to issuance of construction contracts and/or construction bid materials.	City of Alameda
<b>SFEIR Impact 4.A-5:</b> The proposed project would not conflict with or obstruct the implementation of the applicable air quality plan. (Less than Significant with Mitigation)	<b>SFEIR Mitigation Measure 4.A-4:</b> The City shall require that the following measures be implemented, either by the project applicant or subsequent development sponsors or in combination, to encourage the use of low- and zero-emission vehicles in travel to and from the project site: <ul style="list-style-type: none"> <li>Promote use of clean fuel-efficient vehicles through preferential parking and/or installation of charging stations.</li> <li>Promote zero-emission vehicles by providing a neighborhood electric vehicle program to reduce the need to have a car or second car vehicles as one potential element of a TDM program that would be required of all new developments.</li> </ul>	<b>Pre-construction:</b> Provide parking/construction plans to City Building Division for review and approval showing compliance with measure. <b>Post-construction:</b> Demonstrate compliance with measure to satisfaction of City Building Division and/or City Planning Division.	Project applicant or designee	<b>Pre-construction:</b> Prior to issuance of building permits. <b>Post-construction:</b> Prior to issuance of occupancy permits.	City of Alameda
<b>Biological Resources</b>					
<b>SFEIR Impact 4.B-1:</b> The proposed project would not have a substantial adverse effect, either directly or through habitat modifications, on species identified as candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the	<b>SFEIR Mitigation Measure 4.B-1a:</b> <ul style="list-style-type: none"> <li>Prior to the start of pier rehabilitation and marina and ferry terminal facilities construction, the City shall require a NMFS-approved sound attenuation monitoring plan to protect fish and marine mammals, if pile driving is required for project implementation. This plan shall provide detail on the sound attenuation system, detail methods used to monitor and verify sound levels during pile driving activities, and describe management practices to be taken to reduce impact hammer pile-driving sound in the marine environment to an intensity level of less than</li> </ul>	<b>Pre-construction:</b> Provide NMFS-approved sound attenuation and monitoring plan to the City Planning Division. <b>During construction:</b> Provide monitoring reports as specified in agreement with NMFS.	Project applicant or designee	<b>Pre-construction:</b> Prior to issuance of demolition/building permits. <b>During construction:</b> Ongoing per terms of agreement with NMFS.	City of Alameda

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
United States Fish and Wildlife Service. (Less than Significant with Mitigation)	<p>183 dB. The sound monitoring results shall be made available to the NMFS. The plan shall incorporate, but not be limited to, the following best management practices (BMPs):</p> <ul style="list-style-type: none"> <li>To the extent feasible, all pilings shall be installed and removed with vibratory pile drivers only. Vibratory pile driving will be conducted following the Corps' "Proposed Procedures for Permitting Projects that will Not Adversely Affect Selected Listed Species in California". USFWS and NOAA completed Section 7 consultation on this document, which establishes general procedures for minimizing impacts to natural resources associated with projects in or adjacent to jurisdictional waters.</li> <li>An impact pile driver may only be used where necessary to complete installation of larger steel pilings in accordance with seismic safety or other engineering criteria.</li> <li>The hammer shall be cushioned using a 12-inch thick wood cushion block during all impact hammer pile driving operations.</li> <li>All piling installation using impact hammers shall be conducted between June 1 and November 30, when the likelihood of sensitive fish species being present in the work area is minimal.</li> <li>If pile installation using impact hammers must occur at times other than the approved work window, the project applicant shall obtain incidental take authorization from NMFS and CDFW, as necessary, to address potential impacts on steelhead trout, chinook salmon, and Pacific herring and implement all requested actions to avoid impacts.</li> <li>The project applicant shall monitor and verify sound levels during pile driving activities. The sound monitoring results will be made available to NMFS and the City.</li> <li>In the event that exceedance of noise thresholds established and approved by NMFS occurs, a contingency plan involving the use of bubble curtains or air barrier shall be implemented to attenuate sound levels to below thresholds.</li> </ul>				
	<p><b>SFEIR Mitigation Measure 4.B-1b:</b></p> <p>During the project permitting phase, the City will ensure that any projects requiring in-water work include consultation</p>	Provide evidence of regulatory compliance to the City Building Division and/or	Project applicant or designee	Prior to issuance of	City of Alameda

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	with NMFS to determine if the work can be covered under one of the programmatic consultations for federally listed species described above or if a project-level BO would be required and whether an Incidental Harassment Authorization for marine mammals would be needed for dredging or pile driving activities. The project applicant shall also consult with CDFW regarding State special-status fish and the potential need for an incidental take permit (ITP). The project applicant shall submit to the City copies of any IHA and/or ITP received or, alternatively, copies of correspondence confirming that an IHA and/or ITP is not required for the project in question.	the City Planning Division as specified in the measure.		demolition/building permits.	
<b>Biological Resources (cont.)</b>					
<b>SFEIR Impact 4.B-1 (cont.)</b>	<b>SFEIR Mitigation Measure 4.B-1c:</b> As part of the NMFS-approved sound attenuation monitoring plan required for pile driving in Mitigation Measure 4-2a, the City shall ensure that the project applicant implements these additional actions to reduce the effect of underwater noise transmission on marine mammals. These actions shall include at a minimum: <ul style="list-style-type: none"> <li>• Establishment of a 1,600-foot (500-meter) safety zone that shall be maintained around the sound source, for the protection of marine mammals in the event that sound levels are unknown or cannot be adequately predicted.</li> <li>• Work activities shall be halted when a marine mammal enters the 1,600-feet (500 meter) safety zone and resume only after the animal has been gone from the area for a minimum of 15 minutes.</li> <li>• A “soft start” technique shall be employed in all pile driving to give marine mammals an opportunity to vacate the area.</li> <li>• Maintain sound levels below 90 dBA when pinnipeds (seals and sea lions) are present.</li> <li>• A NMFS-approved biological monitor will conduct daily surveys before and during impact hammer pile driving to inspect the work zone and adjacent Bay waters for marine mammals. The monitor will be present as specified by NMFS during the impact pile-driving phases of construction.</li> </ul>	<b>Pre-construction:</b> Provide NMFS-approved sound attenuation and monitoring plan to the City Planning Division. <b>During construction:</b> Provide monitoring reports as specified in agreement with NMFS.	Project applicant or designee	Prior to issuance of demolition/building permits.	City of Alameda
	<b>SFEIR Mitigation Measure 4.B-1d:</b> Prior to occupancy, the City shall ensure that the project applicant installs dock lighting on all floating docks that	<b>Pre-construction:</b> Provide lighting plans to City Building Division for review and	Project applicant or designee	<b>Pre-construction:</b> Prior to issuance	City of Alameda

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	minimizes artificial lighting of Bay waters by using shielded, low-mounted, and low light-intensity fixtures and bulbs.	approval showing compliance with measure. <b>Post-construction:</b> Demonstrate compliance with measure to satisfaction of the City Building Division.		of building permits. <b>Post-construction:</b> Prior to issuance of occupancy permits.	
	<p><b>SFEIR Mitigation Measure 4.B-1e:</b></p> <p>To the extent practicable, construction activities including building renovation, demolition, vegetation and tree removal, and new site construction shall be performed between September 1 and January 31 in order to avoid breeding and nesting season for birds. If these activities cannot be performed during this period, preconstruction survey for nesting birds shall be conducted by a qualified biologist.</p> <p>In coordination with the City, surveys shall be performed during breeding bird season (February 1 – August 31) no more than 14 days prior to construction activities listed above in order to locate any active passerine nests within 250 feet of the project site and any active raptor nests within 500 feet of the project site. Building renovation, tree and vegetation removal, and new construction activities performed between September 1 and January 31 avoid the general nesting period for birds and therefore would not require pre-construction surveys.</p> <p>If active nests are found on either the project site or within the 500-foot survey buffer surrounding the project site, no-work buffer zones shall be established around the nests in coordination with CDFW. No demolition, vegetation removal, or ground-disturbing activities shall occur within a buffer zone until young have fledged or the nest is otherwise abandoned as determined by the qualified biologist. If work during the nesting season stops for 14 days or more and then resumes, then nesting bird surveys shall be repeated, to ensure that no new birds have begun nesting in the area.</p>	Conduct pre-construction surveys for nesting birds if construction is proposed during specified times; provide results of surveys to City Building Division and/or City Planning Division; conduct construction activities according to the protocol described in the mitigation measure.	Project applicant or designee	Prior to issuance of demolition/building permits.	City of Alameda
	<p><b>GPA EIR Mitigation Measure BIO-1 (revised):</b></p> <p><del>Proponents of each project in the Northern waterfront GPA area</del> <u>The project applicant or its designee shall engage a qualified biologist to prepare conduct a preconstruction survey of the project area in order to locate potential roosting bat habitat and active colonies of all buildings scheduled for demolition or renovation shall be conducted no more than two weeks in advance of initiation of building demolition or renovation activities</u></p>	Conduct demolition/preconstruction surveys for bats as specified in the mitigation measure; provide results of surveys to City Building Division and/or City Planning Division; follow monitoring protocols as	Project applicant or designee	Prior to issuance of demolition/building permits.	City of Alameda



Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	<del>onsite or initiation of construction within 100 feet of structures providing potential bat roosting sites. Potential direct and indirect disturbances to bats shall be identified by locating potential habitat and active colonies and instituting protective measures prior to construction. No activities that could disturb active roosts shall proceed prior to the completed surveys. 30 days prior to the initiation of demolition or renovation activities. Special attention shall be given to buildings where pallid bats were observed during the earlier survey or where measures to discourage roosting were implemented. If no bats or signs of an active roost are found, no additional measures are required. If a bat roost site is found, then measures shall be implemented to discourage roosting at the site. If a maternity colony of bats is found, the building and the bats shall not be disturbed until the young have dispersed, as determined by a qualified biologist.</del>	<del>specified in the mitigation measure.</del>			
<b>Biological Resources (cont.)</b>					
<b>SFEIR Impact 4.B-1 (cont.)</b>	<p>Should potential roosting habitat or active bat roosts be found in structures to be disturbed (i.e. demolished or renovated) under the project, the following measures shall be implemented:</p> <ul style="list-style-type: none"> <li>• <u>Removal of structures shall occur when bats are active, approximately between the periods of March 1 to April 15 and August 15 to October 15; outside of bat maternity roosting season (approximately April 15 – August 31); and outside of months of winter torpor (approximately October 15 – February 28), to the extent feasible.</u></li> <li>• <u>If removal of structures during the periods when bats are active is not feasible and active bat roosts being used for maternity or hibernation purposes are found on or in the immediate vicinity of the project site where structure demolition or renovation is planned, a no-disturbance buffer of 100 feet shall be established around the roost sites until they are determined to be no longer active by a qualified biologist.</u></li> <li>• <u>The qualified biologist shall be present during structure disturbance if active bat roosts are present. Structures with active roosts shall be removed only when no rain is occurring or is forecast to occur for three days and when daytime temperatures are at least 50°F.</u></li> </ul>				

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	<ul style="list-style-type: none"> <li>• <u>Removal of structures containing or suspected to contain active bat roosts shall be dismantled under the supervision of the qualified biologist in the evening and after bats have emerged from the roost to forage. Structures shall be partially dismantled to significantly change the roost conditions, causing bats to abandon and not return to the roost.</u></li> <li>• <u>Bat roosts that begin during construction are presumed to be unaffected, and no buffer would be necessary.</u></li> <li>• <u>If significant bat roosting habitat (e.g., maternity roosts or large non-maternity roost sites) is destroyed during structure removal, artificial bat roosts shall be constructed in an undisturbed area in the project site vicinity away from human activity and at least 200 feet from project demolition/construction activities. The design and location of the artificial bat roost(s) shall be determined by a qualified bat biologist.</u></li> </ul>				
<b>SFEIR Impact 4.B-2:</b> Development facilitated by the proposed project would not have a substantial adverse effect on riparian habitat or other sensitive natural communities identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. (Less than Significant with Mitigation)	<b>SFEIR Mitigation Measure 4.B-2a:</b> Prior to in-water work related to pier retrofitting, the City shall ensure that the project applicant conducts a pre-construction survey to determine if native oysters, mussels, and eelgrass are present in Alaska Basin and the Oakland/Alameda Estuary to be affected by the project. <ul style="list-style-type: none"> <li>• The eelgrass survey shall be conducted according to the methods contained in the California Draft Eelgrass Mitigation Policy (CDEMP) (NMFS 2011), with the exception that the survey shall be conducted within 120 days (rather than 60 days, as recommended in the CDEMP) prior to the desired construction start date, to allow sufficient time for modification of project plans (if feasible) and agency consultation.</li> <li>• If found within or immediately adjacent to the construction footprint, the project applicant shall first determine whether avoidance of the beds is feasible. If feasible, impacts to the oyster or eelgrass bed shall be avoided. If complete avoidance is not feasible, the applicant shall request guidance from the National Marine Fisheries Service (or other applicable agency) as to the need and/or feasibility to move affected beds. Any translocation of eelgrass beds shall be conducted consistent with the methods described in the CDEMP and/or those described in Eelgrass</li> </ul>	Conduct preconstruction surveys for native oysters, mussels, and eelgrass as specified in the mitigation measure; provide results of surveys to City Building Division and/or City Planning Division; follow avoidance and monitoring protocols as directed by NMFS and as specified in the mitigation measure; provide compensatory mitigation if required.	Project applicant or designee	Prior to issuance of building permits for the affected in-water areas.	City of Alameda

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	<p>Conservation in San Francisco Bay: Opportunities and Constraints (Boyer and Wyllie-Echeverria, 2010). Translocation of oyster beds shall be consistent with methods and recommendations presented in Shellfish Conservation and Restoration in San Francisco Bay: Opportunities and Constraints (Zabin et al., 2010).</p> <ul style="list-style-type: none"> <li>If it is not possible to translocate oyster or eelgrass beds then the City shall ensure that the project applicant provides compensatory mitigation consistent with the CDEMP for eelgrass (a ratio of 3.01:1 [transplant area to impact area]) and a minimum 1:1 ratio for oyster beds.</li> <li>The relocation or compensatory mitigation site for eelgrass or oyster beds shall be within San Francisco Bay.</li> </ul>				
	<p><b>SFEIR Mitigation Measure 4.B-2b:</b></p> <p>Prior to occupancy the City shall ensure that the marina project applicant prepares educational information regarding sensitive biological resources in the project vicinity and within Bay waters. This information shall be disseminated to all boaters using the marina and shall include, but not be limited to, information educating boat owner/operators about sensitive habitats and species in the Bay and actions they are required to implement to avoid impacts to marine resources.</p>	Prepare educational materials as specified in the mitigation measure; present materials to the City and cooperating agencies for review and approval.	Project applicant or designee	Prior to issuance of occupancy permits and commencement of marina operations.	City of Alameda
<b>Biological Resources (cont.)</b>					
<b>SFEIR Impact 4.B-2 (cont.)</b>	<p>The educational information will be disseminated to visiting boaters through multiple methods including, but not limited to, brochures or pamphlets; marina and/or City websites; boating, cruising, and newspaper periodicals; and social media. The information shall be prepared soliciting input from, and in cooperation with, the National Marine Fisheries Service (NMFS), U.S. Coast Guard (USCG), California State Lands Commission, National Park Service (NPS), California Department of Parks and Recreation (CDPR), Bay Conservation and Development Commission (BCDC), and local organizations active in protecting Bay marine resources, as appropriate.</p>				
	<p><b>SFEIR Mitigation Measure 4.B-2c:</b></p> <p>The City shall require that the project applicant <u>or its designee</u> develop <u>or its designee</u> and implement a Marine Invasive Species Control Plan prior to commencement of</p>	Prepare Marine Invasive Species Control Plan with cooperation and oversight from relevant agencies as	Project applicant or designee	<b>Pre-construction:</b> Prior to issuance of	City of Alameda

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	<p>any in-water work including, but not limited to, construction of wharves and seawalls, dredging, pile driving, and construction of new stormwater outfalls. The plan shall be prepared in consultation with the United States Coast Guard (USCG), RWQCB, and other relevant federal and state agencies as may be appropriate. Provisions of the plan shall include but not be limited to the following:</p> <ul style="list-style-type: none"> <li>• Environmental training of construction personnel involved in in-water work.</li> <li>• Actions to be taken to prevent the release and spread of marine invasive species, especially algal species such as <i>Undaria</i> and <i>Sargasso</i>.</li> <li>• Procedures for the safe removal and disposal of any invasive taxa observed on the removed structures prior to disposal or reuse of pilings, docks, wave attenuators, and other features.</li> <li>• The onsite presence of qualified marine biologists to assist the contractor in the identification and proper handling of any invasive species on removed Port equipment or materials.</li> <li>• A post-construction report identifying which, if any, invasive species were discovered attached to equipment and materials following removal from the water, and describing the treatment/handling of identified invasive species. Reports shall be submitted to the City, as well as the USCG and the RWQCB if requested by the agencies.</li> </ul>	specified in the mitigation measure; implement the plan as specified in the mitigation measure; conduct technical assistance activities as specified in the mitigation measure; prepare and submit a post-construction report to the City of Alameda and applicable agencies.		demolition/building permits within the affected in-water areas. <b>Post-construction:</b> Prior to final inspection of completed in-water structures within the affected area(s).	
<b>SFEIR Impact 4.B-3:</b> Development facilitated by the proposed project would have a substantial adverse effect on federally protected wetlands, 'other waters', and navigable waters as defined by Sections 404 and 10 of the Clean Water Act and waters of the State through direct removal, filling, hydrological interruption, or other means. (Less than Significant with Mitigation)	<b>GPA EIR Mitigation Measure BIO-2:</b> All dredging and in-water construction activities shall be consistent with the standards and procedures set forth in the Long Term Management Strategy for dredging in the San Francisco Bay waters, a program developed by the Bay Conservation and Development Commission (BCDC), the Regional Water Quality Control Board (RWQCB), the U.S. Environmental Protection Agency, (EPA), and other agencies, to guide the disposal of dredge materials in an environmentally sound manner.	Submit to the City an approved plan and/or required regulatory permits showing compliance with applicable requirements as specified in the mitigation measure.	Project applicant or designee	Prior to issuance of dredging and construction permits within the affected in-water areas.	City of Alameda
<b>SFEIR Impact 4.B-4:</b> Development facilitated by the proposed project would	<b>Implement SFEIR Mitigation Measures 4.B-1a, 4.B-1b, and 4.B-1c.</b>	Submittal of building, lighting, and structural plans to the City Building Division that	Project applicant or designee	<b>Pre-construction:</b> Prior to issuance	City of Alameda

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
not interfere with the movement of native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. (Less than Significant with Mitigation)	<p><b>SFEIR Mitigation Measure 4.B-3:</b></p> <p>Prior to the issuance of the first building permit for each new building, or for any exterior renovation that would increase the surface area of glazing by 50 percent or more or that would replace 50 percent or more of existing glazing, the City shall require that the project applicant retain a qualified biologist experienced with bird strike issues to review and approve the design of the building to ensure that it sufficiently minimizes the potential for bird strikes. The City may also consult with resource agencies such as the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or others, as it determines to be appropriate during this review.</p> <p>The project applicant shall provide to the City a written description of the measures and features of the building design that are intended to address potential impacts on birds. The design shall include some of the following measures or measures that are equivalent to, but not necessarily identical to, those listed below, as new, more effective technology for addressing bird strikes may become available in the future:</p> <ul style="list-style-type: none"> <li>• Employ design techniques that create “visual noise” via cladding or other design features that make it easy for birds to identify buildings as such and not mistake buildings for open sky or trees;</li> <li>• Decrease continuity of reflective surfaces using “visual marker” design techniques, which techniques may include: <ul style="list-style-type: none"> <li>– Patterned or fritted glass, with patterns at most 28 centimeters apart,</li> <li>– One-way films installed on glass, with any picture or pattern or arrangement that can be seen from the outside by birds but appear transparent from the inside,</li> </ul> </li> </ul>	meet the requirements of the bird-strike avoidance specifications as specified in the mitigation measure; preparation of education materials for future building occupants; peer review and approval of all of the above by a qualified biologist with appropriate expertise, with oversight by City staff; documentation of all of the above as specified in the mitigation measure.		of building permits for each project phase. <b>Post-construction documentation:</b> Prior to issuance of building permits for each project phase.	
<b>Biological Resources (cont.)</b>					
<b>SFEIR Impact 4.B-4 (cont.)</b>	<ul style="list-style-type: none"> <li>– Geometric fenestration patterns that effectively divide a window into smaller panes of at most 28 centimeters, and/or</li> <li>– Decals with patterned or abstract designs, with the maximum clear spaces at most 28 centimeters square.</li> </ul>				

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	<ul style="list-style-type: none"> <li>Up to 60 feet high on building facades facing the shoreline, decrease reflectivity of glass, using design techniques such as plastic or metal screens, light-colored blinds or curtains, frosting of glass, angling glass towards the ground, UV-A glass, or awnings and overhangs;</li> <li>Eliminate the use of clear glass on opposing or immediately adjacent faces of the building without intervening interior obstacles such that a bird could perceive its flight path through the glass to be unobstructed;</li> <li>Mute reflections in glass using strategies such as angled glass, shades, internal screens, and overhangs; and</li> <li>Place new vegetation sufficiently away from glazed building facades so that no reflection occurs. Alternatively, if planting of landscapes near a glazed building façade is desirable, situate trees and shrubs immediately adjacent to the exterior glass walls, at a distance of less than three feet from the glass. Such close proximity will obscure habitat reflections and will minimize fatal collisions by reducing birds' flight momentum.</li> </ul> <p><b>Lighting.</b> The project applicant shall ensure that the design and specifications for buildings implement design elements to reduce lighting usage, change light direction, and contain light. These include, but are not limited to, the following general considerations that should be applied wherever feasible throughout the proposed project to reduce night lighting impacts on avian species:</p> <ul style="list-style-type: none"> <li>Avoid installation of lighting in areas where not required for public safety</li> <li>Examine and adopt alternatives to bright, all-night, floor-wide lighting when interior lights would be visible from the exterior or exterior lights must be left on at night, including: <ul style="list-style-type: none"> <li>Installing motion-sensitive lighting</li> <li>Installing task lighting</li> <li>Installing programmable timers</li> <li>Installing fixtures that use lower-wattage, sodium, and yellow-red spectrum lighting.</li> </ul> </li> </ul>				

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	<ul style="list-style-type: none"> <li>• Install strobe or flashing lights in place of continuously burning lights for any obstruction lighting.</li> <li>• Where exterior lights are to be left on at night, install fully shielded lights to contain and direct light away from the sky.</li> </ul> <p><b>Antennae, Monopole Structures, and Rooftop Elements.</b> The City shall ensure, as a condition of approval for every building permit that buildings minimize the number of and co-locate rooftop-antennas and other rooftop equipment, and that monopole structures or antennas on buildings, in open areas, and at sports and playing fields and facilities do not include guy wires.</p> <p><b>Educating Residents and Occupants.</b> The City shall ensure, as a condition of approval for every building permit, that the project applicant agrees to provide educational materials to building tenants, occupants, and residents encouraging them to minimize light transmission from windows, especially during peak spring and fall migratory periods, by turning off unnecessary lighting and/or closing window coverings at night. The City shall review and approve the educational materials prior to building occupancy.</p> <p><b>Documentation.</b> The project applicant and/or City shall document undertaking the activities described in this mitigation measure and maintain records that include, among others, the written descriptions provided by the building developer of the measures and features of the design for each building that are intended to address potential impacts on birds, and the recommendations and memoranda prepared by the qualified biologist experienced with bird strikes who reviews and approves the design of any proposed projects to ensure that they sufficiently minimize the potential for bird strikes.</p>				



Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
<b>Biological Resources (cont.)</b>					
<b>SFEIR Impact 4.B-5:</b> Development facilitated by the proposed project would not conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. (Less than Significant with Mitigation)	<b>Implement GPA EIR Mitigation Measure BIO-1 and SFEIR Mitigation Measures 4.B-1a through 4.B-1e, SFEIR Mitigation Measures 4.B-2a through 4.B-2c, GPA EIR Mitigation Measure BIO-2, and SFEIR Mitigation Measure 4.B-3.</b>	See measures listed above.	See measures listed above.	See measures listed above.	See measures listed above.
<b>SFEIR Impact 4.B-6:</b> Development facilitated by the proposed project would conflict with an adopted local, regional, or State Habitat Conservation Plan. (Less than Significant with Mitigation)	<b>Implement GPA EIR Mitigation Measures BIO-1 and BIO-2, SFEIR Mitigation Measures 4.B-1a through 4.B-1e, 4.B-2a through 4.B-2c, and 4.B-3.</b>	See measures listed above.	See measures listed above.	See measures listed above.	See measures listed above.
<b>SFEIR Impact 4.B-7:</b> The proposed project, in conjunction with other past, current, or foreseeable development in Alameda, could result in cumulative impacts on biological resources. (Less than Significant with Mitigation)	<b>Implement GPA EIR Mitigation Measures BIO-1 and BIO-2, SFEIR Mitigation Measures 4.B-1a through 4.B-1e, SFEIR Mitigation Measures 4.B-2a through 4.B-2c, and SFEIR Mitigation Measure 4.B-3.</b>	See measures listed above.	See measures listed above.	See measures listed above.	See measures listed above.
<b>Cultural Resources</b>					
<b>Initial Study Impact 5b:</b> The proposed project could cause an adverse change in the significance of an archaeological resource pursuant to California Public Resources Code §15064.5. (Less than Significant with Mitigation)	<b>GPA EIR Mitigation Measure CULT-1:</b> <u>Prior to the issuance of demolition and/or grading permits, the project applicant or its designee shall provide to the City evidence of retention of a Registered Professional Archaeologist. The archaeologist shall be retained to provide readily-available evaluation services in the event that previously unidentified cultural resources are encountered on the site during demolition and/or grading activities. Similar evidence shall be provided to the City concerning the identification and retention of applicable tribal personnel to provide readily-available evaluation services in the event of these same resources.</u> In the event that previously unidentified	Placement of specified mitigation requirements within the project plans for each phase of project development; provide construction specifications to City Building Division for review prior to construction bid solicitation and/or contract finalization.	Project applicant or designee	Prior to issuance of construction contracts and/or construction bid solicitation.	City of Alameda

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	<p>cultural resources are discovered during site preparation or construction, work shall cease in the immediate area until such time as a <u>the qualified archaeologist, tribal personnel</u>, and City of Alameda personnel can assess the significance of the find. The following measures shall be implemented at the time of the find:</p> <ul style="list-style-type: none"> <li>• Activity in the vicinity of the suspected resources shall be immediately suspended and City of Alameda personnel and a qualified archaeologist shall evaluate the find. Project personnel shall not alter any of the uncovered materials or their context.</li> <li>• If archeological resources are discovered, the City and the cultural resource consultant shall determine whether the resource is unique based on the criteria provided in the CEQA Guidelines and the criteria listed above. The City and developer, in consultation with a cultural resource expert, shall seek to avoid damaging effects on the resource wherever feasible.</li> <li>• If the City determines that avoidance is not feasible, a qualified cultural resource consultant shall prepare an excavation plan for mitigating the impact on the qualities that make the resource unique. The mitigation plan shall be prepared in accordance with CEQA Guidelines and shall be submitted to the City for review and approval.</li> </ul>				
<p><b>Initial Study Impact 5c:</b> The proposed project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature (Less than Significant with Mitigation)</p>	<p><b>GPA EIR Mitigation Measure CULT-3:</b> If paleontological resources are encountered during site preparation or construction activities, the following mitigation measures shall be implemented:</p> <ul style="list-style-type: none"> <li>• Activity in the vicinity of the suspected resource(s) shall be immediately suspended, and City of Alameda personnel and a qualified paleontological resource consultant shall be contacted to evaluate the find. Project personnel shall not alter any of the uncovered materials or their context.</li> <li>• If paleontological resources are discovered and the City and the paleontological resource consultant found that the resource is significant based on the criteria provided in the CEQA Guidelines and criteria listed above, the City and project developer, in consultation with a paleontological resource expert, shall seek to avoid damaging effects on the resource wherever feasible.</li> </ul>	<p>Placement of specified mitigation requirements within the project plans for each phase of project development; provide construction specifications to City Building Division for review prior to construction bid solicitation and/or contract finalization.</p>	<p>Project applicant or designee</p>	<p>Prior to issuance of construction contracts and/or construction bid solicitation.</p>	<p>City of Alameda</p>

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	<ul style="list-style-type: none"> <li>If the City determines that avoidance is not feasible, a qualified paleontological resource consultant shall prepare a salvage plan for mitigating the effect of the project on the qualities which make the resource unique. The project developer, in consultation with a qualified paleontologist, shall complete a paleontological resource inventory, declaration, and mitigation plan in accordance with the CEQA Guidelines and submit it to the City for review and approval.</li> </ul>				
<b>Cultural Resources (cont.)</b>					
<b>Initial Study Impact 5d:</b> The proposed project could disturb human remains, including those interred outside of formal cemeteries (Less than Significant with Mitigation)	<b>GPA EIR Mitigation Measure CULT-2:</b> If human remains are encountered, work shall halt within 50 feet of the find and the County Coroner shall be notified immediately. A qualified archaeologist <u>and applicable Native American representatives</u> shall also be contacted to evaluate the situation. If the human remains are of Native American origin, the Coroner must notify the Native American Heritage Commission within 24 hours of this identification. Pursuant to Section 5097.98 of the Public Resources Code, the Native American Heritage Commission will identify a Native American Most Likely Descendent to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. Section 7050.5 of the California Health and Safety Code states that in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined whether or not the remains are subject to the coroner's authority.	Placement of specified mitigation requirements within the project plans for each phase of project development; provide construction specifications to City Building Division for review prior to construction bid solicitation and/or contract finalization.	Project applicant or designee	Prior to issuance of construction contracts and/or construction bid solicitation.	City of Alameda
<b>Geology, Soils, and Seismicity</b>					
<b>Initial Study Impact 6a:</b> The proposed project could expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong	<b>GPA EIR Mitigation Measure GEO-1:</b> While the potential impacts of strong seismic ground shaking cannot be eliminated in the <del>Northern Waterfront</del> GPA area, the following steps shall be implemented to reduce the impacts related to expected strong ground shaking:	Submit project plans to the City Building Division for review and approval that meet the requirements of the mitigation measure; prepare an earthquake preparedness and emergency response	Project applicant or designee	<b>CBC compliance:</b> Prior to issuance of building permits for each project phase, and as part of final inspection	City of Alameda

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
seismic ground shaking, seismic-related ground failure, and liquefaction (Less than Significant with Mitigation)	<ul style="list-style-type: none"> <li>Grading, foundation, and structural design should be based on the anticipated strong seismic shaking associated with a future major earthquake on the Hayward fault. The Hayward fault is considered to be a Type A seismic source (with active slip and capable of a magnitude 7.0 or greater earthquake). All structures shall be designed in accordance with the most recent edition of the California Building Code.</li> <li>The applicant shall prepare an earthquake preparedness and emergency response plan for all public use facilities. The plan should be submitted for review and approval by the Community Development and/or Public Works Department, prior to occupancy of the structures.</li> <li>Prior to marketing residential or commercial units for sale, the developer shall prepare an earthquake hazards information document. This document should be made available to any potential occupant prior to purchase or rental of the housing units or commercial spaces. The document should describe the potential for strong ground shaking at the site, potential effects of such shaking, and earthquake preparedness procedures.</li> </ul>	plan and an earthquake hazards information document, with cooperation and approval by applicable City agencies.		for all project phases. <b>Earthquake Preparedness and Response Plan:</b> Prior to issuance of occupancy permits for each project phase. <b>Earthquake hazards information documentation:</b> Prior to sale/lease of first occupied unit within each project phase.	
	<p><b>GPA EIR Mitigation Measure GEO-2:</b></p> <p>The following mitigation measures shall be implemented to reduce the potential impact of seismic-induced ground failure.</p> <ul style="list-style-type: none"> <li>Earthworks and foundation design shall be conducted in accordance with all recommendations contained in the Weyerhaeuser/Chipman Parcels geotechnical report by Lowney Associates (December 1998) for that parcel. Additional liquefaction potential analyses shall be conducted and a liquefaction mitigation program developed for each development within the Northern Waterfront GPA area. All structures proposed for the project area shall be designed and constructed in accordance with the most recently adopted version of the City of Alameda Building Code, and the seismic design considerations of the most recent California Building Code as adopted by the City of Alameda, and in accordance with CGS Special Publication 117A.</li> <li>Prior to the issuance of any grading or building permits, geotechnical investigations shall be conducted for the Del Monte Warehouse (URS</li> </ul>	Submit listed studies/investigations that meet the requirements of the mitigation measure to the City Building Division for review and approval; provide evidence of satisfactory implementation of the requirements contained therein, to the satisfaction of the City Building Division.	Project applicant or designee	Prior to issuance of relevant grading/building permits.	City of Alameda

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	<p>Corporation report, 2002), Encinal Terminals, or Fortman Marina sub-areas of the Northern Waterfront GPA area. Reports for these studies shall evaluate the liquefaction potential for each site in accordance with the Standard of Practice for Geotechnical Engineering and shall provide recommendations for stabilization or resistance of structures from the potential effect of liquefaction of sediments. The potential for lurch cracking and lateral spreading shall also be evaluated. Stability of the bulkhead for projects adjacent to bulkheads shall also be evaluated. Reports shall be submitted to the City of Alameda Public Works Department for review and approval.</p> <ul style="list-style-type: none"> <li>• Prior to commencement of construction of the project the existing wharfs/piers and the bank protection along the northern shoreline, including the shall be evaluated for suitability by a California licensed structural/geotechnical engineering firm. Any recommendations made shall be incorporated into the project design.</li> </ul>				
<b>Geology, Soils, and Seismicity (cont.)</b>					
<b>Initial Study Impact 6a</b> (cont.)	<ul style="list-style-type: none"> <li>• Prior to commencement of construction on the Clement Avenue extension, a slope stability evaluation of the offshore areas of the project site and the Alaska Basin bulkhead shall be performed by a California licensed structural/geotechnical engineering firm. Any recommendations made in accordance with the most recent California Building Code requirements shall be incorporated into the project design plans for the Clement Avenue Extension. The project applicant shall pay a fair share contribution with the Del Monte project toward this study and the subsequent recommendations.</li> </ul>				
<b>Initial Study Impact 6c:</b> The proposed project could be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse	<b>GPA EIR Mitigation Measure GEO-3:</b> Proponents for all projects within the Northern Waterfront GPA area. The project applicant or its designee shall be required to prepare a geotechnical report for review and approval by the City of Alameda that specifies all measures necessary to limit consolidation including minimization of structural fills and use (when necessary) of lightweight and low plasticity fill materials to reduce the potential for excessive loading caused by fill placement.	Submit listed studies/investigations that meet the requirements of the mitigation measure to the City Building Division for review and approval; provide evidence of satisfactory implementation of the requirements contained	Project applicant or designee	Prior to issuance of relevant grading/building permits.	City of Alameda

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
(Less than Significant with Mitigation)	The placement of artificial fill should be limited to reduce the potential for increased loading and associated settlement in areas underlain by thick younger Bay Mud. Increased area settlement could have implications for flooding potential as well as foundation design. Reconditioning (compaction) of existing subgrade materials would be preferable to placement of fill. The report shall present recommendations for specific foundation designs, which minimize the potential for damage related to settlement. The design of utilities shall consider differential settlements along utility alignments constructed in filled areas of the Northern Waterfront GPA area.	therein, to the satisfaction of the City Building Division.			
<b>Initial Study Impact 6d:</b> The proposed project could be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property (Less than Significant with Mitigation)	<b>GPA EIR Mitigation Measure GEO-4:</b> The required geotechnical report shall require that subgrade soils for pavements consist of moisture-conditioned, lime-treated, or non-expansive soil, and that surface (including roof drainage) and subsurface water be directed away from foundation elements and into storm drains to minimize variations in soil moisture.	Submit listed studies/investigations that meet the requirements of the mitigation measure to the City Building Division for review and approval; provide evidence of satisfactory implementation of the requirements contained therein, to the satisfaction of the City Building Division.	Project applicant or designee	Prior to issuance of relevant grading/building permits.	City of Alameda
<b>Hazards and Hazardous Materials</b>					
<b>Initial Study Impact 8a:</b> The proposed project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials (Less than Significant with Mitigation)	<b>Initial Study Mitigation Measure 8-1a:</b> The project sponsor or project applicant or its designee shall ensure that all proposed areas for demolition shall be assessed by qualified licensed contractors for the potential presence of lead-based paint or coatings, asbestos containing materials, and PCB-containing equipment prior to issuance of a demolition permit.	Submit appropriate disposal plans and/or permits to the City Building Division.	Project applicant or designee	Prior to issuance of demolition permits.	City of Alameda
	<b>Initial Study Mitigation Measure 8-1b:</b> If the assessment required by Mitigation Measure 8-1a finds presence of lead-based paint, asbestos, and/or PCBs, the project applicant shall create and implement a health and safety plan to protect workers from risks associated with hazardous materials during demolition or renovation of affected structures. The health and safety plan shall include emergency notification protocols,	Submit health and safety plan meeting the requirements of the mitigation measure for review and approval by the City Building Division.	Project applicant or designee	Prior to issuance of building permits.	City of Alameda

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	appropriate personal protective equipment for workers and visitors, material safety data sheets, and training requirements.				
	<p><b>Initial Study Mitigation Measure 8-1c:</b> If the assessment required by Mitigation Measure 8-1a finds presence of lead-based paint, the project applicant shall develop and implement a lead-based paint removal plan. The plan shall specify, but not be limited to, the following elements for implementation:</p> <ul style="list-style-type: none"> <li>• Develop a removal specification approved by a Certified Lead Project Designer.</li> <li>• Ensure that all removal workers are properly trained.</li> <li>• Contain all work areas to prohibit off-site migration of paint chip debris.</li> <li>• Remove all peeling and stratified lead-based paint on building and non-building surfaces to the degree necessary to safely and properly complete demolition activities according to recommendations of the survey. The demolition contractor shall be responsible for the proper containment and disposal of intact lead-based paint on all equipment to be cut and/or removed during the demolition.</li> <li>• Provide on-site personnel and area air monitoring during all removal activities to ensure that workers and the environment are adequately protected by the control measures used.</li> </ul>	Submit appropriate disposal plans and/or permits to the satisfaction of the City Building Division.	Project applicant or designee	Prior to issuance of demolition permits.	City of Alameda
<b>Hazards and Hazardous Materials (cont.)</b>					
<b>Initial Study Impact 8a (cont.)</b>	<ul style="list-style-type: none"> <li>• Clean up and/or vacuum paint chips with a high efficiency particulate air (HEPA) filter.</li> <li>• Collect, segregate, and profile waste for disposal determination.</li> <li>• Properly dispose of all waste.</li> </ul>				
	<p><b>Initial Study Mitigation Measure 8-1d:</b> If the assessment required by Mitigation Measure 8-1a finds asbestos, the project applicant shall ensure that asbestos abatement shall be conducted by a licensed contractor prior to building demolition. Abatement of known or suspected ACMs shall occur prior to demolition or construction activities that would disturb those materials. Pursuant to an asbestos abatement plan</p>	Submit remediation verification to the satisfaction of the City Building Division, in compliance with applicable laws and regulations.	Project applicant or designee	Prior to issuance of demolition permits.	City of Alameda

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	developed by a state-certified asbestos consultant and approved by the City, all ACMs shall be removed and appropriately disposed of by a state certified asbestos contractor.				
	<b>Initial Study Mitigation Measure 8-1e:</b> If the assessment required by Mitigation Measure 8-1a finds PCBs, the project applicant shall ensure that PCB abatement shall be conducted prior to building demolition or renovation. PCBs shall be removed by a qualified contractor and transported in accordance with Caltrans requirements.	Submit remediation verification to the satisfaction of the City Building Division, in compliance with applicable laws and regulations.	Project applicant or designee	Prior to issuance of demolition permits.	City of Alameda
	<b>GPA EIR Mitigation Measure HAZ-1:</b> Prior to the approval of any specific development projects within the Northern Waterfront GPA area, documentation from a qualified professional shall be provided to the City of Alameda stating that adequate soils and ground water investigations and, where warranted, remediation, have been conducted to ensure that there would be no significant hazard related risks to future site users. If the soil and groundwater investigations indicate that hazardous materials are present and pose a risk to construction workers and future site users, the following additional mitigation measures shall be implemented, and the City of Alameda would refer the site to the appropriate State and County agencies (such as Alameda County Environmental Health, the State Department of Toxic Substances Control and/or the San Francisco Bay Regional Water Quality Control Board) for oversight of the specific development project.	Submit of appropriate Environmental Site Assessment(s) and remediation verification (if required) to the satisfaction of the City Building Division, in compliance with applicable laws and regulations.	Project applicant or designee	Prior to issuance of demolition permits.	City of Alameda
	<b>GPA EIR Mitigation Measure HAZ-1a:</b> If required as a result of the information obtained from Mitigation Measure HAZ-1, the City shall condition the subject development project to record a restrictive covenant prohibiting the installation or use of water wells into the shallow groundwater at the site for drinking water prior to transfer of the property.	Submit proof of recordation of restrictive covenant to the City Building Division, if indicated by site soil investigations.	Project applicant or designee	Prior to transfer of properties.	City of Alameda
	<b>GPA EIR Mitigation Measure HAZ-1b:</b> The City shall condition the subject Project to require preparation by a qualified registered professional of a Site Management Plan (SMP) for the subject Project site as a condition of its approval as a specific development	Submit appropriate reports and plans and/or permits to the satisfaction of the City Building Division, in	Project applicant or designee	Prior to issuance of demolition/building permits.	City of Alameda



Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	<p>project. The SMP would provide site specific information for contractors (and others) developing the Project site that would improve their management of environmental and health and safety contingencies. Topics covered by the SMP shall include, but not be limited to:</p> <ul style="list-style-type: none"> <li>• Land use history, including known hazardous material use, storage, disposal, and spillage, for specific areas within the Project site.</li> <li>• The nature and extent of previous environmental investigation and remediation at the Project site.</li> <li>• The nature and extent of ongoing remedial activities and the nature and extent of unremediated areas of the Project site, including the nature and occurrence of marsh crust and hazardous materials associated with the dredge material used as fill at the Project site.</li> <li>• A listing and description of institutional controls, such as the City's excavation ordinance and other local, State, and federal laws and regulations that will apply to development of the Project site.</li> <li>• Requirements for site specific Health and Safety Plans (HASPs) to be prepared by all contractors at the Project site. The HASPs should be prepared by a Certified Industrial Hygienist and would protect construction workers and interim site users adjacent to</li> </ul>	compliance with applicable laws and regulations.			
<b>Hazards and Hazardous Materials (cont.)</b>					
<b>Initial Study Impact 8a (cont.)</b>	<p>construction activities by including engineering controls, monitoring, and security measures to prevent unauthorized entry to the construction site and to reduce hazards outside the construction site. The HASPs would address the possibility of encountering subsurface hazards and include procedures to protect workers and the public. If prescribed exposure levels were exceeded, personal protective equipment would be required for workers in accordance with DOSH regulations.</p> <ul style="list-style-type: none"> <li>• A description of protocols for the investigation and evaluation of previously unidentified hazardous materials that may potentially be encountered during Project development, including engineering controls that may be required to reduce exposure to</li> </ul>				

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	<p>construction workers and future users of the Project site.</p> <ul style="list-style-type: none"> <li>Requirements for site specific construction techniques at the site, based on proposed development, such as minimizing the transport of contaminated materials to the surface during construction activities by employing pile driving techniques that consist of driving the piles directly without boring, where practical.</li> <li>The SMP shall be distributed to all contractors at the Project site; implementation of the SMP shall be a condition of approval for excavation, building, and grading permits at the Project site. The contractors will be required to hold a daily safety meeting with all construction workers and subcontractors on lands identified with Hazardous Material risks.</li> </ul>				
<p><b>Initial Study Impact 8d:</b> The proposed project could be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment (Less than Significant with Mitigation)</p>	<p><b>Implement GPA EIR Mitigation Measures HAZ-1, -1a, -1b, and -1c.</b></p>	See measures listed above.	See measures listed above.	See measures listed above.	See measures listed above.
<b>Hydrology and Water Quality</b>					
<p><b>Initial Study Impact 9a:</b> The proposed project could violate water quality standards and/or waste discharge requirements (Less than Significant with Mitigation)</p>	<p><b>GPA EIR Mitigation Measure HYD 1:</b> All specific development projects approved pursuant to the Northern Waterfront GPA, that involve site clearing, grading or excavation as part of the proposed construction activity and that result in soil disturbances of one or more acres, (and for projects of less than one acre if the construction activity is part of a larger common plan of development), shall be required to prepare a Stormwater Pollution Prevention Plan (SWPPP). To avoid unnecessary duplication of effort, the SWPPP prepared for the first site or development project within the Northern Waterfront GPA area may be used as the basis for a SWPPP required for subsequent projects, provided that each version of the SWPPP is modified as</p>	Submit Stormwater Pollution Prevention Plan (SWPPP) that meets the requirements of the mitigation measure and is compliant with applicable laws and regulations. The SWPPP shall be subject to review and approval by the City Building Division and/or regulatory agencies, as applicable.	Project applicant or designee	Prior to issuance of demolition/building permits.	City of Alameda

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	<p>necessary to maintain compliance with the qualitative standards set forth in this EIR and with applicable regulations and standards of the RWQCB.</p> <p>Each SWPPP shall be designed to reduce potential impacts to surface water quality through the construction and life of the Project for which it is prepared. The SWPPP shall conform to the requirements of the Alameda County Clean Water Program which set new standards effective February 2003, and to the standards set forth herein. The SWPPP would act as the overall program document designed to provide measures to mitigate potential water quality impacts associated with implementation of the proposed Project. Preparers of the SWPPP should review the Conditions of Approval (including General Conditions for Construction, Residential Development/Construction Conditions, and Commercial/Industrial Conditions) established by the City.</p> <p>The SWPPP shall include the following three elements to address construction, post-construction and pest management issues:</p> <ul style="list-style-type: none"> <li>• <i>Specific and Detailed Best Management Practices (BMPs) Designed to Mitigate Construction-related Pollutants.</i> These controls shall include practices to minimize the contact of construction materials, equipment, and maintenance supplies (e.g., fuels, lubricants, paints, solvents, adhesives) with storm water. The SWPPP shall specify properly designed centralized storage areas that keep these materials out of the rain. The contractor(s) shall submit details, design and procedures for compliance with storage area requirements. An important component of the storm water quality protection effort is knowledge on the part of on-site construction and maintenance supervisors and workers. To educate on-site personnel and maintain awareness of the importance of storm water quality protection, site supervisors shall conduct regular</li> </ul>				
<b>Hydrology and Water Quality (cont.)</b>					
<b>Initial Study Impact 9a</b> (cont.)	<p>meetings to discuss pollution prevention. The SWPPP shall establish a frequency for meetings and require all personnel to attend. The SWPPP shall specify a monitoring program to be implemented by the construction site supervisor, and must include both dry and wet weather inspections. City of</p>				

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	<p>Alameda personnel shall conduct regular inspections to ensure compliance with the SWPPP. BMPs designed to reduce erosion of exposed soil may include, but are not limited to: soil stabilization controls, watering for dust control, perimeter silt fences, placement of hay bales and sediment basins. If grading must be conducted during the rainy season, the primary BMPs selected shall focus on erosion control (i.e., keeping sediment on the site). End of pipe sediment control measures (e.g., basins and traps) shall be used only as secondary measures. If hydroseeding is selected as the primary soil stabilization method, these areas shall be seeded by September 1 and irrigated to ensure that adequate root development has occurred prior to October 1. Entry and egress from the construction site shall be carefully controlled to minimize off-site tracking of sediment. Vehicle and equipment wash-down facilities shall be designed to be accessible and functional both during dry and wet conditions.</p> <ul style="list-style-type: none"> <li>• <i>Measures Designed to Mitigate Post-construction-Related Pollutants.</i> The SWPPP shall include measures designed to mitigate potential water quality degradation of runoff from all portions of the completed development. It is important that post construction storm water quality controls are required in the initial design phase of redevelopment projects and not simply added after the site layout and building footprints have been established. The specific BMPs that would be required of a project can be found in SF Bay Regional Water Quality Control Board Staff Recommendations for New and Redevelopment Controls for Storm Water Programs. In addition, the design team should include design principles contained in the Bay Area Stormwater Management Agencies Association's manual, Start at the Source, Design Guidance Manual for Stormwater Quality Protection. The selection of BMPs required for a specific project is based on the size of the development and the sensitivity of the area. The Estuary is considered a sensitive area by the RWQCB. In general, passive, low maintenance BMPs (e.g., grassy swales, porous pavements) are preferred. If the SWPPP includes higher maintenance BMPs (e.g., sedimentation basins, fossil filters), then funding for long term maintenance needs must be specified in the SWPPP as a condition of approval of</li> </ul>				

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	<p>the grading, excavation, or building permits, as appropriate (the City would not assume maintenance responsibilities for these features).</p> <ul style="list-style-type: none"> <li>• <i>Integrated Pest Management Plan.</i> An Integrated Pest Management Plan (IPM) shall be prepared and implemented by the Project for all common landscaped areas. Each IPM shall be prepared by a qualified professional. The IPMs shall address and recommend methods of pest prevention and turf grass management that use pesticides as a last resort in pest control. Types and rates of fertilizer and pesticide application shall be specified. Special attention in the IPMs shall be directed toward avoiding runoff of pesticides and nitrates into sensitive drainages or leaching into the shallow groundwater table. Pesticides shall be used only in response to a persistent pest problem. Preventative chemical use shall not be employed. Cultural and biological approaches to pest control shall be fully integrated into the IPMs, with an emphasis toward reducing pesticide application.</li> <li>• The City of Alameda Department of Public Works shall review and approve the SWPPP prior to the approval of the Development Plan for each Project phase to ensure that the selected BMPs would adequately protect water quality. The City and the RWQCB are empowered to levy considerable fines for non-compliance with the SWPPP.</li> </ul>				
	<p><b>GPA EIR Mitigation Measure HYD-2:</b></p> <p>All dredging and in-water construction activities shall be consistent with the standards and procedures set forth in the Long-Term Management Strategy, a program developed by the Bay Conservation and Development Commission (BCDC), the Regional Water Quality Control Board (RWQCB), the U.S. Environmental Protection Agency (EPA), and other agencies, to guide dredging and the disposal of dredge materials in an environmentally sound manner.</p>	Submit to the City Building Division an approved plan and/or required regulatory permits showing compliance with applicable requirements as specified in the mitigation measure.	Project applicant or designee	Prior to issuance of dredging and construction permits within the affected in-water areas.	City of Alameda
<p><b>Initial Study Impact 9G, H, I:</b> The proposed project could place housing within a 100-year flood hazard area; place within a 100-year flood hazard area structures that would impede or redirect</p>	<p><b>Initial Study Mitigation Measure 9-1:</b></p> <p>The City shall require that any new construction be constructed at a minimum elevation of 4.5 feet above the 100-year flood risk elevation. In addition, the City shall implement the following steps prior to project implementation:</p>	Submit project plans meeting the requirements of the mitigation measure for review and approval by the City Building Division.	Project applicant or designee	Prior to issuance of building permits.	City of Alameda

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
flood flows; and expose people or structures to a significant risk of loss, injury or death involving flooding.	<ul style="list-style-type: none"> <li>Apply for membership in the National Flood Insurance Program (NFIP) Community Rating System (CRS), and as appropriate through revisions to the City Code, obtain reductions in flood insurance rates offered by the NFIP to community residents.</li> </ul>				
<b>Hydrology and Water Quality (cont.)</b>					
<b>Initial Study Impact 9G, H, I (cont.)</b>	<ul style="list-style-type: none"> <li>Cooperate with FEMA in its efforts to comply with recent congressional mandates to incorporate predictions of sea level rise into its Flood Insurance Studies and FIRM.</li> <li>Implement climate adaptation strategies such as avoidance/planned retreat, enhance levees, setback levees to accommodate habitat transition zones, buffer zones and beaches, expanded tidal prisms for enhanced natural scouring of channel sediments, raising and flood-proofing structures, or provisions for additional floodwater pumping stations, and inland detention basins to reduce peak discharges.</li> </ul>				
<b>Noise</b>					
<b>SFEIR Impact 4.D-1:</b> Construction of proposed project elements could expose persons to or generate noise levels in excess of the City noise standards or result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. (Less than Significant with Mitigation)	<b>GPA EIR Mitigation Measure NOISE-1a (revised):</b> <del>Developers and/or contractors</del> <u>The project applicant or its designee</u> shall create and implement development-specific noise <u>and vibration</u> reduction plans, which shall be enforced via contract specifications. Contractors may elect any combination of legal, non-polluting methods to maintain or reduce noise <u>and Vibration</u> to threshold levels or lower, as long as those methods do not result in other significant environmental impacts or create a substantial public nuisance. <u>In addition, the applicant shall require contractors to limit construction activities to daytime hours between 7:00 am and 7:00 pm Monday through Friday and 8:00 am to 5:00 pm on Saturdays.</u> The plan for attenuating construction-related noises shall be implemented prior to the initiation of any work that triggers the need for such a plan.	Submit construction noise and vibration management plan meeting the requirements of the mitigation measure to the City Building Division for review and approval; incorporate requirements thereof into the project plans, to the satisfaction of the City Building Division.	Project applicant or designee	Prior to issuance of construction contracts and/or construction bid solicitation materials.	City of Alameda
	<b>GPA EIR Mitigation Measure NOISE-1b (revised):</b> To reduce pile driving noise, “vibratory” pile driving <u>or drilled and cast-in-place piles</u> should be used wherever feasible. The vibratory pile driving technique, despite its name, does not generate vibration levels higher than the standard pile driving technique. It does, however, generate lower, less-intrusive noise levels.	Indicate specified requirements on project plans and requests for bids of preference for vibratory pile driving techniques, subject to review and approval by the City Building Division.	Project applicant or designee	Prior to issuance of construction contracts and/or construction bid solicitation materials.	City of Alameda

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
<b>SFEIR Impact 4.D-3:</b> Transportation-related operations facilitated by the proposed project could result in a substantial permanent increase in ambient noise levels in the vicinity or above levels existing without the project. (Less than Significant with Mitigation)	<b>GPA EIR Mitigation Measure NOISE-2a (revised):</b> Acoustical studies, describing how the exterior and interior noise standards will be met, <del>should</del> <u>shall</u> be required for all new residential or noise sensitive developments exposed to environmental noise greater than CNEL 60 dBA, or one-family dwellings not constructed as part of a subdivision requiring a final map exposed to environmental noise greater than CNEL 65 dBA. The studies should also satisfy the requirements set forth in Title 24, part 2, of the California Administrative Code, Noise Insulation Standards, for multiple-family attached, hotels, motels, etc., regulated by Title 24.	Submit indicated acoustical studies to City Building Division for review and approval, and demonstrated compliance with recommendations therein required to meet the specifications of the mitigation measure.	Project applicant or designee	Prior to issuance of building permits.	City of Alameda
	<b>GPA EIR Mitigation Measure NOISE-2b (revised):</b> All new projects <del>The applicant or its designee</del> shall show that they comply with maximum noise levels outlined in the City's Noise Ordinance and the average sound level goals outlined in the City's General Plan.	Submittal of acoustical studies to City Building Division for review and approval, wherein compliance with City's General Plan can be verified.	Project applicant or designee	Prior to issuance of building permits.	City of Alameda
	<b>GPA EIR Mitigation Measure NOISE-3 (revised):</b> New projects in the Northern Waterfront GPA <del>should</del> <u>The project applicant or its designee shall submit</u> require acoustical studies, describing how the exterior and interior noise level standards will be met for the proposed project as well as any impacts on adjacent projects. Studies shall also satisfy the acoustical requirements of <u>the City's General Plan, Title 24, of the Uniform Building Code.</u>	Submit indicated acoustical studies to City Building Division for review and approval, and demonstrated compliance with recommendations therein required to meet the specifications of the mitigation measure.	Project applicant or designee	Prior to issuance of building permits.	City of Alameda
<b>Transportation and Traffic</b>					
<b>SFEIR Impact 4.G-2:</b> The proposed project would increase traffic volumes at study intersections. (Significant and Unavoidable)	<b>GPA EIR Mitigation Measure TRN-4b (revised):</b> <u>To reduce the number of automobile trips generated by the project and reduce automobile level of service impacts at the Webster Street and Park Street gateways to the City, it is required that the project include a Transportation Demand Management Plan and funding program for Planning Board review and approval. The TDM plan should include a suite of measures intended to reduce vehicle trips by project residents, employees, and visitors to the site, that may include but are not limited to the following:</u> <ul style="list-style-type: none"> <li><u>Annual funding for operations of transit services between the site, the Northern waterfront area, and Oakland BART stations.</u></li> </ul>	Submit Transportation Demand Management (TDM) Plan for review and approval by the City of Alameda; submit annual TDM monitoring plan for review and approval by the City of Alameda.	Project applicant or designee	<b>Initial submittal of TDM(s):</b> Prior to issuance of building permits for each project phase. <b>Submittal of TDM monitoring reports:</b> On an annual basis.	City of Alameda

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	<ul style="list-style-type: none"> <li>• <u>AC Transit Easy Passes for all project residents and employees.</u></li> <li>• <u>On-Site Car Share Parking</u></li> <li>• <u>On-Site Bicycle Parking</u></li> </ul>				
<b>Transportation and Traffic (cont.)</b>					
<b>SFEIR Impact 4.G-2 (cont.)</b>	<ul style="list-style-type: none"> <li>• <u>Dedicated on-site carpool parking</u></li> <li>• <u>Residential Website/Source for Transportation Info</u></li> <li>• <u>Collaborative Work Space</u></li> <li>• <u>Unbundled Parking</u></li> <li>• <u>On-Site Transportation Coordinator</u></li> <li>• <u>Transportation "Welcome Packet"</u></li> <li>• <u>Real-Time Transit Information (e.g., TransitScreen)</u></li> <li>• <u>Designated Pick-Up/Drop-Off Ridesourcing Services</u></li> <li>• <u>Pre-Tax Commuter Benefits</u></li> <li>• <u>Transit Pass Subsidy Program (e.g., AC Transit EasyPass)</u></li> <li>• <u>The Planning Board may also consider a congestion pricing system to increase the cost for automobile entering or leaving the project site during peak commute hours.</u></li> <li>• <u>The plan shall include well-defined mechanisms to ensure the long-term sustainability of TDM measures that require on-going support and administration, such as funding, operations, and responsibility for overall long-term administration.</u></li> <li>• <u>The plan shall include implementation and monitoring protocols to ensure the progress and effective implementation of each measure. A report shall be submitted to the City on an annual basis that tracks the program's progress and efficacy. The effectiveness of each measure shall also be studied so that the plan may be adjusted over time to continue to reduce the project's contribution to citywide and regional vehicle trips through the life of the project.</u></li> </ul>				
	<p><b>SFEIR Mitigation Measure 4.G-2:</b></p> <p>To minimize automobile level of service impacts in the vicinity of the project require that the project signalize the intersections at Entrance and Clement and at Entrance and Buena Vista. If the project or other parties construct</p>	Signalize identified intersection in time and manner specified in the mitigation measure, to	Project applicant or designee	Prior to issuance of occupancy permits.	City of Alameda



Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
	the final extension of Clement Avenue through the Shell Oil facility, the signalization of Entrance and Buena Vista may not be necessary. The completion of the extension will reduce automobile and truck trips on Buena Vista and eliminate the need for southbound vehicles from the project to use the Buena Vista.	satisfaction of City Department of Public Works.			
	<b>SFEIR Mitigation Measure 4.G-3:</b> To minimize automobile level of service impacts in the vicinity of the project require the Encinal Terminals project to pay for a fair share of the Clement Extension project including fair share contribution to the completion of the Clement Avenue Extension (pedestrian, bicycle, transit, and automobile extensions) and intersection signalization from Atlantic Avenue to Grand Avenue. If the Del Monte project fails to begin construction of the Clement Avenue extension from Atlantic to Entrance Road prior to approval of the Encinal Terminals project, require the Encinal Terminals project to construct the extension with a later fair share contribution to be provided by the Del Monte project and other developments within the area.	Pay fair share fees in time and manner specified in the mitigation measure.	Project applicant or designee	Prior to issuance of occupancy permits for each phase of the development.	City of Alameda
	<b>SFEIR Mitigation Measure 4.G-4:</b> To minimize automobile level of service impacts at the Webster Street and Park Street gateways to the City, require the Encinal Terminals project to pay a fair share contribution to citywide transportation improvements identified in the Citywide Development Impact Fee Ordinance.	Pay fair share fees in time and manner specified in the mitigation measure.	Project applicant or designee	Prior to issuance of occupancy permits for each phase of the development.	City of Alameda
<b>SFEIR Impact 4.G-3.</b> Implementation of the proposed project would cause the Pedestrian LOS to degrade to worse than LOS B, but would not create a safety hazard for pedestrians. (Less than Significant)	<b>SFEIR Mitigation Measure 4.G-3a:</b> Prior to project occupancy, the project applicant <u>or its designee</u> shall fund the signal optimization at the Buena Vista Avenue and Sherman Street intersection during the p.m. peak hour to reduce pedestrian delays.	Pay fees in time and manner specified in the mitigation measure.	Project applicant or designee	Prior to issuance of first occupancy permit.	City of Alameda
	<b>SFEIR Mitigation Measure 4.G-3b:</b> Prior to project occupancy, the project applicant <u>or its designee</u> shall fund the signal optimization at the Challenger Drive and Marina Village Drive intersection during the p.m. peak hour to reduce pedestrian delays.	Payment of fees in time and manner specified in the mitigation measure.	Project applicant or designee	Prior to issuance of first occupancy permit.	City of Alameda

Impact	Mitigation Measure	Action(s)	Implementing Party	Timing	Monitoring Party
<b>SFEIR Impact 4.G-11:</b> The proposed project would result in cumulative transportation impact to intersection levels of service. (Significant and Unavoidable)	<b>Implement Revised GPA Mitigation Measure TRN-4b and SFEIR Mitigation Measures 4.G-2, 4.G-3, 4.G-4, 4.G-3a, and 4.G-3b.</b>	See measures listed above.	See measures listed above.	See measures listed above.	See measures listed above.
<b>Utilities and Service Systems</b>					
<b>SFEIR Impact 4.H-2:</b> The proposed project would not have wastewater service demands that would result in a determination by the service provider that it does not have adequate capacity to serve projected demand, necessitating the construction of new or expanded wastewater treatment facilities. (Less than Significant with Mitigation)	<b>Mitigation Measure 4.H-2:</b> The project sponsors <u>applicant or its designee</u> shall: 1) replace or rehabilitate any existing sanitary sewer collection systems, including sewer lateral lines, to ensure that such systems and lines are free from defects or, alternatively, disconnected from the sanitary sewer system; and 2) ensure any new wastewater collection systems, including new lateral lines, for the project are constructed to prevent infiltration and inflow (I&I) to the maximum extent feasible while meeting all requirements contained in the Regional Private Sewer Lateral Ordinance and applicable municipal codes or City ordinances.	Comply with terms of the mitigation measure to the satisfaction of the City Department of Public Works and applicable utility providers.	Project applicant or designee	Prior to issuance of first occupancy permit.	City of Alameda