DREAM BUILDERS / PROPER MANAGEMENT/ALAMEDA BOATWORKS

6050 HOLLIS STREET

EMERYVILLE, CA 94608

July 1, 2019

City Council c/o
Lara Weisiger, City Clerk
City of Alameda
2263 Santa Clara Avenue
Alameda, CA 94501

Eric Levitt, City Manager
City of Alameda
2263 Santa Clara Avenue
Alameda, CA 94501

Re: Boatworks LLC's Comments and Objections Concerning July 2, 2019 City Council Regular Agenda Item 6-D (2019-7004 - Ordinance Amending Alameda Municipal Code Chapter XXVII, Section 27-3 Concerning Citywide Development Impact Fees); Request for Extension of Public Comment Period; Document Submission

Dear City of Alameda Officials:

Boatworks was surprised to find Agenda Item 6-D on the July 2, 2019 City Council Agenda: *A Public Hearing to Consider Introduction of Ordinance Amending Alameda Municipal Code Chapter XXVII, Section 27-3 Concerning Citywide Development Impact Fees.*

Boatworks was not notified of this hearing nor was Boatworks made aware of the newly released Park and Recreation Facilities Development Impact Fee Nexus study 2019 Nexus Study done by Willdan Financial Services which purports to justify these new impact fees that will affect the cost of housing in Alameda.

In the very few days allowed to review and analyze the 2019 Nexus Study, Boatworks has identified some clear and obvious errors and items that need further review and clarification. If the City is truly intent on adopting legal Development Impact Fees, they will not adopt the Impact Fees as currently proposed and instead provide a proper Nexus Study and legitimate Park and Recreation Facilities Development Impact Fees.

Attorney Tom Roth has provided a letter and supporting documentation that describes some of the errors and questions related to the Nexus Study dated June 17, 2019. In addition to Tom Roth's items, Boatworks would like to point out some other issues that need further clarification and justification before any new Park and Recreation Fees are adopted by the City of Alameda.

Table 3 of the 2019 Nexus Study shows Existing Parks and Recreation Facilities Improved Parkland Inventory. This table and the summary of the acreage is used to determine the "Improved Parkland Acreages per 1,00 Residents" indicated as Table 5. The total acreage of 182.41 used to create this calculation misrepresents the parks used to provide this acreage. Multiple Parks, including Lexington Fields, Hornet Fields and Main Street Soccer Park are to be used exclusively by Alameda Soccer Club. Locked gates and No Trespassing signs warn park users keep-out.

The fact that the Alameda Soccer Club, and perhaps other Clubs, pays to lease these lands is not accounted for in the Nexus Study. As described in the 2019 Nexus Study, the Golf Course was omitted because they are operated under a lease and use agreement with the City. Any Parks that have a similar lease and/or use agreement should not be included in a list to determine an existing standard.

Furthermore, the types of parks listed in the inventory vary greatly in the level of improvements that exists today. Some parks are simply irrigated grassland, others are bare dry dirt, sand and/or gravel. IE: Main Street Dog Park & Washington Dog Park.

These contrast greatly with the level of service provided by the newly constructed Jean Sweeney Park and the vast difference in these levels of improvements is not accounted for in the 2019 Nexus study

Bewlow are some photographs that document some of the existing "Improved Parkland" inventory

Main Street Dog Park

Existing Conditions: Gravel and dirt surrounded by a chain link fence. No paving, no lighting, no landscaping no drainage, no building improvements . To include this in as part of an inventory of "improved" parkland is grossly misleading

Main Street Dog Park – Aerial View – 1.3 acres of existing "Improved Parkland"

Main Street Dog Park / June 28, 2019 = 1.3 acres of existing "Improved Parkland"

Main Street Dog Park / June 28, 2019 = 1.3 acres of existing "Improved Parkland"

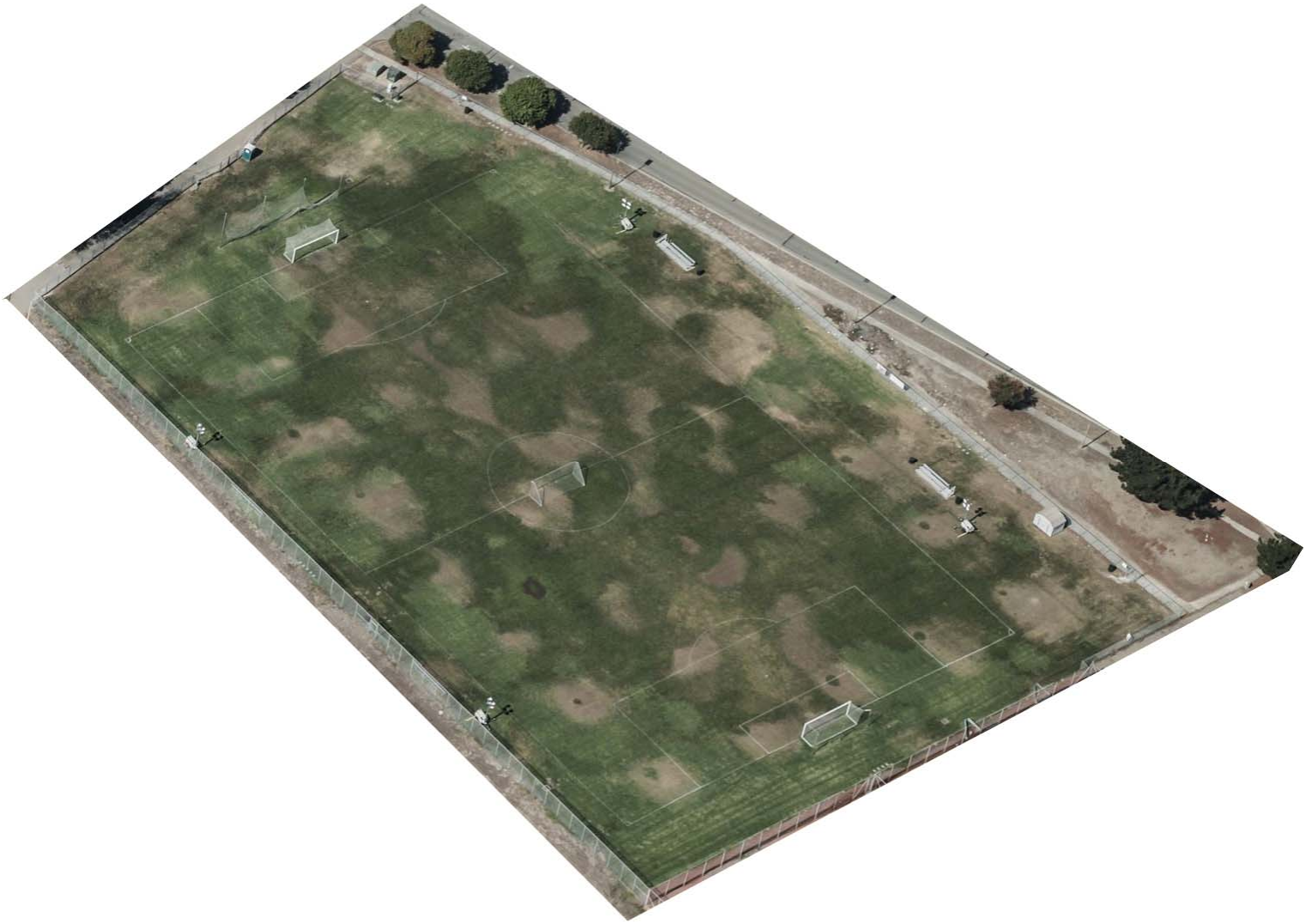
Main Street Dog Park / June 28, 2019 = 1.3 acres of existing "Improved Parkland"

Washington Dog Park/ June 28, 2019 – 5.70 Acres of existing "Improved Parkland"

Washington Dog Park/ June 28, 2019 – 5.70 Acres of existing "Improved Parkland"

Hornet Field= Part of the 13.30 Acres Listed for Enterprise Park

Improvements consist of partially irrigated grass, chain link fence at the perimeter and a porta pottie. No permanent lighting and no building improvements. Property is leased to Alameda soccer club for their exclusive use. Locked gates and NO TRESPASSING signs warn people to keep-out



Hornet Soccer Field – Aerial View

Hornet Field /June 28, 2019 No Trespassing. Exclusive use for Alameda Soccer Club. Not accessible to the public

Hornet Field /June 28, 2019 No Trespassing. Exclusive use for Alameda Soccer Club. Not accessible to the public

Part of enterprise Park /June 28, 2019 No Trespassing. Exclusive use for Alameda Soccer Club. Not accessible to the public

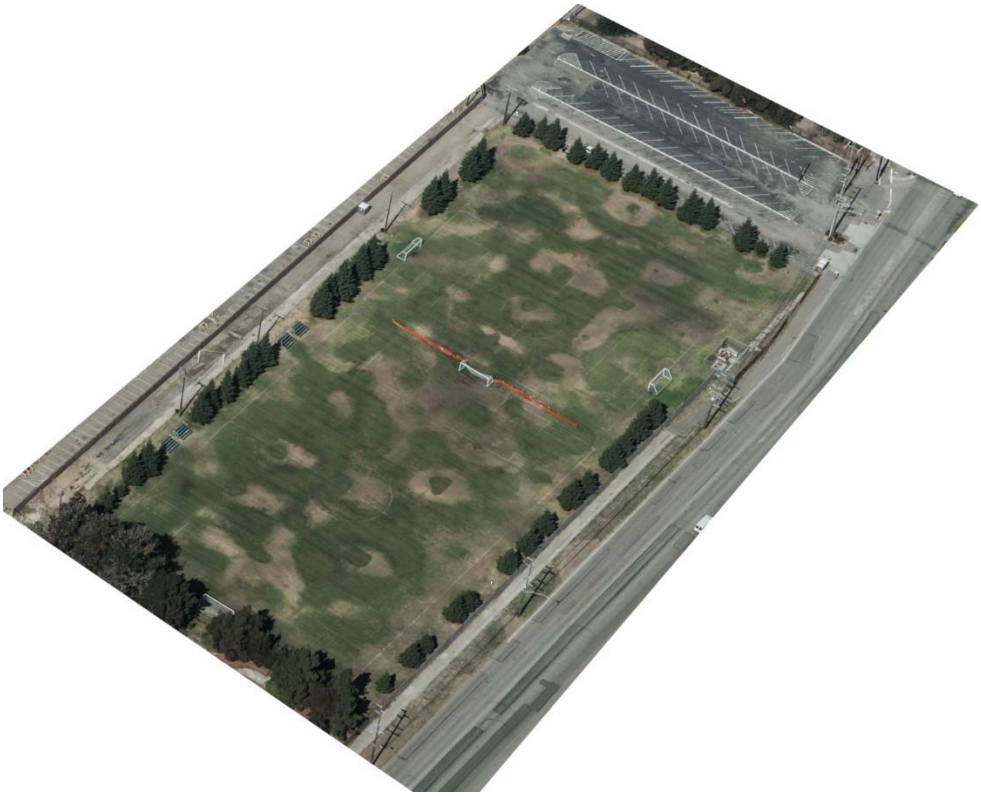
Part of enterprise Park /June 28, 2019 No Trespassing. Exclusive use for Alameda Soccer Club. Not accessible to the public

Lexington Fields at Alameda Point/June 28, 2019 No Trespassing. Locked gates. Exclusive use for Alameda Soccer Club. Not accessible to the public. 6.96 Acres of Existing improved parkland inventory.

Part of enterprise Park /June 28, 2018 No Trespassing. Exclusive use for Alameda Soccer Club. Not accessible to the public

Main Street Soccer Park

Existing Conditions: = Irrigated Grass and a porta pottie. No lighting, and no building improvements.



Main Street Soccer Field – Aerial View 4.7 Acres of existing "improved parkland"

Main Street Soccer Park / June 28, 2019 = "4.7 Acres of "improved Parkland"

Main Street Soccer Park / June 28, 2019 – Restricted Use Sign

Jean Sweeney Park: Phase 1 of the planned improvements to this park have been completed but the park has not been fully finished. The degree to which this park has been currently improved, compared to future planned build-out, has not been accounted for in the Nexus Study

Jean Sweeney Park – June 28, 2019

Jean Sweeney Park – June 28, 2019

Jean Sweeney Park – Plan

These are but a few examples of the varying degree to which parks are "improved" and used in the improved parkland inventory.

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The 2019 Nexus Study should adequately account for the fact that that the level of improvements at existing parks varies so greatly.

Additionally, the acreage of parks that are leased for exclusive use by clubs or others should not be included when determining the existing park standard.

The proposed Park and Recreation Facilities Development Impact Fees should not be adopted until all errors and deficiencies have been corrected and costs for improvements have been properly documented and accounted for.

Robert McGillis AIA
Architect – Alameda Boatworks project

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By Overnight Mail

July 1, 2019

City Council c/o
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City of Alameda
2263 Santa Clara Avenue
Alameda, CA 94501
(with letter/documents/disc drive)

Eric Levitt, City Manager
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(letter only)

Re: Boatworks LLC's Comments and Objections Concerning July 2, 2019 City Council Regular Agenda Item 6-D (2019-7004 - Ordinance Amending Alameda Municipal Code Chapter XXVII, Section 27-3 Concerning Citywide Development Impact Fees); Request for Extension of Public Comment Period; Document Submission

Dear City of Alameda Officials:

This firm represents Boatworks, LLC ("Boatworks"), and on Boatworks' behalf files comments and objections on the above-referenced agenda item.

At the June 18, 2019 City Council meeting, I spoke directly to the City Council and recommended that the City retain a new consultant and start over in formulating a legal Park DIF. Not only did the City ignore that advice, its staff released a new 2019 Nexus Study to the public within days that repeats many of the same mistakes previously identified in the 2014 Nexus Study. To add insult to injury, neither the City Manager, the City Attorney, nor anyone from staff advised me or Boatworks that the new study was being released. The City has provided very little time for public comment on a very complicated issue.

Boatworks requests that the City delay adoption of the new Park DIF for 90 days in order to allow time for it and the public to carefully review the new Nexus Study and Ordinance.

The City's new proposed Park DIF, Ordinance and associated 2019 Nexus Study are unlawful and fail to comply with the Mitigation Fee Act.

In the staff report on this item, Andrew Thomas, Interim Planning, Building and Transportation Director, and Amy Wooldridge, Recreation and Parks Director assert: "On July 1, 2014, the City Council adopted a Citywide Development Impact Fee Ordinance (Ordinance) (See Alameda Municipal Code (AMC) Section 27-3 Development Impact Fees) *consistent with the requirements of the California Mitigation Fee Act*, Government Code sections 66000 et seq."

Apparently, neither Mr. Thomas nor Ms. Wooldridge have read the Court of Appeal's May 15, 2019 published opinion invalidating the Park DIF. **The Court expressly held that the City's 2014 Park DIF failed to comply with the Mitigation Fee Act.**

Mr. Thomas and Ms. Wooldridge further assert that "The 2019 review of the parks portion of the Nexus Study was informed by a court decision finding that the 2014 Nexus Study miscalculated the total costs to develop additional park lands in the City." The Court of Appeal did not find that the City "*miscalculated*" the costs. It found that the **City violated the Mitigation Fee Act by seeking to collect DIF monies to pay for land that it obtained for free**. **In other words, the City was running a scam where it got land for free, and then brazenly claimed that home developers (and ultimately buyers) had to pay their "fair share" of what each acre of that land might cost on the open market. The Court ruled that the City can't get something for free and then turn around and claim it has a "need" for funds to pay for it. That's basically fraud**.

Below, I identify legal flaws in the 2019 Nexus Study. We also include with these comments, separate comments and objections prepared by (1) Mr. Greg Angelo, DFA; and (2) Mr. Robert McGillis, both consultants for Boatworks. The McGillis letter is being sent under separate cover.

The Mitigation Fee Act "was passed by the Legislature 'in response to concerns among developers that local agencies were imposing development fees for purposes unrelated to development projects.'" (*Ehrlich v. City of Culver City* (1996) 12 Cal.4th 854, 864.)

Section 66001 requires the agency to "[i]dentify the purpose of the fee," "[i]dentify the use to which the fee is to be put," "[d]etermine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed," and "[d]etermine how there is a reasonable relationship between the need for the public facility and the type of development

project on which the fee is imposed." (§ 66001, subd. (a).)

While it is only fair that the public at large should not be obliged to pay for the increased burden on public facilities caused by new development, the converse is equally reasonable: the developer must not be required to shoulder the entire burden of financing public facilities for all future users. To impose the burden on one property owner to an extent beyond his own use shifts the government's burden unfairly to a private party.

The City must demonstrate that **development contributes to the need for the facilities**.

After 5 years of litigation, the City appears to have learned nothing. Boiled down to its essence, the courts ruled that the City can't charge developers and homebuyers for something the City got for free. In 2014, the City tried that with land. Now, the City is trying the same thing with environmental remediation costs related to that same land. But the City isn't paying for that either. Either the Navy is paying for the clean up or the City will impose any remaining clean up responsibilities on developers building projects in Alameda Point.

The evidence is clear that the Navy is cleaning up Alameda Point at the Navy's expense.

The City's General Plan states that a Federal Facilities Agreement has been signed between the Navy and the US EPA "in which the parties agree to a schedule and funding program for cleanup of the site." Section 9.6, "Health and Safety." The funding has, and will come, from the federal government, i.e., the Navy. Yet, the 2019 Nexus Study **fails to mention or consider** that most, if not all, of the cleanup will be funded by the federal government.

Other documents and reports confirm that the federal government is doing the clean up at Alameda Point. The 2013 DEIR for the Alameda Point Project states that the Navy is cleaning up open petroleum sites and will continue to do so after conveyance to the City. p. 3-9. The DEIR also states "The **Navy** is . . . responsible for **all environmental remediation of unforeseen hazardous materials** . . . due to its previous activities consistent with federal laws." p. 3-10. The City is responsible only for abating lead and asbestos in existing buildings, but that won't be necessary on lands that will be used for future parks. Id. See also pp. 3-15 to 3-22, discussing open space and public parks at Alameda Point. In addition, the City will require the individual developer at each site to address the lead and asbestos issues, meaning the City won't even pay for that. See City of Alameda Resolution No. 14981, Ex. A, Mitigation Measures, pp. A-82 and A-83.

A March 31, 2014 Master Infrastructure Plan for Alameda Point concluded that all environmental remediation for the area would be performed and paid for "by others." (attached)

A May 21, 2013 memo from John Russo, City Manager, to the Mayor and City Council stated that the Navy is obligated to clean up all sites in Alameda Point and that the City's acceptance of the Alameda Point lands at "no cost" would create "**no financial impact to the City's General Fund**." He estimated that implementation actions by the City would result in "minor annual expenditures of $30,000" that would be paid out of the Lease Revenue Fund. (attached)

June 2013 deeds of the lands from the Navy to the City states that the **Navy** completed remedial actions on the property. (included in disc drive)

The City's July 2014 Alameda Point Town Center and Waterfront Precise Plan states that remediation will be completed "**by the Navy and consistent with federal requirements**" before any land is transferred to the City. (attached, p. 44).

A July 24, 2018 staff report from Elizabeth D. Warmerdam, Acting City Manager, states "Alameda Point is a federal 'Superfund' site due to contamination in soil, groundwater, and soil gas associated with the Navy's past use of the property and is comprised of 300 petroleum sites and 34 federal Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) installation restoration sites, many of which have been remediated and closed. **The Navy is responsible for the clean-up of contamination associated with its former activities at Alameda Point, and has been actively investigating and remediating the property for the last 15+ years**." (attached)

EPA's website states that the Navy (with EPA oversight) has cleaned up or is in the process of cleaning up all identified sites at Alameda Point:

- "Site 1 (Navy Operable Unit [OU] 3): at remedial action stage.
- Site 2 (Navy OU-4A): at remedial action stage.
- Sites 3, 4, 11 and 21 (Navy OU-2B): at Record of Decision stage.
- Sites 5, 10 and 12 (Navy OU-2C): at remedial design/remedial action stage.
- Sites 6, 7, 8 and 16 (Navy OU-1):
- Sites 6 and 16, soil cleanup almost complete; ground water cleanup ongoing;
- Sites 7 and 8, cleanup completed.
- Sites 9, 13, 19, 22 and 23 (Navy OU-2A): at remedial action stage for Site 13 ground water; the rest has been transferred.
- Site 14: undergoing monitored natural attenuation. Site 15: no further action, transferred.
- Site 17 (Navy OU-4B): at remedial action stage.
- Site 20 (Navy OU-4A): no further action, transferred.
- Site 24 (Navy OU-4B): cleanup complete, ready for transfer.

- Site 25: cleanup complete, ready for transfer.
- Site 26 (Navy OU-6): undergoing monitored natural attenuation.
- Site 27 (Navy OU-6): at remedial action stage.
- Site 28 (Navy OU-6): at remedial action stage.
- Site 29 (Navy OU-4A): no further action, transferred.
- Site 30: no further action, ready for transfer.
- Site 31: no further action, ready for transfer.
- Site 32 (Navy OU-4A): at remedial investigation stage.
- Site 33 (Navy OU-4A): no further action.
- Site 34 (Navy OU-4A): cleanup complete, ready for transfer.
- Site 35: cleanup complete, transferred.
- OU-5: ground water cleanup discontinued."

(Source: EPA Superfund Website – Alameda Point; further details on each site are attached)

The Navy published a summary in 2013 of its clean up activities. (attached).

Testimony under oath from several City staff confirm that the Navy (not the City) is paying for environmental cleanup of land in Alameda Point conveyed or being conveyed to the City. See Deposition of Deborah S. Potter, March 30, 2016, at pp. 67-68 (attached); Deposition of Jennifer Ott, Feb. 23, 2016, at pp. 80, 81, 86 (attached).

The City's CEQA Findings for Alameda Point also state that "remaining" remediation shall be performed by the "project applicant," i.e., the developer at Alameda Point, *not the City*. (See City of Alameda Resolution No. 14981, Ex. A, Mitigation Measures, p. A-84.)

The 2019 Nexus Study includes a "weighted" cost per acre average for remediation of lands that may be used for future parks. However, the City's "weighting" is not reasonable because it is skewed heavily by the clean up costs for the Doolittle Landfill, which are much higher than usual remediation costs. Most of the land in Alameda Point is not a former landfill therefore it is not reasonable to use cost from a landfill cleanup to estimate average future costs of land remediation for parks.

Even more relevant, in recent years, the City has not announced any plans to develop the Doolittle Landfill into a park. Gov. Code, § 66002(a) states that "Any local agency which levies a fee subject to Section 66001 may adopt a capital improvement plan, which shall indicate the approximate location, size, time of availability, and estimates of cost for all facilities or improvements to be financed with the fees." Yet, the City's 2017-2019 Capital Budget and Five Year Capital Improvement Program fails to include any mention of a potential conversion of the Doolittle Landfill. Likewise, the City's 2015-2025 Capital Budget says nothing about converting the Doolittle Landfill to a park. **Thus, it appears that the Doolittle Landfill conversion is yet another contrivance by the City's**

DIF consultant in an effort to jack up the Park DIF.

In addition, neither the 2001 Nexus Study, the 2014 Nexus Study nor the aborted 2017-2018 Nexus Study mention even once the need for the City to pay remediation costs.

The 2019 Nexus Study contains other flaws as well.

The 2019 Nexus Study fails to consider that the 2014 DIF for Alameda Point included nearly $80 million for the development of new parks in Alameda Point. These parks will be used by residents who live in the rest of the City. See 2014 Nexus Study, Table 7.3. Yet, in determining the City's supposed "need," the City fails to consider this important and relevant factor.

The 2019 Nexus Study fails relies on only four (4) park projects to estimate park improvement costs and two of those parks are the most amenity rich parks in the City. This approach artificially inflates the park improvement cost and seeks to show a need that does not in fact exist. Most parks will not have such a high level of amenities. The City further skews that cost estimate by ignoring the City's frequent use of passive open space areas. The City fails to consider the lower cost of open space and passive parks when estimating future park improvement costs.

On page 3, the 2019 Nexus Study asserts that "facility standards" ensure that new development does not fund deficiencies associated with existing development. That statement is false when the facility standards are manipulated or gamed, as they have been here.

The City also improperly uses the "replacement" cost rather than the depreciated cost in determining present asset value. The effect of this is to require new development to pay to refurbish rundown facilities, even when it is not using DIF monies to expand those facilities to facilitate a greater population.

On page 18, the 2019 Nexus Study Table 11 shows the cost estimate of the Alameda Point Sports Complex development in Alameda Point is suddenly $45.2 million. The City allocates $10 million of this cost to the Alameda Point DIF, which is a policy decision that the City has made regarding Alameda Point's contribution to future improvements. So compared to 2014, the City's estimate of the cost of the Alameda Point Sports Complex has risen from $20 million in 2014 to $45.2 million in 2019, or **a 126 percent increase.** The City has provided no backup documentation showing why the cost of the complex has risen so dramatically, given that the facility's design has not changed and the City obtained the land for free. This increase is unreasonable and undocumented.

The 2019 Nexus Study fails to mention or consider that the Alameda Point Sports Complex will be built through a public/private partnership. Thus, the City will not incur full development costs. (See attached 11/5/13 email from Amy

Wooldridge to Jennifer Ott.) The 2019 Nexus Study fails to consider this important and relevant factor.

On page 14, the 2019 Nexus Study states that "The total maximum justified fee includes a two percent (2%) administrative charge to fund costs that include: a standard overhead charge applied to all City programs for legal, accounting, and other departmental and administrative support, and fee program administrative costs including revenue collection, revenue and cost accounting, mandated public reporting, and meeting the requirements of the Mitigation Fee Act. In Willdan's experience with impact fee programs across the state, two percent of the base fee is a reasonable estimate of costs associated with fee program administration. The City Finance Department confirms that this estimate is conservative based on the City's experience administering the DIF program. The administrative charge should be reviewed and adjusted during comprehensive impact fee updates to ensure that revenue generated from the charge sufficiently covers, but does not exceed, the administrative costs associated with the fee program." Two percent might be reasonable up to a point, but once administrative costs are figured in the overall cost, higher fees by themselves do not justify collecting more for administration costs. The City needs to estimate its reasonable administration costs and then charge a fee that it related to that cost estimate. "A valid regulatory fee may not exceed the estimated costs of the relevant regulatory activity." (*Sinclair Paint Co. v. State Bd. of Equalization* (1997) 15 Cal.4th 866, 878; accord, *California Farm Bureau Federation v. State Water Resources Control Bd.* (2011) 51 Cal.4th 421, 438; see also Article XIII A of the California Constitution; see also *California Building Industry Assn. v. State Water Resources Control Bd.* (2018) 4 Cal.5th 1032, 1047 [fees "couched as 'regulatory' but which exceed the reasonable costs of actual regulation or [which] are simply imposed to raise revenue for a new program and are not part of any ... permitting program are ... taxes and should be subject to the limitations applicable to the imposition of taxes."]

The 2019 Nexus Study also continues to illegally purport to authorize pre-existing deficiencies.

The Mitigation Fee Act prohibits a local government from using impact fees to fund existing deficiencies in infrastructure needs. Gov't Code, § 66001(g).

Here, the 2019 Nexus Study claims that simply using the standard-based or "existing inventory" approach guarantees that new development does not fund pre-existing deficiencies in infrastructure. But there is no such guarantee when the "existing inventory" is falsified, or "gamed," or in light of evidence that the City had existing deficits in park and recreation facilities and is using DIF revenues to correct those deficiencies.

Numerous City planning documents show that the City has repeatedly claimed (dating back to the 1990s) that it was experiencing a deficiency in parks in certain areas of the City. The City's General Plan includes Policy 6.1.d which is

to promote the development and retention of private open space "to compensate for the shortage of public open space." In other words, the City's stated official position is that it has a "shortage" of open space. In this official planning document, the City doesn't claim it has a shortage of future needs, but rather a pre-existing "shortage" in the current system. In its 1996 Community Reuse Plan for Alameda Point, the City asserted that it needed to "use land and facilities" "to provide recreational opportunities which are in short supply elsewhere in the community." In 2004, the City applied to the California Department of Parks and Recreation for a state grant to purchase land for the proposed Estuary Park in the City's northern waterfront area. In its application, the City represented to State Parks that "the new park would serve a sector of the City that is short of park space . . ." The City told State Parks that this park and open space deficiency had existed since 1991, but had never been remedied. The City's grant application was supported by numerous letters from members of the California Legislature, the East Bay Regional Park District, the Alameda Unified School District, the Alameda Boys & Girls Club, the Alameda Soccer Club, and the San Francisco Bay Trail Project arguing that existing deficits needed to be remedied.

All of this is clear evidence that the City and park supporters asserted and believed in 2004 and 2005 that the City had an existing deficit of parkland, shoreline trails, open space parklands and sports fields specifically in the northern waterfront section of the City. Since the City never obtained the grant from State Parks, and never developed the park, the park deficit in the northern waterfront sector still existed when the City adopted the 2014 DIF and Nexus Study. Similarly, in 2012, the City's Park Improvement Assessment found that certain areas of the City had an existing deficit in parks. For instance, the study found that the area near the planned Jean Sweeney Open Space Park (to be funded by the 2014 DIF) was "currently underserved" in terms of parks. In addition, the former City Parks Director confirmed that the additional area near the newly planned "Estuary Park" known as the wedge neighborhood (being funded by the 2014 DIF) was an area that had long been deficient in parks. This, too, is evidence that in 2012, just before the adoption of the 2014 DIF, the City had concluded that several areas of the City were deficient in parks.

In addition to having insufficient parks in certain areas of the City, the City has battled a deficit in sports fields since the 1990s. "Sports fields" means softball and baseball diamonds, as well as soccer, football, rugby and lacrosse fields. The City first began efforts to address its lack of sports fields through the development of a "sports complex" planned to be located in Alameda Point. In December 1999, the National Park Service ("NPS") approved the City's application for a public benefit conveyance of 57 acres for a proposed Alameda Point Sports Complex. As a public benefit conveyance, the City didn't have to pay for the land but got it for free from the federal government. (*Miami Bldg. & Const. Trades Council, AFL/CIO v. Secretary of Defense*, 493 F.3d 201, 203 (D.C. Cir. 2007) ["A public benefit conveyance is the transfer of 'surplus real property ... to State and local governments . . . at up to 100 percent public benefit discount for public benefit purposes,' including 'education, health, park and recreation, the

homeless, historic monuments, public airports, highways, correctional facilities, ports, and wildlife conservation.'"].)

In its 1999 NPS application, the City represented to the federal government that the proposed sports complex would "provide much needed facilities for existing programs that are in high demand, due to greater numbers of participants and expanded seasons (soccer, youth baseball leagues and adult sports . . ." The City thus was emphasizing that it needed the sports fields for current demand for "existing programs." The City planned for the sports complex to provide 4 softball fields, 6 to 8 soccer fields and other facilities. The sports complex has never been built.

In December 2008, the City participated in a study called the Alameda Point Sports Complex Master Plan. The sports complex design and number of fields was based on "an analysis of the sports and recreation needs of the City of Alameda . . . ," as determined by the Sports Complex Task Force, City Park staff and the community. The 2008 Sports Complex Master Plan concluded that the City at that time confronted with "increased pressure on outdoor sports facilities due to a greater number of participants and extended seasons (particularly for soccer and softball)." The Master Plan declared that the sports complex "will provide much needed facilities for existing programs that are in high demand . . ." It also noted an existing "high demand" for "additional playing fields." According to the 2008 Master Plan, "it is anticipated that the soccer fields at the Alameda Sports Complex would be in use almost constantly during both soccer seasons." Thus, the Plan stated clearly that if the soccer fields were built at the proposed sports complex, they would simply satisfy existing demand. Also, the Plan stated that in 2008 there were "no designated football fields on park property in the City of Alameda . . ."

Hence, in 2008, the Master Plan found an immediate need for soccer and football fields that was not being addressed. The sports complex was considered to be the solution to address these existing recreation needs. But the sports complex wasn't built.

In July 2012, the City Council adopted Resolution No. 14717 accepting a Citywide Park Master Plan and Urban Greening Plan "as a [nonbinding] planning study for possible future actions." The Resolution noted that the Plan assessed existing needs as well as future needs. The Resolution also found that the Plan uncovered "a shortfall of athletic fields (one full-size baseball and four rectangular fields). . ." So, in 2012, because no sports fields had ever been constructed, the City had an existing shortfall of 5 sports fields to meet the then current demand.

This was also confirmed in another component of the City's Urban Greening Plan known as the "Parks Improvement Assessment." That assessment concluded that there was an "immediate shortfall in sports fields." The City's assessment opined that in order to address this immediate, existing shortfall, the

City needed "one 90' diamond field and two 60' diamond fields, as well as five rectangular multi-use fields." Accordingly, while the City's 2012 Resolution declared an existing shortfall of five sports fields, the actual assessment had found an existing shortfall of eight sports fields.

No part of the sports complex has ever been constructed. No sports fields have been added to the City's inventory since the City's assessment in 2012. Despite the obvious relevance of this information, the City's Nexus Study failed to discuss the 2008 Alameda Point Sports Complex Master Plan's and 2012 Parks Improvement Assessment's findings that there was an existing shortfall in sports fields in the City.

Any use of park impact fee revenue to fund pre-existing park or recreation facility deficiencies violates the Mitigation Fee Act, Gov't Code § 66001(g). That provision states that "[a] fee shall not include the costs attributable to existing deficiencies in public facilities . . ." (Id.)

The City may "include the costs attributable to the increased demand for public facilities reasonably related to the development project in order to (1) refurbish existing facilities to maintain the existing level of service or (2) achieve an adopted level of service that is consistent with the general plan." Gov't Code, § 66001(g). The park fee revenue that will be discussed below is not being used to "refurbish" existing facilities, since the sports complex and the two parks at issue don't exist. Also, the park fee revenue is not being used to achieve an adopted level of service consistent with the general plan, since the general plan doesn't establish a level of service for "parks."

How do we know that the park fee revenue is being used to remedy existing shortfalls? We can ascertain that by comparing the City planning studies above with the 2019 Nexus Study.

Table 11 of the 2019 Nexus Study lists the park facility projects that the City intends to fund with park fee revenues. That list includes the Alameda Sports Complex and Estuary Park.

The 2008 Sports Complex Master Plan contemplates that the facility would add 5 soccer fields and 4 baseball or softball diamonds. The City plans an additional baseball field and a rectangular field at Estuary Park. Combined these two facilities alone will add 6 soccer/football fields and 5 baseball/softball diamonds.

The City in 2012 identified an existing shortfall of eight sports fields, including five rectangular multi-use fields, and three diamond fields. The Sports Complex alone will build five rectangular fields and four baseball diamonds. That facility thus eliminates the existing deficit in sports fields and adds an extra baseball diamond. Stated differently, eight of the nine sports fields needed to correct the existing field deficit are provided by the Sports Complex. Eighty-nine

percent of the City's expenditure on sports fields at the new Sports Complex (8 out of 9) remedy existing sports field deficits, and yet, the 2019 Nexus Study provides that 74 percent of the total facility costs will be covered by the DIF, and 100 percent if you include the Alameda Point DIF. Thus, at least some of the pre-existing sports field deficiencies will be remedied by the new 2019 DIF. The park fee is paying to correct the existing deficiency in sports fields. That is flatly prohibited by Gov't Code, § 66001(g).

Likewise, the City's 2012 Parks Improvement Assessment found that areas near the "Beltline" property (now known as "Jean Sweeney") were "currently underserved" in terms of parks. Yet, the City is using DIF funds to build a park in that precise area of the City, i.e., remedying what it had identified as an "existing" deficiency. Because the 2019 Nexus Study allocated more than $11.9 million in DIF revenue to build Jean Sweeney Open Space Park, Table 11, the City is violating Gov't Code § 66001(g) to remedy an existing deficiency.

The 2019 Nexus Study again fails to explain why in 2001 it determined that new development should be responsible for 8 percent of the cost of the new sports complex, but now the City without any explanation concludes that new development must pay for 70 to 100 percent of the sports complex.

When the government changes its view or interpretation, it must explain the rationale for its change. *State Farm, supra*, 463 U.S. 29; *National Association, supra*, 457 F.3d at 1253 ["Unexplained inconsistency is . . . a reason for holding an interpretation to be an arbitrary and capricious change."]

The 2001 Nexus Study concluded that new development would be responsible for 8.1 percent of the need for the sports complex. Stated inversely, 92 percent of the sports complex's total cost was attributable to "correcting existing deficiencies." This conclusion was consistent with the 2008 and 2012 City planning studies where the City concluded that there was an existing shortfall of about eight sports fields.

Now, the City opines that 70 to 100 percent of the need for the sports complex and its planned sports fields would be created by new development. In 2001, the City said it was 8 percent. In 2019, the City said it was 100 percent. What changed? Absolutely nothing.

"An agency cannot simply disregard contrary or inconvenient factual determinations that it made in the past, any more than it can ignore inconvenient facts when it writes on a blank slate." *Organized Village of Kake v. U.S. Dept. of Agriculture*, 795 F.3d 956, 969 (9th Cir. 2015), quoting *FCC v. Fox TV Stations, Inc.*, 556 U.S. 502, 537 (2009) (Kennedy, J., concurring).

The 2019 Nexus Study should have explained why it reached essentially the opposite conclusion that the City's 2001 Nexus Study did. The Mitigation Fee Act requires that the City establish that there is "a reasonable relationship

between the need for the public facility and the type of development project on which the fee is imposed." Gov't Code, § 60001(a)(4). The 2019 Nexus Study concluded that new development is 70 to 100 percent responsible for the needs that the sports complex and its nine sports fields will fulfill. But the City's planning documents show the City has had a deficit in sports fields since at least 2008, if not earlier. The City's 2001 Nexus Study seemed to reach the same conclusion since it allocated 92 percent of the parks and recreation funding needs to correcting existing deficiencies. Such a drastic change in the City's position without explanation (and indeed without even acknowledging the City's previous conclusion that there was a sports field deficit) fails to establish a "reasonable relationship" between the need and the type of development subject to the fee since the need has not been properly established. That violates Gov't Code, § 60001(a)(4).

The City's new proposed Ordinance makes several inaccurate assertions:

The Ordinance asserts that the "General Plan . . . establishes park and recreation service standards." This is not true. First, the City doesn't explain what it thinks these standards are. Second, the City has argued previously that it is not bound by the General Pan as a Charter City. Third, the 2019 Nexus Study doesn't appear to rely on such standards and in fact creates a separate standard based on the existing inventory methodology.

The Ordinance suggests that it "in response to judicial guidance." The Court didn't give "guidance," it ruled the 2015 Park DIF was invalid and unenforceable. The new Ordinance carries forward old errors.

The Ordinance says that "the current levels for the provision of parks and recreation facilities and parkland by the City were used as the basis for determining the fair share contribution of new development." This is false. For the reasons stated in Boatworks' three submissions, the City again manipulated the numbers to create a "need" where no true need exists.

The Ordinance asserts that "the amount of fees collected pursuant to this Ordinance is limited to the cost of these public facilities attributable to new development and the amount of these fees do not include the cost of facilities attributable to demand generated by existing development." Again, false, based on the information and analysis in Boatworks' three submissions.

Request for Accounting and Information Mandated by the Mitigation Fee Act

Gov. Code, § 66006(c) provides:

(c) For purposes of this section, "fee" means any fee imposed to provide for an improvement to be constructed to serve a development project, or which is a fee for public improvements within the meaning of subdivision (**b**) of Section

66000, and that is imposed by the local agency as a condition of approving the development project.

Gov. Code, § 66006(a) and (b) provide:

(a) If a local agency requires the payment of a fee specified in subdivision (c) in connection with the approval of a development project, the local agency receiving the fee shall deposit it with the other fees for the improvement in a separate capital facilities account or fund in a manner to avoid any commingling of the fees with other revenues and funds of the local agency, except for temporary investments, and expend those fees solely for the purpose for which the fee was collected. Any interest income earned by moneys in the capital facilities account or fund shall also be deposited in that account or fund and shall be expended only for the purpose for which the fee was originally collected.

(b)

(1) For each separate account or fund established pursuant to subdivision (a), the local agency shall, within 180 days after the last day of each fiscal year, **make available to the public the following information for the fiscal year**:

(A) A brief description of the type of fee in the account or fund.

(B) The amount of the fee.

(C) The beginning and ending balance of the account or fund.

(D) The amount of the fees collected and the interest earned.

(E) An identification of each public improvement on which fees were expended and the amount of the expenditures on each improvement, including the total percentage of the cost of the public improvement that was funded with fees.

(F) An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement, as identified in paragraph (2) of subdivision (a) of Section 66001, and the public improvement remains incomplete.

(G) A description of each interfund transfer or loan made from the account or fund, including the public improvement on which the transferred or loaned fees will be expended, and, in the case of an interfund loan, the date on which the loan will be repaid, and the rate of interest that the account or fund will receive on the loan.

(H) The amount of refunds made pursuant to subdivision (e) of Section 66001and any allocations pursuant to subdivision (f) of Section 66001.

Accordingly, **Boatworks requests that the City provide the information mandated above with respect to the park component of the 2014 DIF for the years 2014-2019.**

***

On March 19, 2018, with respect to a previous aborted effort by the City to amend the DIF, Boatworks submitted back up information in multiple boxes, including:

- ✓ 5 volumes of planning studies and other reports and emails (Boatworks' trial exhibits in the DIF litigation regarding the 2014 Nexus Study)
- ✓ Deposition transcripts from the DIF litigation regarding the 2014 Nexus Study
- ✓ 4 volumes of appellate record in the DIF litigation regarding the 2014 Nexus Study (sans the declaration of James Edison)

Please include these items in the record before the City Council for this agenda item. Please also include my letter dated March 19, 2018 detailing comments on the 2017 Nexus Study.

I also have included a number of additional attachments to this letter (referenced throughout the letter), and I have included a hard disc drive with approximately **70,546 pages** of additional materials supporting claims in this letter including the fact that the Navy is paying for virtually all remediation of lands being transferred to the City. Please include these items in the record before the City Council for this agenda item.

For the City's convenience I have included another copy of Boatworks' DIF litigation trial exhibits on a CD-ROM submitted with this letter. Thank you.

Sincerely,

Tom Roth

cc: City Attorney (letter only)
Attachments
DFA Analysis
McGillis letter (sent by separate letter)

DFA
Development & Financial Advisory

REVIEW AND ANALYSIS OF CITY OF ALAMEDA 2019 NEXUS STUDY

To: Boatworks LLC, Tom Roth, Law Offices of Thomas D. Roth
From: Greg Angelo, Development & Financial Advisory
Date: 7/1/2019
Re: Review of City of Alameda 2019 Park and Recreation Impact Fee Update and Nexus Study

I have been retained to review and evaluate the City of Alameda ("City") Park and Recreation Facilities Impact Fee Update and Nexus Study, dated June 17, 2019 ("2019 Nexus Study"). A previous study, dated December 28, 2017, made available February 15, 2018 ("2017 Nexus Study"), was prepared and made public; however, the City decided not to adopt the 2017 Nexus Study. The 2019 Nexus Study is an update of the park and recreation facilities component of the Development Impact Fee Update and Nexus Study dated June 18, 2014 ("2014 Nexus Study"). This memorandum addresses various methodologies, analyses and assumptions in the 2019 Nexus Study and when appropriate discusses the previous Nexus reports to illustrate changes made by Willdan which prepared each study.

After 5 years of litigation, the 2019 Nexus Study finally admits that "the City currently owns enough land to meet the park standard for anticipated growth through 2040."(p. 11).

My opinion is that the 2019 Nexus Study does cure some of the flaws of the 2014 Nexus Study; however, the 2019 Nexus Study continues to fail to meet Mitigation Fee Act requirements, including a demonstration of how there is a reasonable relationship between the need for the public facilities and the types of development on which the fees are imposed. The way the City applied the "existing standard" methodology is flawed and those flaws are detailed in this memorandum.

I. 2019 Nexus Study Methodology & Overview

<u>The City Incorrectly Applied the Existing Standard Method</u>: Under this method, the 2019 Nexus Study states, "new development would fund the expansion of facilities at the same rate that existing development has provided facilities to date." (p. 3.) The City incorrectly applies this methodology by ignoring the existing condition of the entire park inventory, thereby, failing to consider a relevant factor that must be accounted for when purporting to establish an existing inventory level of service standard.

Critical 2019 Nexus Study Misinterpretations and Misapplications

The City Used a Skewed Inventory That Resulted in Overstated Costs

The 2019 Nexus Study applies a cost to construct new facilities that it asserts "will meet the needs of new development, at a standard equivalent to the park amenities currently enjoyed by City residents." (p. 2.) In reality, the study applies a cost to construct new facilities based on a small sample of four (4) park projects, comprising 22 of the 182.4 park acre inventory. This sample includes Estuary Park and Jean Sweeney Park, two *amenity rich* parks. It excludes 160 acres of park and open space properties that collectively represent a more accurate depiction of the nature and condition of the City's park system and that have far fewer amenities.

In Willdan's previous 2017 Nexus Study, six (6) parks were identified as "passive with minimal amenities." That study concluded that "These parks require a lower level of capital development" (p. 9, footnote). The 2017 Nexus Study identified the improvement value per acre (cost) to be 54% of a more capital intensive park, such as Estuary Park or developed portions of Jean Sweeney.

Without adequate explanation, in 2019 the City disregards the amenity difference and skews the analysis by selecting as a sample the most amenity rich parks in the City. The 2019 Nexus Study says, "parsing distinctions between the parks is difficult". (p. 12) Of course, it was not difficult for the City to do in 2014 or 2017. In any event, "difficulty" is not a valid reason to ignore relevant factors and critical information when applying the existing standard methodology. To properly establish "need" and "use" as required by The Mitigation Fee Act, a correlation must exist between the existing level of service (in this case the collective park inventory condition, character, amenities, use) and the effective level of service, quantified as a park improvement cost per acre, charged to new development. If the City skews that analysis by selecting the most amenity rich parks as its sample, the numbers will show greater per acre costs than actually exist. Not every park built through 2040 will have the level of amenities that Estuary Park and Jean Sweeney Park have or will have.

The 2019 Nexus Study properly excluded some parks and recreation facilities that are privately operated under a lease. However, the park inventory lists Hornet Fields which is leased exclusively to the Alameda Soccer Club, with no general public access allowed. Hornet Fields therefore should be removed from the existing park inventory. Based on the City's 10/17/2017 agenda discussing the agreement with Alameda Soccer Club, it is estimated that 3.06 acres should be removed from the City's 182.4 acre inventory. This reduction will reduce the City's park acreage mitigation requirement for new development.

The City Erroneously Discounted Less Costly Passive Use Parks

The 2019 Nexus Study disregards or largely discounts the diversity in the level of amenities in existing parks. Instead, the 2019 Nexus Study adopts a "less difficult" approach by establishing a level of service equal to the more recently developed parks and trails identified – deviating from the City's prior methodology of recognizing that many recreational areas are passive uses with few or minimal amenities.

The City Failed to Consider the Benefits of New Park Facilities Being Funded by the Separate Alameda Point DIF, Resulting in an Overstatement of the Need for Parks

Page 6 of the 2019 Nexus Study states that Alameda Point parks are under construction, including those under construction as Site A. Estimated growth projections identified in Table 1 of the study includes all new City population thru 2040. Parks under construction are part of the *future park inventory,*

mitigating the estimated 25.77 park acres needed to serve projected new population, as derived in Table 6 of the study. *More information is needed to evaluate these parks, acreages, amenities, etc. in order to quantify applicable adjustments. That information is not contained in the 2019 Nexus Study, nor has any such information been made available to the public making it impossible for the public to fairly evaluate this aspect of the Nexus Study.*

The City Overstated the Cost of Improvements By Skewing the Sample Toward Amenity-Rich Parks and By Assuming without Support Very High Remediation Costs When the City Received the Benefit of No Cost Remediation from the Federal Government

The City's estimate of **Park Improvement Costs** increased from $435,000 /acre in 2014, to a blended rate of $661,817 /acre in 2017 (active and passive park designations), to $1,170,300 in 2019 ($236,700 /acre is associated with land remediation costs). Thus, the City's estimate of park improvement costs increased 169% from June 2014 and 77% from December 2017. Stated differently, the City asserts that park improvement costs have exceeded area Construction Costs (See Exhibit 1 ENR Construction Cost Index "CCI" and Builder's Cost Index "BCI" data) changes over the same periods. CCI and BCI data indicate comparative changes of 13.3 – 16.5% since June 2014, vs 169% and 2.8% - 4.9% since December 2017, vs 77%, respectively. Furthermore, the Nexus Study cost increases are artificially inflated due to maneuvering of park classifications (meaning costs for passive open space areas are on par with amenity rich parks). {The City's development impact fee ordinance and 2019 Nexus Study rely on the ENR CCI to adjust fee levels and various cost assumptions – but use a more aggressive, undocumented approach, as described herein, for adjusting park improvement costs.}

The basis for the park improvement costs is identified in Appendix Table A.3. The "sample size" is inadequate and includes only four (4) amenity rich parks and trails, comprising 22.1 of the 182.4 acres of park inventory.

Land Remediation Costs have been applied to the estimated cost of all future park improvements. The cost application is heavily weighted based on a cost estimate to remediate Doolittle Landfill. The 2019 Nexus Study fails to include any supporting documentation that would demonstrate the validity of these costs, such as environmental studies, location of remediation, and sources of fund. This cost application suggests the City will be responsible for all future park remediation costs (on the 25.77 acres of land associated with new development), ignoring other potential funding sources, as well as the US Navy's ongoing remediation efforts paid for by the federal government.

The 2019 Nexus Study states, "review of the data showed that while the costs were lower for certain kinds of parks, parsing distinctions between the parks is difficult, and the difference in costs does not significantly affect the final number." This is not accurate. Willdan's methodology from the 2017 Nexus shows that this is not accurate. In 2017, Willdan adjusted the six (6) parks identified as requiring a "lower level of capital investment." If Willdan would have used these parks in its 2019 analysis and removed remediation costs (which were actually funded by the US Navy), the result is a 30% reduction in overall park improvement costs. In other words, based on the City's own 2017 analysis, the City's 2019 analysis overstated park improvement costs by 30 percent.

The City Has Skewed the Numbers to Arrive at Exactly the Same "Need" Even without 20 Acres of New Land

The following is a summary comparing the 2014 Nexus Study and 2019 Nexus Study, and the outcomes indicating total City fee revenue generated.

2014 Nexus Study:	Improvement Cost per Acre	= $529,800
	Park Land Cost per Acre	= $1,437,000
	New Development Funding	= $38.9M (total fees from new development)
2019 Nexus Study:	Improvement Cost per Acre	= $1,489,000
	New Development Funding	= $38.4M (total fees from new development)

This shows that the City claims exactly the same need even though it finally admits that it doesn't need the 20 acres of land it claimed during the past 5 years of litigation. Based on the overstatement of costs as identified above, this suggests that the City "reverse" engineered its "need."

II. Changes from 2014 & 2017 Nexus Studies

Below is a summary of the changes made to the 2019 Nexus Study compared to the 2014 & 2017 Nexus Study.

- 2014-2019: Demographic data was updated, increasing existing population from 73,100 to 77,791 and new growth population increased from 8,260 to 11,012. Also, density assumptions, meaning people per household, was increased from 2.66 to 2.71 for single family homes and 1.90 to 1.98 in multi-family homes. These changes result in an increase in the fee calculation because the fee is calculated on a "per capita" or per person. The 2019 Nexus Study provides little support for these changes.

- 2014/2017 – 2019: The 2019 Nexus no longer uses the system standard approach, but instead uses only the existing standard approach. The system approach methodology, as previously applied in the prior nexus studies, resulted in an overlap of park assets with the existing standard approach. When applied properly, it is my opinion, the system approach would yield a substantially lower park fee than the fee level calculated under the existing standard approach, largely due to the removal of land from the equation. Furthermore, under this methodology, the City would be required to identify non-fee funding to correct any facility deficiencies.

- 2014/2017 – 2019: The 2019 Nexus Study removed park land costs and acknowledges the City currently owns enough land to meet the park standard for anticipated growth through 2040.

- The 2019 Nexus Study only uses the existing standard approach, which includes three general components for establishing a cost basis for new development fees: 1) park improvement costs, 2) land remediation costs, and 3) special use facilities.

- In 2019, land remediation costs are a new cost item charged to new development, relying on the assumption all future park land development will require remediation that is comparable to Doolittle Landfill and the City will be responsible for 100% of the remediation costs. Data shows this is an unreasonable assumption (see Thomas D. Roth letter).

- Park improvement costs increased from $435,000 /acre in 2014, to a blended rate of $661,817 /acre in 2017 (active and passive park designations), to $1,170,300 in 2019 ($236,700 /acre is associated with land remediation costs. A 169% cost increase from June 2014 and a 77% increase from December 2017. By comparison, ENR Construction Cost Index (CCI) & Builder Cost Index (BCI) data indicate comparative changes of 13.3 – 16.5% since June 2014, vs 169% and 2.8% - 4.9% since December 2017, vs 77%, respectively. Furthermore, the Nexus Study cost increases are artificially inflated due to maneuvering of park classifications (meaning costs for passive open space areas are on par with amenity rich parks). {The City's development impact fee ordinance and 2019 Nexus Study rely on the ENR CCI to adjust fee levels and various cost assumptions – but use a more aggressive, undocumented approach, as described herein, for adjusting park improvement costs.}

- 2014 – 2017 – 2019: Special Use Park and Recreation Facility Inventory value increased from $14.9M to $41.2M, to $58.1M. This is due to an increase in estimated unit cost and the addition of several facilities.

- 2017 – 2019: Special Use Park and Recreation Facility Inventory value increased from $41.2M to $58.1M, a 41% increase. Attributable to new facilities added as well as added square footage to existing facilities. Notably Building 134, Gymnasium – Alameda Point square footage increased from 5,490 sf to $23,382 sf., a $10M valuation increase. Also, Veteran's building was added at $8.88M. This method of establishing all Facility Values based on current development cost is contradictory to the 2019 Nexus Study position that the study "will meet the needs of new development, at a standard equivalent to the park amenities currently enjoyed by City residents". Existing assets should be based on current value/ conditions, which is accurately quantified by assessing facilities and inclusive of their respective depreciated values, not an "across the board" replacement cost value. As the 2017 Nexus Study points out, "as the fee amount is calculated based on the <u>existing</u> level of service, the amount of the fee does not depend on the estimated cost of future park and recreation facilities that the City intends to develop."

- 2014 – 2017: Parkland inventory was amended as follows:
  - reducing the number of acres in the City park inventory from 175.14 acres to 145.72 acres, including the deletion of Estuary Park, Washington Dog Park, wildlife conservation, Portola and Jean Sweeney.
  - removing land value from parks located in Alameda Point and a portion previously acquired at Jean Sweeney Park
  - re-classifying several parks previously identified as "active" to "passive"

- 2017 – 2019: Parkland inventory was amended as follows:
  - Increasing the number of acres in the City park inventory from 145.72 acres to 182.4 acres. (See attached Park Inventory Comparison)

- Active park acres increased 94.4% from 2017 Nexus assumptions. Due to: (a) the addition of new parks, and (b) re-classifying passive parks to active parks.
- A shift in methodology to classify all park acreage as "Active", which allows for a higher overall cost basis for park improvements (no longer a blended cost based on actual park characteristics.
- 2014 & 2017 Nexus studies differentiated between Active and Passive, assigning a lower cost to improve Passive parks, as defined in detail by Willdan in the 2017 Nexus, (p. 9, footnote).

TABLE 1–PARK INVENTORY

Parkland	2014 NEXUS STUDY Table 6.2	2017 NEXUS STUDY Table 2.2	2019 NEXUS STUDY Table 3
Alameda Point Multi-Purpose Field	4.80	4.80	4.80
Bayport Park	4.25	4.25	4.25
Bill Osborne Model Airplane Field	1.30	1.30	1.30
City View Skate Park	0.55	0.55	0.55
Encinal Boat Ramp	0.09	0.09	0.09
Enterprise Park (includes Hornet Field)			13.30
Estuary Park	8.00		4.26
Franklin Park	2.98	2.98	2.98
Franklin Pool	0.09	0.09	-
Godfrey Park	5.38	5.38	5.45
Grand St Boat Ramp	0.09	0.09	0.09
Harrington Soccer Field	2.02	2.02	2.02
Hornet Field	3.56	3.56	-
Jackson Park	2.28	moved to Passive	2.27
Jean Sweeney Park	-	-	10.64
Krusi Park	7.46	7.46	7.46
Lexington Fields at Alameda Point	5.00	5.00	6.96
Leydecker Park	5.88	5.88	5.88
Lincoln Park	7.80	7.80	7.80
Lincoln Park Pool	0.09	0.09	-
Littlejohn Park	3.45	3.45	3.45
Longfellow Park	1.14	1.14	1.14
Main Street Dog Park	1.30	1.30	1.30
Main Street Linear Park	11.00	moved to Passive	11.00
Main Street Soccer Field	4.70	4.70	4.70
Marina Cove Park	3.20	3.20	3.20
Marina Village Park	-	-	4.50
McKinley Park	1.22	1.22	1.22
Portola Triangle	-	-	2.15
Neptune Park	3.08	moved to Passive	3.08
Rittler Park	4.81	4.81	4.81
Shoreline Park	31.83	moved to Passive	31.83
Tillman Park	4.00	4.00	4.01
Towata Park	1.55	moved to Passive	1.55
Washington Dog Park	5.70		5.70
Washington Park	14.71	14.71	14.71
Wildlife Conservation	0.24		
Woodstock Park	3.96	3.96	3.96
Total - Parkland	157.51	93.83	182.41

Highlighted Parks are newly added from 2017 Nexus to the 2019 Nexus inventory list.

TABLE 1 –PARK INVENTORY (CONTINUED)

Open Space | Passive & Rec Facilities	2014 NEXUS STUDY Table 6.2	2017 NEXUS STUDY Table 2.2	2019 NEXUS STUDY Table 3
Portola Triangle	2.15		
Jackson Park		2.28	moved to Active
Main Street Linear Park		11.00	moved to Active
Neptune Park		3.08	moved to Active
Portola Triangle		2.15	moved to Active
Towata Park		1.55	moved to Active
Shoreline Park		31.83	moved to Active
Jean Sweeney Open Space Park	22.00		
Total - Open Space	24.15	51.89	-
Open Space % of Park Credit	73%	100%	100%
Open Space Park Equivalent	17.63	51.89	-
TOTAL PARK ACREAGE	175.14	145.72	182.41
POPULATION	73,100	78,395	77,791
PARK ACREAGE per 1,000 POPULATION RATIO	2.40	1.86	2.34

III. Summary

The 2019 Nexus Study continues to fail to meet Mitigation Fee Act requirements, including a demonstration of how there is a reasonable relationship between the need for the public facilities and the types of development on which the fees are imposed. The study incorrectly applies the existing standard methodology by ignoring the existing condition of the entire park inventory, thereby, ignoring a relevant factor that must be considered when establishing existing inventory level of service standards. Resulting park improvement costs are misapplied, cost basis are improperly supported, and recognition of potential offsetting revenue and park facilities are absent. The existing standard methodology has been altered to artificially inflate fee levels by way of establishing artificial level of service standards.

In addition to the quantitative impact errors identified in this memorandum, it is recommended that:

- An audit of all City park and recreation facilities should be considered to establish proper existing park and recreation inventory values and special use facility unit cost.

EXHIBIT 1: Source Data for Construction Cost Index & Construction Price Index

SOURCE 1:
Engineering News-Record Construction Cost Index (CCI) 2014-2019 (San Francisco)

SOURCE 2:
Engineering News-Record Builder's Cost Index (BCI) 2014-2019 (San Francisco)

(See Exhibit 1 - Attached)

EXHIBIT 1
ENR COST INDEXES IN SAN FRANCISCO (2014 -2019)

BCI 6/2014 - 6/2019		**16.5%**	**CCI From 6/2014 - 6/2019**		**13.3%**
BCI 12/2017 - 6/2019		**4.9%**	**CCI From 12/2017 - 6/2019**		**2.8%**
YEAR	**MONTH**	**BCI**	**%CHG**	**CCI**	**%CHG**
2019	June	7260.69	4.9	12354.46	2.8
2019	May	7239.64	4.6	12333.48	2.7
2019	April	7228.39	4.4	12322.23	2.6
2019	Mar	6954.89	0.5	12048.19	0.3
2019	Feb	7038.07	1.7	12131.37	1
2019	Jan	7021.57	1.4	12114.87	0.8
2018	Dec	7022.07	1.5	12115.37	0.8
2018	Nov	7016.57	1.4	12109.87	0.8
2018	Oct	7014.08	1.3	12107.38	0.8
2018	Sept	7010.58	0.9	12103.88	0.6
2018	Aug	6981.42	0.5	12074.72	0.3
2018	July	6966.67	2.5	12050.97	2.8
2018	June	6921.42	1.9	12014.72	2.5
2018	May	6921.42	2.4	12014.72	2.8
2018	Apr	6921.42	2.3	12014.72	2.7
2018	Mar	6921.42	3.6	12014.72	3.5
2018	Feb	6921.42	3.6	12014.72	3.5
2018	Jan	6921.42	3.6	12014.72	3.5
2017	Dec	6921.42	3.6	12014.72	3.5
2017	Nov	6921.42	4.1	12014.72	3.8
2017	Oct	6921.42	4.1	12014.72	3.8
2017	Sept	6945.92	4.5	12037.27	4
2017	Aug	6943.98	4.8	12037.27	4.2
2017	Jul	6796.47	2.6	11725.52	1.5
2017	Jun	6793.1	2.6	11722.15	1.5
2017	May	6761.99	2.1	11691.03	1.2
2017	Apr	6767.41	2.1	11696.47	1.2
2017	Mar	6680.37	0.8	11609.44	0.5
2017	Feb	6680.37	4.2	11609.44	3.9
2017	Jan	6680.37	4.6	11609.44	4.1

EXHIBIT 1
ENR COST INDEXES IN SAN FRANCISCO (2014 -2019)

2016	Dec	6680.37	4.6	11609.44	4.1
2016	Nov	6650.28	4.2	11579.33	3.8
2016	Oct	6649.28	4	11578.33	3.8
2016	Sep	6647.28	3.9	11576.33	3.7
2016	Aug	6625.6	3.7	11554.65	3.6
2016	Jul	6626.1	3.7	11555.15	3.6
2016	Jun	6619.35	3.6	11548.4	3.5
2016	May	6621.35	3.4	11550.4	3.4
2016	Apr	6630.1	3.5	11559.15	3.5
2016	Mar	6628.85	3.5	11557.9	3.5
2016	Feb	6408.87	–0.10	11174.79	0
2016	Jan	6387.49	–0.30	11153.41	–0.20
2015	Dec	6389.49	2.3	11155.41	2.2
2015	Nov	6390.46	2.2	11154.06	2.1
2015	Oct	6390.8	2.4	11169.31	2.4
2015	Sep	6395.22	2.6	11158.82	2.4
2015	Aug	6391.47	2.6	11155.07	2.4
2015	Jul	6391.47	0	11155.07	0
2015	Jun	6391.47	–0.22	11155.07	–0.13
2015	May	6405.72	0	11169.32	0
2015	Apr	6398.97	2.8	11162.57	2.5
2015	Mar	6405.72	2.9	11169.32	2.6
2015	Feb	6414.1	3	11177.7	2.6
2015	Jan	6409.56	2.9	11173.16	2.5
2014	Dec	6248.05	3.1	10915.84	5
2014	Nov	6252.05	3.1	10919.84	5
2014	Oct	6240.05	3.1	10907.84	5
2014	Sep	6230.55	3	10898.34	4.9
2014	Aug	6229.8	3	10897.59	4.9
2014	Jul	6229.8	3	10897.59	4.9
2014	Jun	6231.8	3.1	10899.59	4.9
2014	May	6228.05	3.1	10895.84	4.9
2014	Apr	6227.05	3.3	10894.84	5
2014	Mar	6224.05	3.3	10891.84	5.1
2014	Feb	6226.8	3.3	10894.59	5.1
2014	Jan	6228.55	3.5	10896.34	5.2

Alameda Point Focus

The Navy's Environmental Program Newsletter

www.bracpmo.navy.mil

Issue #9

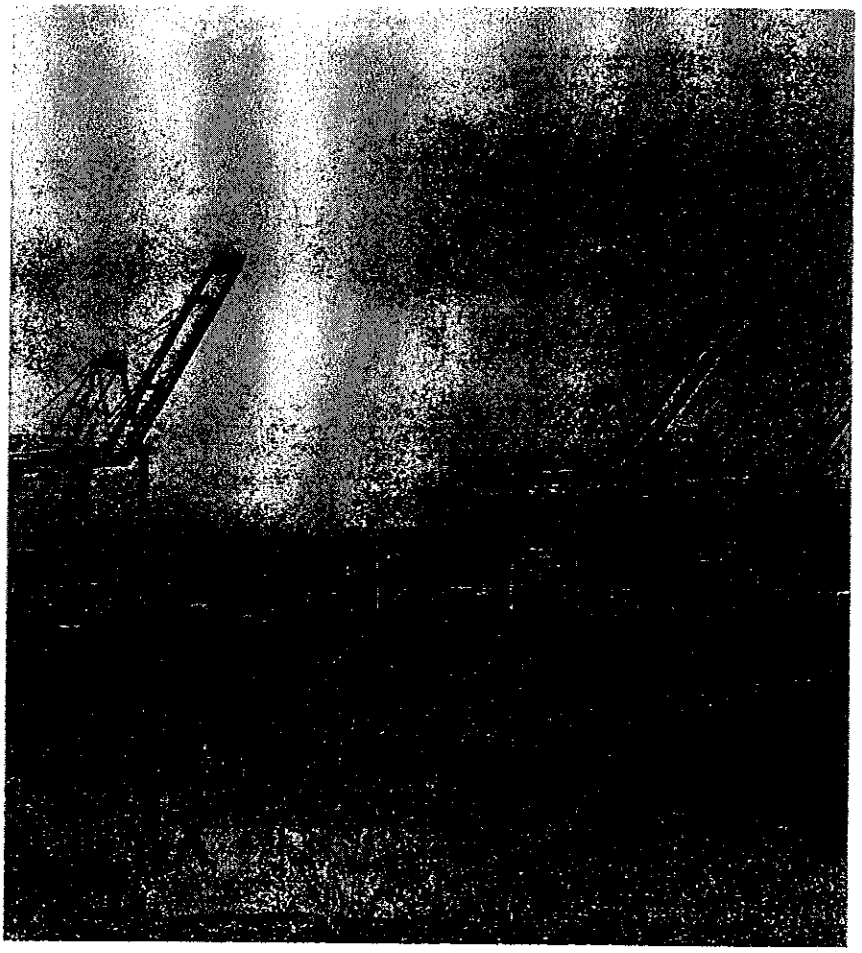
Spring 2013

Introduction

The Navy is conducting environmental investigations and cleanup at former Naval Air Station Alameda, also called Alameda Point. The purpose of this work is to protect human health and the environment from contamination resulting from past activities at Alameda Point. The Navy conducts the environmental investigations and cleanup activities with oversight from the regulatory agencies, which include the U.S. Environmental Protection Agency (the lead regulatory agency), the California EPA Department of Toxic Substances Control (the lead state agency), and the San Francisco Bay Regional Water Quality Control Board. The Navy and regulatory agencies are committed to involving the public in the decision-making process. This newsletter provides updates on the cleanup work as well as additional information resources.

Progress Report: Status of the Navy's Cleanup Sites

The Navy follows the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) to investigate and remediate non-petroleum sites at Alameda Point. See the CERCLA steps chart on page 4. This newsletter presents some of the significant investigation and cleanup accomplishments in 2012, and the milestones planned for 2013. See the map on page 6 for all site locations.



Accomplishments in 2012

The following milestone documents were completed:

- ✔ Two final Feasibility Study (FS) addendum documents – Operable Unit (OU)-2B and OU-2C
- ✔ Proposed Plan – OU-2C
- ✔ Record of Decision (ROD) – OU-2A
- ✔ Final Groundwater Remedial Design/Remedial Action Work Plan – Site 1
- ✔ 90% Remedial Design – Site 2
- ✔ Interim Remedial Action Completion Report (RACR) – Site 28
- ✔ Two final RACRs – Sites 8, and 16 (soil)
- ✔ Radiological clearance of former sewer line F, Buildings 7, 12, 66, 309, 310, the Building 114 courtyard, the seaplane ramp, and the former smelter area.

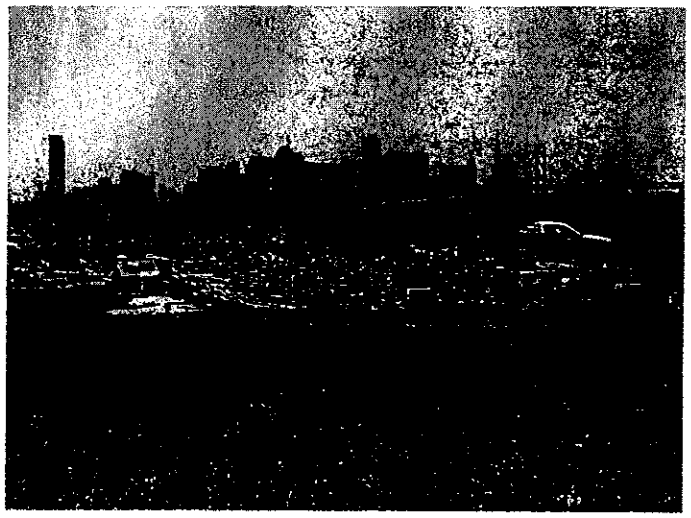
The following field activities were conducted:

- ✔ Remedial Action for groundwater – Site 1, OU-5/IR02 (Sites 25, 30, and 31)
- ✔ Sediment dredging – Sites 17 and 24
- ✔ Basewide groundwater monitoring – Sites 14, 26, 27 and 28
- ✔ Radiological characterization survey – Site 32
- ✔ Time-Critical Removal Action to address polycyclic aromatic hydrocarbons (PAH) – Site 33.

Navy Project Manager Discusses a Site with Community Members During 2012 Site Tour

Community Involvement Items/Activities:

- ✔ Held six Restoration Advisory Board (RAB) meetings
- ✔ Held one public meeting to gather input on the OU-2C Proposed Plan
- ✔ Conducted one site tour for more than 50 community members
- ✔ Maintained Navy website and information repositories
- ✔ Issued one newsletter and one fact sheet.
- ✔ RAB contributed to Site 2 Remedial Design by identifying specific native species with which to revegetate the soil cover.

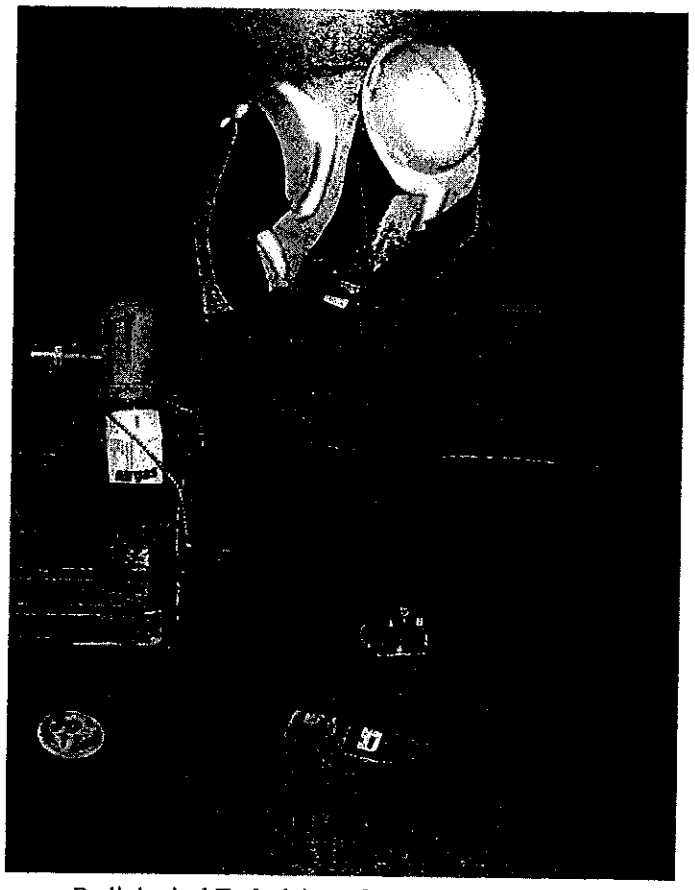


Site 1 Chemical Oxidation Treatment

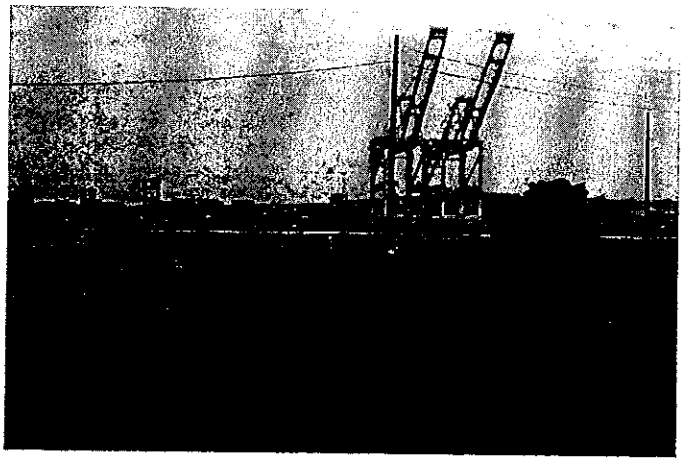
Planned Activities For 2013

Documents

- Revised Remedial Investigation/Feasibility Study – Site 32
- Final Focused Feasibility Study, Proposed Plan, and ROD Amendment – Site 1
- Two Proposed Plans: Site 1 and OU-2B
- Final Remedial Action Work Plan – OU-2A
- Final RODs – OU-2B and OU-2C
- Final Remedial Action Work Plan – Site 2
- Remedial Action Work Plan – Site 6
- Remedial Action Completion Report – Sites 7, 16 (groundwater), 17, and 34
- Remedial design/remedial action work plan – Site 34 and OU-3
- Radiological Services Work Plan for Decontaminating Buildings 5 and 400
- Final Survey Reports for Buildings 7, 44, 66, 113, 114, 346, 353, 497, Pier 3, and the Former Smelter Area (all unrestricted release)
- Basewide Groundwater Monitoring annual report - 2012
- Alameda Point Finding of Suitability to Transfer



Radiological Technician takes a measurement to detect surface contamination



Site 34 Overview

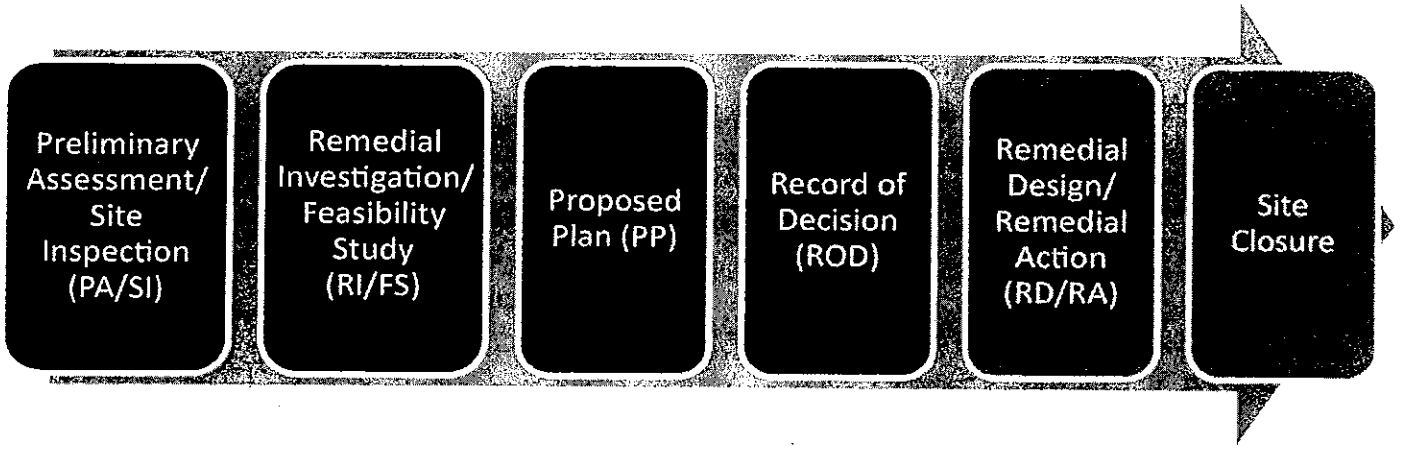
Field Activities

- Additional radiological investigation – Site 32
- Additional radiological investigation and decontamination – Buildings 5 and 400
- Remedial action to address metals, pesticides, and volatile organic compounds in soil – Site 34
- Radiological scan, placement of landfill cover, and revegetation – Site 2
- Remedial action to address solvents in groundwater – OU-2A
- Pre-design sampling to gather information to prepare the remedial design – OU-2B
- Remedial action for groundwater and soil remedies – Site 1
- Basewide Groundwater Monitoring

Community Involvement Items/Activities

- Six Restoration Advisory Board meetings
- Two Proposed Plan public meetings for Site 1 and OU-2B
- One newsletter
- Other fact sheets as necessary

Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) Process



UPDATE ON THE PETROLEUM PROGRAM

The petroleum program was created to investigate and address soil and groundwater contamination related to petroleum products, which are excluded from CERCLA regulations. The San Francisco Bay Regional Water Quality Control Board (Water Board) is the lead regulatory agency providing oversight and closure approval for petroleum sites.

The petroleum program at Alameda Point has 221 open petroleum features, which include both known and suspected petroleum releases:

- 3 Areas of Concern
- 70 Aboveground Storage Tanks
- 70 Underground Storage Tanks
- 21 Corrective Action Areas
- 5 Generator Accumulation Points
- 15 Oil/Water Separators
- 2 Waste Discharge Areas
- 28 Fuel Lines, and
- 7 Miscellaneous Sites

There are some petroleum sites at Alameda Point with ongoing treatment. One of the treatments that will be used for petroleum contamination at Alameda Point is air sparging along with soil vapor extraction (AS/SVE). AS/SVE will be used at Corrective Action Area 4C, 7, and at Building 410. AS is the process of pumping air underground to volatilize contamination below the water table which will enable SVE, the process of applying a vacuum to selected wells, to extract the vapors. (For more information about AS/SVE, see the U.S. EPA's Citizen's Guide at *http://www.clu-in.org/download/Citizens/a_citizens_guide_to_soil_vapor_extraction_and_air_sparging.pdf*)

Since 2011, the Navy has prepared 65 site closure summaries requesting closure of specific features. The Navy is working with the Water Board to review and close those sites. In 2011, the Navy and its contractor conducted a data gap investigation to evaluate various petroleum sites for potential closure. During the data gap investigation, field workers collected 663 soil samples and 209 groundwater samples to better assess 73 of the open petroleum features. Of those 73 features assessed, 32 are suitable for closure, 15 features need to have associated fuel lines evaluated, and 26 features need additional investigation. The Navy continues to make progress with the petroleum program and plans to conduct additional data gaps investigations, petroleum corrective actions, petroleum program groundwater monitoring, to submit closure requests, and receive additional site closures in 2013.

Dual Vacuum Extraction Well Installation at Building 410

ALAMEDA POINT TEAM MEMBER PROFILE: DEREK ROBINSON

The investigation and clean-up of Alameda Point is a large task, with numerous team members working together. We recently talked with one of the persons in charge of coordinating the cleanup activities at Alameda Point, Mr. Derek Robinson.

Derek Robinson

AP Times: You are the BRAC Environmental Coordinator. What are the responsibilities of that job?

Robinson: I have three primary responsibilities:

1) ensuring execution of the environmental clean-up program for the Former Naval Air Station Alameda,
2) coordinating and leading the BRAC Clean-up Team (BCT), consisting of regulatory agency members, local government representatives, and Navy, and
3) communicating with the Alameda community, media, and local organizations - including acting as the Navy Co-Chair for the Restoration Advisory Board community meetings.

AP Times: Where did you go to school, and what did you study?

Robinson: I attended the University of California, San Diego and earned a Bachelors of Science in chemical engineering with an emphasis in environmental studies and environmental chemistry.

AP Times: How would you characterize the status of cleanup at Alameda Point? Should the community expect to see their city begin redevelopment soon?

Robinson: The environmental program at Alameda Point is mature. Of the 34 IR sites at Alameda Point, by the end of 2013, I expect that all but one will have entered the clean-up phase.

AP Times: As BEC, you are also the RAB Co-Chair. Tell us about the RAB, and the part it plays in cleanup.

Robinson: The RAB plays a vital role in the community outreach aspect of our program and enables the Navy to receive direct feedback and preferences on clean-up activities. During these meetings, the Navy also communicates the restoration progress, responds to public inquiries, gives presentations, and addresses community concerns.

AP Times: What has been most challenging about the cleanup at Alameda Point?

Robinson: Balancing priorities and gaining acceptance of our actions is the most difficult aspect of this position. Protection of human health and the environment, community desires, regulatory agency guidance, budgetary constraints, and Navy policies all have to be captured and weighed within the framework of the CERCLA process. I truly believe that at the end of the day, the best path forward comes out this collaborative process.

AP Times: What is the most rewarding part of your job as BEC at Alameda Point?

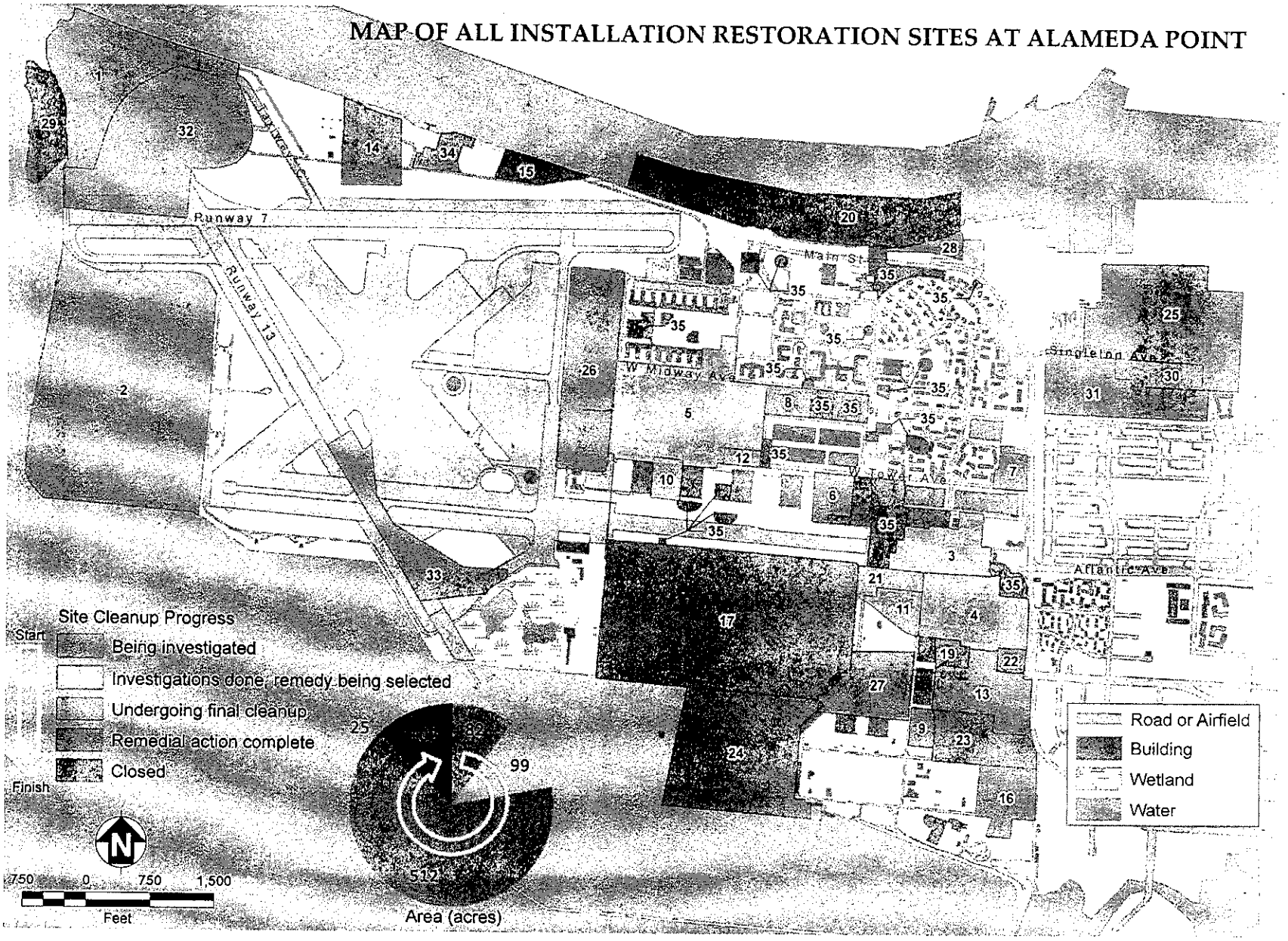
Robinson: The most rewarding part of my position will be to see a vibrant community at Alameda Point 10 years from now. In the meantime, I get a lot of satisfaction in finding creative ways to meet competing priorities.

AP Times: Your office is in San Diego, but you travel to Alameda often. What do you most enjoy about the time you spend in Alameda?

Robinson: Over the last 6 years, I have really fallen in love with the community and people of Alameda and can't wait to see them take advantage of the amazing resource the Navy will be transferring to them.

For Derek's contact information and to find out where you can learn more about the cleanup at Alameda Point, see page 7

MAP OF ALL INSTALLATION RESTORATION SITES AT ALAMEDA POINT



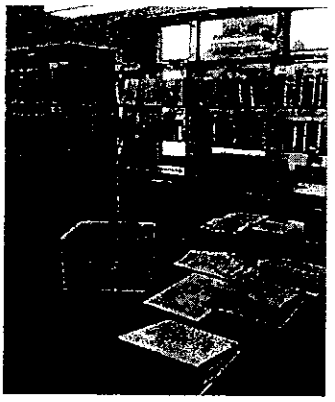
Alameda Point has 34 Installation Restoration (IR) sites. The 34 sites are grouped into 10 operable units (OU), and are in varying stages of investigation and cleanup. Currently 8 sites have reached closure or have the final remedy completed and are ready to close; 17 sites are undergoing active cleanup, where a final remedy has been selected and is being implemented, 7 sites are through investigation and the best remedy is still being selected with input from the public, and 2 sites are still under investigation.

How Do I Get More Information?

Visit the Navy's Website:
www.bracpmo.navy.mil
Click the "Prior BRAC Installations" drop-down menu
Select "Former NAS Alameda"

Visit the Information Repository, located at:
950 W. Mall Square - Building 1, Room 240, Alameda, CA, 94501

Attend a Restoration Advisory Board (RAB) Meeting:
Currently scheduled for the second Thursday of every odd numbered month (January, March, May, July, September, and November). Meetings are 6:30 p.m. to 9:00 p.m. at 950 West Mall Square, Building 1, Room 140, Alameda, California 94510



Alameda Point
Information Repository

Contact a Member of the BRAC Cleanup Team:

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Mr. John West
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Regional Water Quality Control Board
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E-mail: john.west@waterboards.ca.gov

EPA United States Environmental Protection Agency

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ALAMEDA, CA

Operable Units

Below, EPA has provided a list of the remedial actions selected pertaining to each operable unit.

EPA issues **Records of Decision (RODs)** to explain which cleanup methods will be used at Superfund National Priorities List sites. EPA has two primary documents that it may use to identify changes to the remedies selected in RODs. EPA uses a **ROD Amendment** when it needs to make a fundamental change to the remedy. EPA publishes an **Explanation of Significant Differences (ESD)** for significant changes.

During cleanup, complex sites may be divided into several distinct areas to make the response more efficient. These areas, called **operable units (OUs)**, may address geographic areas, specific problems, or medium (e.g., groundwater, soil) where a specific action is required. The remedies are displayed for the OU numbers indicated in the original decision document. OU numbers may change over time.

EPA is working to improve data quality. The information presented on this page is undergoing review for accuracy and completeness, and may be subject to change.

OU ID	Name	Decision Document	Cleanup Technologies Selected in the Decision Document
00	SITEWIDE	Not applicable	
01	SITES 6, 7, 8, 16	Record of Decision September 21, 2007	Bioremediation (other, NOS, insitu) Chemical Oxidation (insitu) Disposal (offsite) Excavation Institutional Controls Monitored Natural Attenuation Monitoring No Action Sampling
01	SITES 6, 7, 8, 16	Explanation of Significant Differences April 19, 2012	No Further Action
01	SITES 6, 7, 8, 16	Explanation of Significant Differences March 18, 2013	ESD - Nonfundamental Change (other)
		Explanation of Significant	ESD/Amd - ICs - Implement or Change

01	SITES 6, 7, 8, 16	Differences January 20, 2016	ESD/Amd - Remedy Component Removal
02	SITES 9, 13, 19, 22, 23 OU 2A	Record of Decision November 21, 2012	Bioremediation (aerobic, insitu) Institutional Controls Monitored Natural Attenuation No Action No Further Action
03	SITE 1	Record of Decision November 16, 2009	Chemical Oxidation (insitu) Cover (soil) Disposal (offsite) Drainage/Erosion Control (other, NOS) Excavation Institutional Controls Monitored Natural Attenuation Monitoring Wetlands Replacement
03	SITE 1	Explanation of Significant Differences May 08, 2013	ESD - Nonfundamental Change (other) ESD/Amd - Significant Cost Change ESD/Amd - Significant Volume Change
03	SITE 1	Record of Decision Amendment December 05, 2013	Consolidate (onsite) Cover (soil) Excavation Institutional Controls Vertical Engineered Barrier (other)
04	SITE 2 NAVY OU 4A	Record of Decision October 05, 2010	Cover (soil) Disposal (offsite) Excavation Institutional Controls Monitored Natural Attenuation Monitoring Slope Stabilization
05	SITE 25	Record of Decision September 27, 2007	Institutional Controls
06	SITE 26	Record of Decision August 02, 2006	Bioremediation (other, NOS, insitu) Chemical Oxidation (insitu) Institutional Controls Monitoring No Action
07	SITES 3, 4, 11, 21 NAVY OU 2B	Record of Decision April 13, 2015	Bioremediation (other, NOS, insitu) Disposal (offsite) Excavation Institutional Controls

			Monitoring (groundwater) No Further Action
08	SITES 5, 10, 12 NAVY OU 2C	Record of Decision April 29, 2014	Bioremediation (other, NOS, insitu) Chemical Oxidation (insitu) Drainage/Erosion Control (other, NOS) Engineering Control (other, NOS) Institutional Controls Monitoring (groundwater)
08	SITES 5, 10, 12 NAVY OU 2C	Record of Decision January 18, 2017	Disposal (offsite) Excavation Institutional Controls No Action No Further Action
09	SITE 17	Record of Decision October 30, 2006	Containment Cell (upland/adjacent) Dewatering Dredging
09	SITE 17	Explanation of Significant Differences March 16, 2016	ESD - Nonfundamental Change (other) ESD/Amd - COC(s) Change Institutional Controls
10	SITES 29 NAVY OU 4C	Record of Decision September 21, 2005	No Further Action
11	SITE 14	Record of Decision January 18, 2007	Chemical Oxidation (insitu) Institutional Controls Monitoring No Further Action
12	SITE 15	Record of Decision June 06, 2006	No Action No Further Action
13	SITES 20	Record of Decision October 21, 2008	No Further Action
14	OU 5	Record of Decision August 17, 2007	Bioremediation (aerobic, insitu) Bioremediation (bioaugmentation, insitu) Institutional Controls Monitored Natural Attenuation Monitoring Vapor Extraction (insitu)
14	OU 5	Record of Decision Amendment June 17, 2015	No Further Action
		Record of Decision	Chemical Oxidation (insitu) Institutional Controls

15	SITE 27	February 13, 2008	No Action Sampling
16	SITE 28	Record of Decision September 27, 2007	Chemical Treatment (other, NOS, insitu) Disposal (offsite) Excavation Institutional Controls Monitoring Revegetation
17	SITE 30	Record of Decision September 24, 2009	No Further Action
18	SITE 31	Record of Decision October 21, 2008	No Action
19	SITE 32	Record of Decision	Data not available
20	SITE 34	Record of Decision April 15, 2011	Containment (other, NOS, onsite) Disposal (offsite) Excavation No Action Wetlands Replacement
21	SITE 35	Record of Decision March 31, 2010	Disposal (offsite) Excavation
22	SITE 24	Record of Decision April 22, 2010	Disposal (offsite) Dredging Sampling

JUNE 28, 2019

EPA United States Environmental Protection Agency

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Cleanup Progress

On this page:

Cleaning up Superfund sites is a complex, multi-phase process. Learn more:

- Superfund Cleanup Process
- A community guide to EPA's Superfund program (PDF) (12 pp, 454 KB)

Site Milestones

Milestone	Date(s)
Initial Assessment Completed	10/01/1987
Proposed to the National Priorities List	05/10/1999
Finalized on the National Priorities List	07/22/1999
Remedial Investigation Started	09/03/1998
Remedy Selected	09/21/2005
Final Remedy Selected	Estimated Sep - Nov 2019
Remedial Action Started	11/22/2007
Construction Completed	Not Yet Achieved
Deleted from National Priorities List	Not Yet Achieved
Most Recent Five-Year Review	05/09/2016
Site Ready for Reuse and Redevelopment	Not Yet Achieved

Cleanup Schedule by Operable Unit

During cleanup, a site can be divided into a number of distinct areas depending on its complexity. These areas, called operable units (OUs), may address geographic areas, specific problems, or areas where a specific action is required. Examples of typical operable units include construction of a groundwater pump and treatment system or construction of a cap over a landfill.

Select an operable unit. After making a selection, press go to filter the table by operable unit.

All OUs **Go**

Search: Search All Columns

Milestone	Start Date	Completion Date
OU 00 - SITEWIDE		
Five-Year Review *(Federal Facility Performed, EPA Oversight)*		09/28/2011
Five-Year Review *(Federal Facility Performed, EPA Oversight)*		05/09/2016
OU 01 - SITES 6, 7, 8, 16		
Remedial Investigation *(Federal Facility Performed, EPA Oversight)*	09/03/1998	10/30/2004
Feasibility Study *(Federal Facility Performed, EPA Oversight)*	04/08/1999	07/18/2005
Record of Decision *(Federal Facility Performed, EPA Oversight)*		09/21/2007
Explanation of Significant Differences *(Federal Facility Performed, EPA Oversight)*		04/19/2012
Explanation of Significant Differences *(Federal Facility Performed, EPA Oversight)*		03/18/2013
Explanation of Significant Differences *(Federal Facility Performed, EPA Oversight)*		01/20/2016
Remedial Design *(Federal Facility Performed, EPA Oversight)*	09/15/2008	01/14/2010
Remedial Action *(Federal Facility Performed, EPA Oversight)*	10/01/2009	04/25/2013
Remedial Action *(Federal Facility Performed, EPA Oversight)*	10/05/2009	06/25/2012
Remedial Action *(Federal Facility Performed, EPA Oversight)*	10/26/2009	06/25/2012

Remedial Action *(Federal Facility Performed, EPA Oversight)*	06/28/2017	08/16/2018
Operation and Maintenance *(Federal Facility Performed, EPA Oversight)*	08/16/2018	
OU 02 - SITES 9, 13, 19, 22, 23 OU 2A		
Removal *(Federal Facility Performed, EPA Oversight)*	01/19/2005	10/23/2005
Removal *(Federal Facility Performed, EPA Oversight)*	02/18/2005	10/19/2006
Remedial Investigation *(Federal Facility Performed, EPA Oversight)*	06/24/1999	03/31/2005
Feasibility Study *(Federal Facility Performed, EPA Oversight)*	03/31/2005	06/15/2011
Record of Decision *(Federal Facility Performed, EPA Oversight)*		11/21/2012
Remedial Design *(Federal Facility Performed, EPA Oversight)*	04/10/2013	04/30/2014
Remedial Action *(Federal Facility Performed, EPA Oversight)*	05/12/2014	08/21/2017
Operation and Maintenance *(Federal Facility Performed, EPA Oversight)*	08/21/2017	
OU 03 - SITE 1		
Removal *(Federal Facility Performed, EPA Oversight)*	09/17/2007	09/01/2009
Remedial Investigation *(Federal Facility Performed, EPA Oversight)*	01/29/1999	12/11/2002
Feasibility Study *(Federal Facility Performed, EPA Oversight)*	08/27/1999	08/15/2006
Record of Decision *(Federal Facility Performed, EPA Oversight)*		11/16/2009
Record of Decision Amendment *(Federal Facility Performed, EPA Oversight)*		12/05/2013
Explanation of Significant Differences *(Federal Facility Performed, EPA Oversight)*		05/08/2013
Remedial Design *(Federal Facility Performed, EPA Oversight)*	07/15/2011	01/05/2012
Remedial Design *(Federal Facility Performed, EPA Oversight)*	12/20/2013	07/08/2014
Remedial Action *(Federal Facility Performed, EPA Oversight)*	02/09/2012	
Remedial Action *(Federal Facility Performed, EPA Oversight)*	07/08/2014	Estimated Sep - Nov 2021

OU 04 - SITE 2 NAVY OU 4A		
Remedial Investigation *(Federal Facility Performed, EPA Oversight)*	07/05/2001	07/26/2006
Feasibility Study *(Federal Facility Performed, EPA Oversight)*	09/20/2006	06/09/2008
Record of Decision *(Federal Facility Performed, EPA Oversight)*		10/05/2010
Remedial Design *(Federal Facility Performed, EPA Oversight)*	08/18/2011	04/29/2013
Remedial Action *(Federal Facility Performed, EPA Oversight)*	02/07/2013	02/02/2018
Operation and Maintenance *(Federal Facility Performed, EPA Oversight)*	02/02/2018	
OU 05 - SITE 25		
Removal *(Federal Facility Performed, EPA Oversight)*	12/03/2001	08/23/2002
Remedial Investigation *(Federal Facility Performed, EPA Oversight)*	12/21/2001	12/02/2002
Feasibility Study *(Federal Facility Performed, EPA Oversight)*	02/14/2003	02/18/2005
Record of Decision *(Federal Facility Performed, EPA Oversight)*		09/27/2007
Remedial Design *(Federal Facility Performed, EPA Oversight)*	03/27/2008	10/09/2009
Remedial Action *(Federal Facility Performed, EPA Oversight)*	10/09/2009	10/09/2009
OU 06 - SITE 26		
Remedial Investigation *(Federal Facility Performed, EPA Oversight)*	05/01/2003	11/18/2003
Feasibility Study *(Federal Facility Performed, EPA Oversight)*	08/18/2003	04/04/2005
Record of Decision *(Federal Facility Performed, EPA Oversight)*		08/02/2006
Remedial Design *(Federal Facility Performed, EPA Oversight)*	09/09/2006	11/21/2007
Remedial Action *(Federal Facility Performed, EPA Oversight)*	11/22/2007	
OU 07 - SITES 3, 4, 11, 21 NAVY OU 2B		
Remedial Investigation *(Federal Facility Performed, EPA Oversight)*	07/05/2001	06/20/2005
Feasibility Study *(Federal Facility Performed, EPA Oversight)*	06/20/2005	12/22/2011

Record of Decision *(Federal Facility Performed, EPA Oversight)*		04/13/2015
Remedial Design *(Federal Facility Performed, EPA Oversight)*	12/12/2013	07/08/2014
Remedial Design *(Federal Facility Performed, EPA Oversight)*	05/19/2014	11/23/2016
Remedial Action *(Federal Facility Performed, EPA Oversight)*	07/21/2014	12/10/2015
Remedial Action *(Federal Facility Performed, EPA Oversight)*	12/04/2017	
OU 08 - SITES 5, 10, 12 NAVY OU 2C		
Removal *(Federal Facility Performed, EPA Oversight)*	01/14/2002	07/12/2002
Removal *(Federal Facility Performed, EPA Oversight)*	09/17/2007	07/29/2010
Remedial Investigation *(Federal Facility Performed, EPA Oversight)*	07/05/2001	10/04/2008
Feasibility Study *(Federal Facility Performed, EPA Oversight)*	05/11/2009	05/20/2011
Record of Decision *(Federal Facility Performed, EPA Oversight)*		04/29/2014
Record of Decision *(Federal Facility Performed, EPA Oversight)*		01/18/2017
Remedial Design *(Federal Facility Performed, EPA Oversight)*	03/13/2015	01/23/2017
Remedial Design *(Federal Facility Performed, EPA Oversight)*	03/24/2016	07/22/2016
Remedial Action *(Federal Facility Performed, EPA Oversight)*	07/28/2016	09/07/2017
Remedial Action *(Federal Facility Performed, EPA Oversight)*	09/11/2017	
OU 09 - SITE 17		
Removal *(Federal Facility Performed, EPA Oversight)*	09/11/2008	11/19/2010
Remedial Investigation *(Federal Facility Performed, EPA Oversight)*	01/29/2003	06/30/2004
Feasibility Study *(Federal Facility Performed, EPA Oversight)*	06/30/2004	07/31/2005
Record of Decision *(Federal Facility Performed, EPA Oversight)*		10/30/2006
Explanation of Significant Differences *(Federal Facility Performed, EPA Oversight)*		03/16/2016
Remedial Design *(Federal Facility Performed, EPA Oversight)*	10/12/2007	01/30/2008

Remedial Action *(Federal Facility Performed, EPA Oversight)*	01/30/2008	03/17/2016
OU 10 - SITES 29 NAVY OU 4C		
Remedial Investigation *(Federal Facility Performed, EPA Oversight)*	01/28/2003	07/12/2004
Record of Decision *(Federal Facility Performed, EPA Oversight)*		09/21/2005
OU 11 - SITE 14		
Removal *(Federal Facility Performed, EPA Oversight)*	01/14/2002	05/30/2002
Remedial Investigation *(Federal Facility Performed, EPA Oversight)*	09/03/1998	06/06/2003
Feasibility Study *(Federal Facility Performed, EPA Oversight)*	04/08/1999	08/08/2005
Record of Decision *(Federal Facility Performed, EPA Oversight)*		01/18/2007
Remedial Design *(Federal Facility Performed, EPA Oversight)*	12/21/2007	04/09/2008
Remedial Action *(Federal Facility Performed, EPA Oversight)*	04/09/2008	
OU 12 - SITE 15		
Remedial Investigation *(Federal Facility Performed, EPA Oversight)*	09/03/1998	06/06/2003
Record of Decision *(Federal Facility Performed, EPA Oversight)*		06/06/2006
OU 13 - SITES 20		
Remedial Investigation *(Federal Facility Performed, EPA Oversight)*	03/10/2006	08/31/2007
Feasibility Study *(Federal Facility Performed, EPA Oversight)*	11/28/2007	01/28/2008
Record of Decision *(Federal Facility Performed, EPA Oversight)*		10/21/2008
OU 14 - OU 5		
Combined Remedial Investigation/Feasibility Study *(Federal Facility Performed, EPA Oversight)*	02/15/2003	10/10/2004
Record of Decision *(Federal Facility Performed, EPA Oversight)*		08/17/2007
Record of Decision Amendment *(Federal Facility Performed, EPA Oversight)*		06/17/2015
Remedial Design *(Federal Facility Performed, EPA Oversight)*	04/23/2008	09/25/2008

Remedial Action *(Federal Facility Performed, EPA Oversight)*	01/12/2009	06/17/2015
OU 15 - SITE 27		
Remedial Investigation *(Federal Facility Performed, EPA Oversight)*	02/25/2005	08/25/2005
Feasibility Study *(Federal Facility Performed, EPA Oversight)*	11/24/2005	04/24/2006
Record of Decision *(Federal Facility Performed, EPA Oversight)*		02/13/2008
Remedial Design *(Federal Facility Performed, EPA Oversight)*	06/23/2008	06/15/2009
Remedial Action *(Federal Facility Performed, EPA Oversight)*	06/15/2009	
OU 16 - SITE 28		
Remedial Investigation *(Federal Facility Performed, EPA Oversight)*	02/16/2004	08/16/2004
Feasibility Study *(Federal Facility Performed, EPA Oversight)*	12/27/2004	06/27/2005
Record of Decision *(Federal Facility Performed, EPA Oversight)*		09/27/2007
Remedial Design *(Federal Facility Performed, EPA Oversight)*	06/19/2008	12/12/2008
Remedial Action *(Federal Facility Performed, EPA Oversight)*	12/12/2008	08/03/2012
OU 17 - SITE 30		
Removal *(Federal Facility Performed, EPA Oversight)*	07/27/2005	09/18/2005
Remedial Investigation *(Federal Facility Performed, EPA Oversight)*	04/27/2005	10/27/2005
Feasibility Study *(Federal Facility Performed, EPA Oversight)*	04/21/2006	07/29/2008
Record of Decision *(Federal Facility Performed, EPA Oversight)*		09/24/2009
OU 18 - SITE 31		
Remedial Investigation *(Federal Facility Performed, EPA Oversight)*	04/21/2006	08/07/2007
Feasibility Study *(Federal Facility Performed, EPA Oversight)*	04/21/2006	08/07/2007
Record of Decision *(Federal Facility Performed, EPA Oversight)*		10/21/2008
Remedial Design *(Federal Facility Performed, EPA Oversight)*	10/21/2008	10/21/2008
Remedial Action *(Federal Facility Performed, EPA Oversight)*	10/21/2008	10/21/2008

OU 19 - SITE 32		
Remedial Investigation *(Federal Facility Performed, EPA Oversight)*	10/02/2006	04/09/2007
Feasibility Study *(Federal Facility Performed, EPA Oversight)*	06/19/2007	11/02/2017
Record of Decision *(Federal Facility Performed, EPA Oversight)*		Estimated Sep - Nov 2019
Remedial Design	Estimated Oct - Dec 2019	Estimated Sep - Nov 2021
OU 20 - SITE 34		
Combined Remedial Investigation/Feasibility Study *(Federal Facility Performed, EPA Oversight)*	09/06/2007	04/15/2011
Record of Decision *(Federal Facility Performed, EPA Oversight)*		04/15/2011
Remedial Design *(Federal Facility Performed, EPA Oversight)*	11/10/2011	04/19/2013
Remedial Action *(Federal Facility Performed, EPA Oversight)*	05/01/2013	03/04/2014
OU 21 - SITE 35		
Combined Remedial Investigation/Feasibility Study *(Federal Facility Performed, EPA Oversight)*	10/03/2005	04/13/2007
Record of Decision *(Federal Facility Performed, EPA Oversight)*		03/31/2010
Remedial Design *(Federal Facility Performed, EPA Oversight)*	08/28/2010	02/28/2011
Remedial Action *(Federal Facility Performed, EPA Oversight)*	04/18/2011	08/27/2012
OU 22 - SITE 24		
Remedial Investigation *(Federal Facility Performed, EPA Oversight)*	03/10/2006	08/31/2007
Feasibility Study *(Federal Facility Performed, EPA Oversight)*	11/28/2007	10/08/2008
Record of Decision *(Federal Facility Performed, EPA Oversight)*		04/22/2010
Remedial Design *(Federal Facility Performed, EPA Oversight)*	11/05/2010	12/14/2011
Remedial Action *(Federal Facility Performed, EPA Oversight)*	11/15/2011	03/21/2013

Showing 1 to 127 of 127 entries

NOTE: Dates and estimated dates will not display for all milestones. Estimated dates only display for milestones planned within the next three fiscal years. Estimated dates and start dates will not display for the following enforcement milestones: Administrative Order of Consent, Consent Decree and Unilateral Administrative Order. Start dates will not display for the following document milestones: Five-Year Review, Record of Decision, Record of Decision Amendment, Explanation of Significant Differences and Partial NPL Deletion.

DISCLAIMER: The data on this page are derived from the Superfund Enterprise Management System and are solely for informational purposes. The data cannot be relied upon to create any substantive or procedural rights or requirements enforceable by any party in litigation with any member of the public, states, tribes, the United States or any federal agency. EPA reserves the right to change these data at any time without public notice.

JUNE 28, 2019

CITY OF ALAMEDA
Memorandum

To: Honorable Mayor and
Members of the City Council

From: John A. Russo
City Manager

Date: May 21, 2013

Re: Approve a Resolution Authorizing the City Manager to Accept, on Behalf of the City, Certain Surplus Federal Property, and to Accept, Execute, and Record Conveyance Documents in Substantial Conformance with Certain Phase 1 Property and Conveyance Documents from the United States of America, Acting by and through the Department of the Navy, to Implement the Economic Development Conveyance Agreement for the Former Naval Air Station, Alameda (Phase 1 Alameda Point Conveyance)

BACKGROUND

The Alameda Reuse and Redevelopment Authority (ARRA) and the Department of the Navy (Navy) entered into an Economic Development Conveyance Memorandum of Agreement (EDC MOA) in 2000, which authorized a no-cost conveyance of major portions of the former Naval Air Station Alameda (NAS Alameda) property, including Alameda Point and Bayport, to the ARRA consistent with the NAS Alameda Community Reuse Plan (Reuse Plan) adopted in 1996. The ARRA and Navy entered into Amendment No. 2 to the EDC MOA on January 4, 2012 that re-commits the ARRA and Navy to the Reuse Plan. On February 7, the City of Alameda accepted a transfer of all of the ARRA's rights, obligations and assets, including the EDC MOA. The United States Office of Economic Adjustment, on behalf of the Secretary of Defense, recognized the City as the official Local Reuse Authority on March 9, 2012. Pursuant to these agreements, phase 1 conveyance of approximately 1,379 acres, including 509 acres of land and 870 acres of submerged land of the Alameda Point property is now scheduled to be transferred from the Navy to the City at the end of May or early June 2013 (Phase 1 Conveyance) (Exhibit 1).

DISCUSSION

The Phase 1 Conveyance property is divided into 66 parcels, based primarily on environmental conditions (Exhibit 2). Parcels will be grouped according to their location and restrictions within 44 quitclaim deeds that include a distinct set of notifications and/or restrictions placed on the property, depending on a number of factors, including past use; presence of existing buildings; location within the Naval Air Station Alameda Historic District; and/or previously remediated or existing contamination of the soil or

groundwater, if any. The detailed parcelization will allow the City to assemble and sell parcels for private development with clear information about the specific conditions relevant to each parcel. If fewer, larger parcels had been created instead, environmental restrictions and notifications would appear on deeds for many areas that do not need them potentially creating a challenge in understanding which restrictions and notifications would apply to which portions of each parcel. Uncertainty regarding the condition of the property, especially pertaining to environmental conditions, would have damaged the marketability of the land. As a result, the Phase 1 Conveyance is divided into numerous parcels.

In most cases, the environmental restrictions on the parcels prohibit extraction and most uses of groundwater, and excavating below a specific threshold depth without a City marsh crust excavation permit. Only 27 acres will contain restrictions on land use (i.e., no residences, hospitals, schools or day care facilities). Typically, these restrictions are located in areas that do not affect the City's future development plans (Exhibit 3). The land-use restrictions on approximately 13 of these acres are temporary and are expected to be removed within a few years (Exhibit 3). There will also be approximately 104 acres of land that will contain open petroleum sites. The Navy is obligated to clean-up the open petroleum sites post-transfer. Many, if not most, of which include minor contamination or require minor additional investigation before they can be closed for unrestricted use. Once conveyance occurs and new development approaches, a Site Management Plan (SMP) will be developed that is acceptable to the Navy and the environmental regulatory agencies. The SMP will provide information about historical activities and current environmental status, and contain guidelines to help ensure development and construction are implemented consistent with environmental conditions. Upon conveyance, the City will also manage a program through its existing permitting database to help ensure that unauthorized activities and land uses do not occur on specified petroleum sites similar to its current process in enforcing the City's Marsh Crust Ordinance.

There are a number of additional documents that will be executed and recorded by the City along with the 44 quitclaim deeds on the day of the closing of the property transfer, including the following:

1) Covenants Restricting Use of the Property (CRUPs) between the City and Regional Water Quality Board (Water Board) regarding the City's ongoing management and enforcement of the two closed petroleum sites requiring land use restrictions;

2) CRUPs between the City and the Department of Toxic Substances Control (DTSC) regarding the City's ongoing management and enforcement of issues related to the Marsh Crust consistent with the City's Marsh Crust Ordinance (Exhibit 4);

3) A Declaration of Restrictions recorded by the Navy on all of the Phase 1 Conveyance property (and future phases) to create specific restrictions for 22 sub-areas of the property consistent with the restrictions and mitigation measures contained in the Biological Opinion issued by the United States Fish and Wildlife Service for the long-term protection of the endangered California Least Tern;

4) Access and utility easements to be recorded by the Navy in favor of the City and the City in favor of the Navy to ensure that both parties' parcels are not cut off from the public the right-of-way by the other party's property and that the City has easements for utilities located within these subsequent phases;

5) Bills of sale for almost all of the base-wide utility systems, excluding storm drain and wastewater lines in subsequent phases of conveyance due to the presence of hazardous material still to be addressed in the clean-up process; and

6) An amendment to the Lease in Furtherance of Conveyance to exclude the areas transferred to the City.

The Conveyance Approval Package on file with the City Clerk's Office (Exhibit 5) consists of all of the documents listed above, as well as a prototypical "form deed," which contains all of the restrictions and notifications which may be included in the deeds, and a matrix depicting which restrictions and notifications will apply to which deed and parcel. For example, some parcels will include a notification of the existence of the Naval Air Station Alameda Historic District, while others will include restrictions on digging and excavation within the Marsh Crust area. Subsequent to City Council approval, the 44 deeds will be generated based on the final form deed and matrix.

The final Finding of Suitability of Transfer (FOST) issued by the Navy pursuant to CERCLA is also on file in the City Clerk's Office (Exhibit 6). Staff is recommending approval of a resolution authorizing the City Manager to accept, on behalf of the City, certain surplus federal property, and to accept, execute, and record conveyance documents in substantial conformance with the Conveyance Approval Package.

FINANCIAL IMPACT

There is no financial impact to the City's General Fund. There will be additional obligations required to implement the biological restrictions and mitigation measures placed on the property, resulting in relatively minor annual expenditures of $30,000. Funding for these obligations will be paid for by the Base Reuse Department's Lease Revenue Fund (Fund 858).

ENVIRONMENTAL REVIEW

On March 21, 2000, the City Council certified the Final Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA) for the Reuse of Naval Air Station Alameda and the Fleet and Industrial Supply Center, Alameda Annex and Facility (State Clearinghouse #96022105), consisting of the Draft EIR and EIR Response to Comments Addendum, and adopted Findings and a Statement of Overriding Considerations, adopted and incorporated into the project all of the mitigation measures within the responsibility and jurisdiction of the City, and adopted a Mitigation Monitoring Program.

Phase 1 Conveyance implements conveyance of NAS Alameda and subsequent reuse pursuant to the Reuse Plan, which were analyzed in the EIR. The Phase 1 Conveyance would not require major revisions to the previously certified EIR due to new or substantially increased significant environmental effects. There have been no substantial changes to the conveyance and reuse or substantial changes with respect to the circumstances under which the conveyance and reuse would be undertaken, that would require major revisions to the EIR due to new or substantially increased significant environmental effects, and no new information of substantial importance has been discovered that would trigger or require major revisions to the EIR due to new or substantially increased significant environmental effects.

RECOMMENDATION

Approve a Resolution authorizing the City Manager to accept, on behalf of the City, certain surplus federal property, and to accept, execute, and record conveyance documents in substantial conformance with certain Phase 1 property and conveyance documents from the United States of America, acting by and through the Department of the Navy, to implement the Economic Development Conveyance Agreement for the former Naval Air Station, Alameda.

Respectfully submitted,

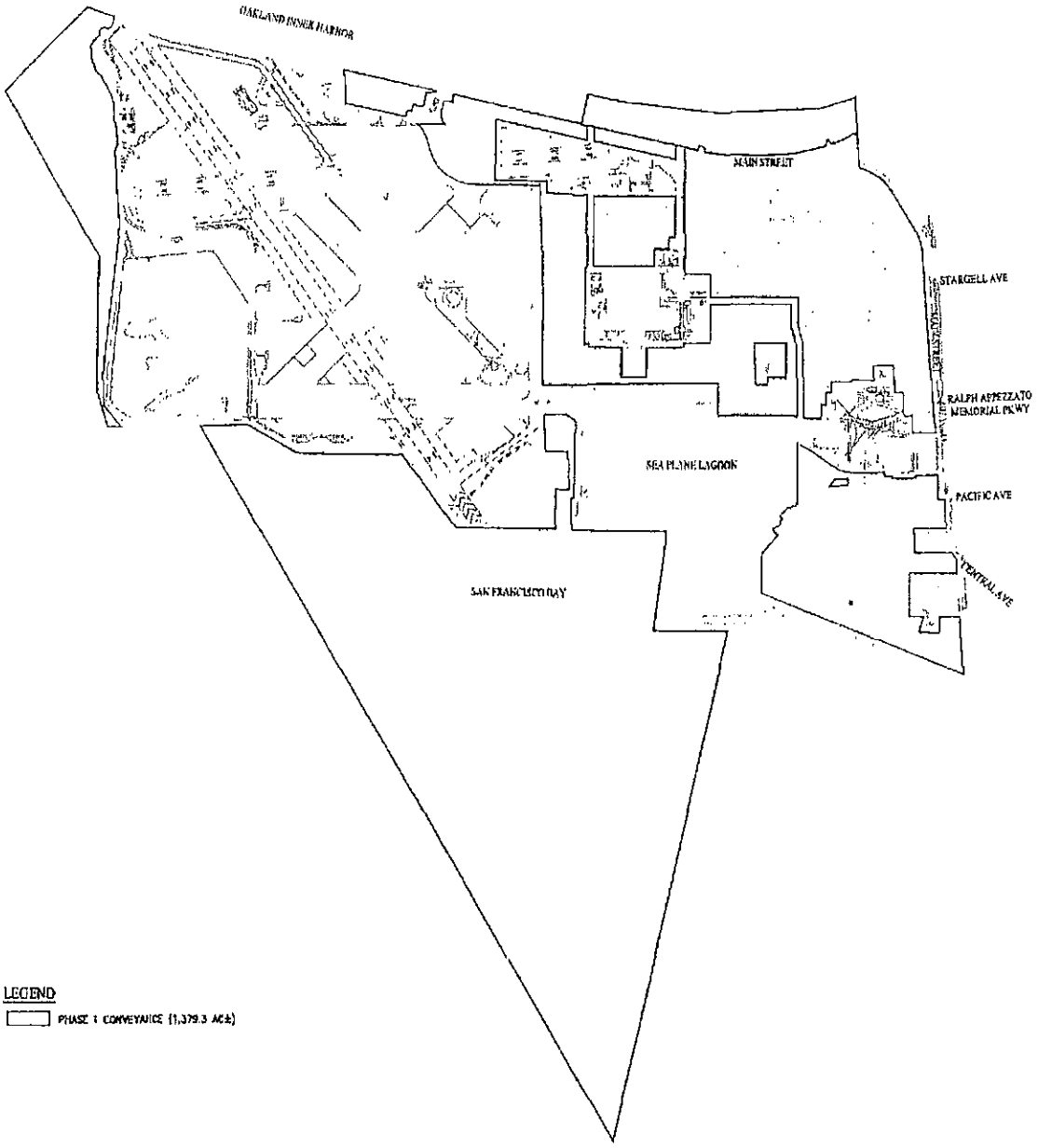
Jennifer Ott
Chief Operating Officer – Alameda Point

Financial Impact section reviewed,

Fred Marsh
Controller

Exhibits:

1. Map of Phase 1 Conveyance
2. Map of Phase 1 Conveyance Parcels
3. Map of Phase 1 Conveyance Parcels with Land Use Restrictions
4. City of Alameda Marsh Crust Ordinance
5. Package of Documents to be Executed and Recorded during Phase 1 Conveyance Closing *(on file with the City Clerk)*
6. Finding of Suitability of Transfer for Phase 1 Conveyance *(on file with the City Clerk)*



LEGEND

PHASE 1 CONVEYANCE (1,379.3 AC±)

ALAMEDA POINT

PHASE 1 CONVEYANCE

CITY OF ALAMEDA ALAMEDA COUNTY CALIFORNIA

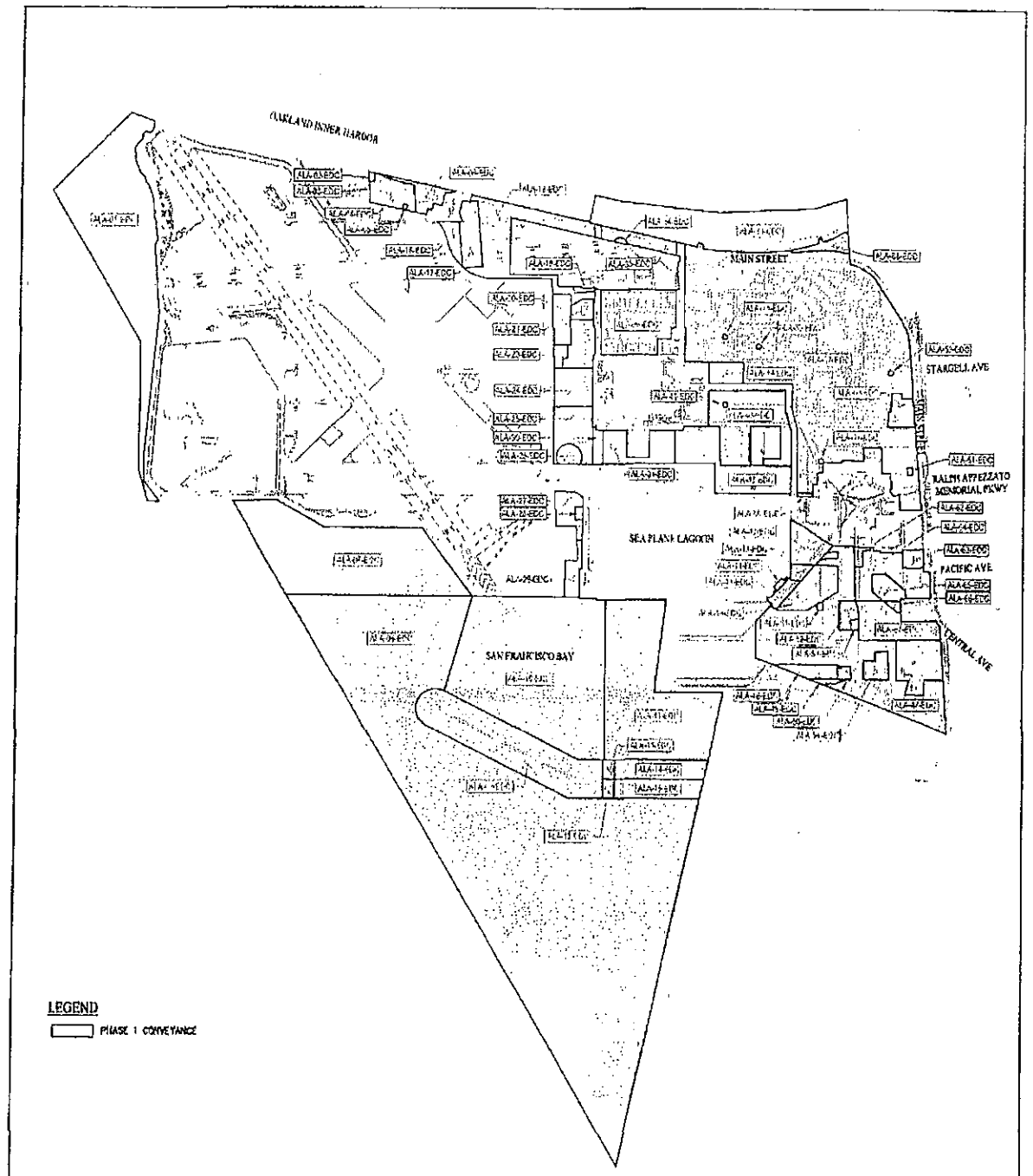
cbg Carlson, Barbee & Gibson, Inc.

0' 700' 1,100' 2,800'

SCALE: 1" = 700'

DATE: MAY 7, 2013

Exhibit 1



LEGEND

PHASE 1 CONVEYANCE

ALAMEDA POINT

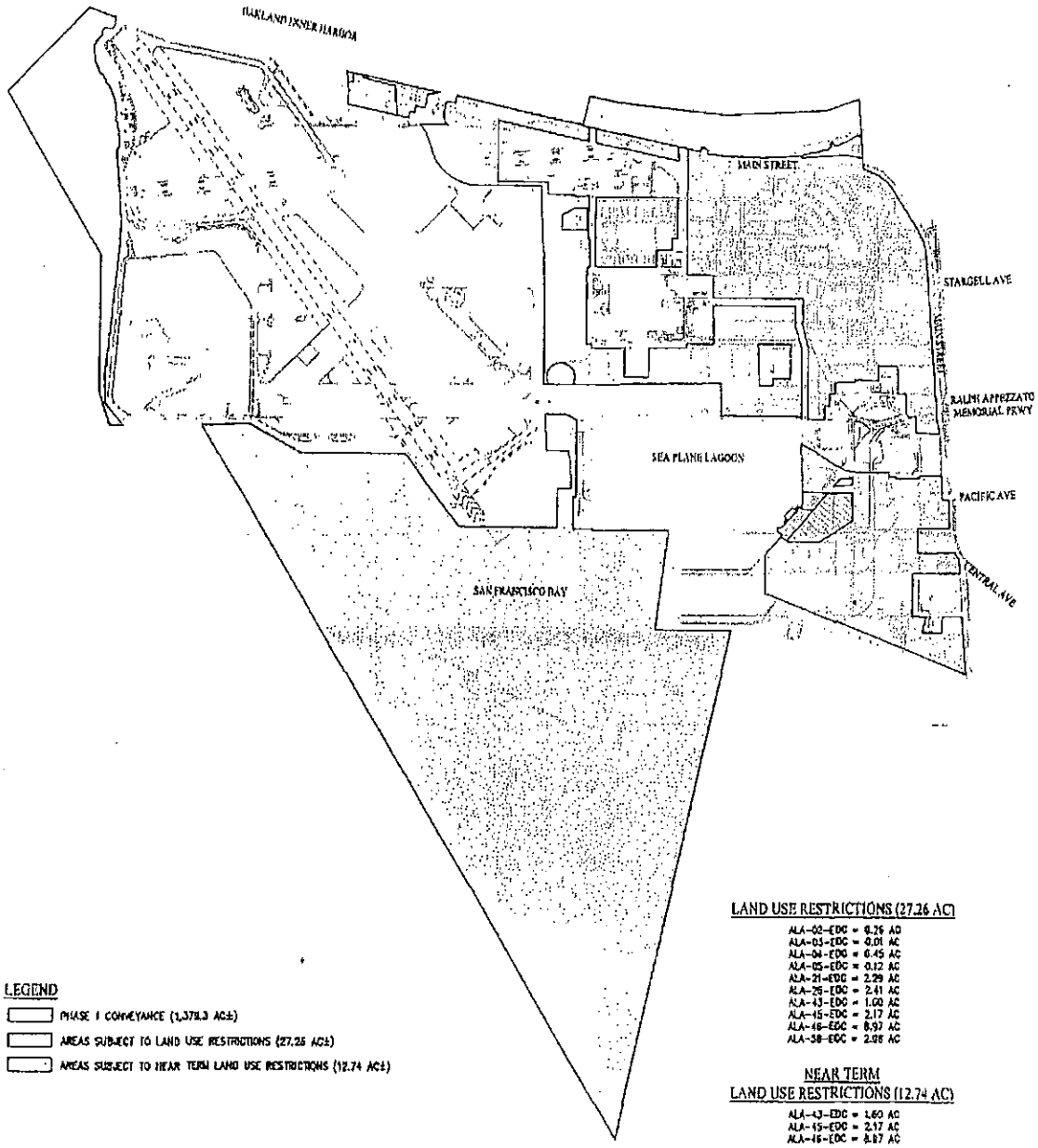
PHASE 1 CONVEYANCE

CITY OF ALAMEDA ALAMEDA COUNTY CALIFORNIA

Carlson, Barbee & Gibson, Inc.

SCALE: 1" = 700' DATE: MAY 7, 2015

Exhibit 2



LEGEND

- PHASE 1 CONVEYANCE (1,378.3 AC±)
- AREAS SUBJECT TO LAND USE RESTRICTIONS (27.26 AC±)
- AREAS SUBJECT TO NEAR TERM LAND USE RESTRICTIONS (12.74 AC±)

LAND USE RESTRICTIONS (27.26 AC)

ALA-02-EDC = 0.26 AC
ALA-03-EDC = 0.01 AC
ALA-04-EDC = 0.45 AC
ALA-05-EDC = 0.12 AC
ALA-21-EDC = 2.29 AC
ALA-29-EDC = 2.41 AC
ALA-43-EDC = 1.00 AC
ALA-45-EDC = 2.17 AC
ALA-46-EDC = 8.97 AC
ALA-58-EDC = 2.98 AC

NEAR TERM LAND USE RESTRICTIONS (12.74 AC)

ALA-43-EDC = 1.60 AC
ALA-45-EDC = 2.17 AC
ALA-46-EDC = 8.97 AC

ALAMEDA POINT

PHASE 1 CONVEYANCE

CITY OF ALAMEDA ALAMEDA COUNTY CALIFORNIA

cbg Carlson, Barbee & Gibson, Inc.

0' 100' 2,100' 2,500'

SCALE: 1" = 700' DATE: MAY 2, 2013

Exhibit 3

CITY OF ALAMEDA ORDINANCE NO. 2824
New Series

AMENDING THE ALAMEDA MUNICIPAL CODE BY AMENDING CHAPTER XIII (BUILDING AND HOUSING) BY ADDING A NEW SECTION 13-56 (EXCAVATION INTO THE MARSH CRUST/SUBTIDAL ZONE AT THE FORMER NAVAL AIR STATION ALAMEDA AND FLEET INDUSTRIAL SUPPLY CENTER, ALAMEDA ANNEX AND FACILITY) TO ARTICLE XVII (PITS, WELLS AND EXCAVATIONS)

WHEREAS, the marshlands and near shore areas once located adjacent to the island of Alameda were filled with dredge material between approximately 1900 and 1940; and

WHEREAS, the marsh crust, and the subtidal zone extending from it, is a horizon that is identifiable in the subsurface (the interface at the bottom of the fill material) which contains remnants of grasses and other intertidal and subtidal features; and

WHEREAS, the marsh crust/subtidal zone also contains, at least locally, elevated levels of petroleum-related substances, such as semi-volatile organic compounds, which substances may pose an unacceptable risk to human health and the environment if excavated in marsh crust/subtidal zone materials, brought to the ground surface and handled in an uncontrolled manner; and

WHEREAS, proper handling, storage and disposal of materials excavated from the marsh crust/subtidal zone, pursuant to state and federal hazardous materials laws, will help eliminate unacceptable exposures and risks to human health and the environment; and

WHEREAS, the Draft Base-wide Focused Feasibility Study for the Former Subtidal Area and Marsh Crust and Ground Water (U.S. Navy, February 20, 1999) recommends implementation by the City of an institutional control, such as an excavation ordinance, as a remedial action related to the cleanup by the United States Navy of Naval Air Station Alameda and the Fleet Industrial Supply Center, Alameda Annex and Facility, which closed military installations are anticipated to be transferred to the City; and

WHEREAS, it can be seen with a certainty that adoption of a permitting program by the City that requires proper handling, storage and disposal, pursuant to existing state and federal hazardous materials laws, of materials excavated from the marsh crust/subtidal zone will not involve or require any physical activities other than optional testing of excavated materials and, therefore, is exempt from the California Environmental Quality Act pursuant to California Code of Regulations, title 14, section 15061(b)(3) because there is no possibility that the enactment of the ordinance may have a significant effect on the environment.

Approved as to Form
CITY ATTORNEY

Exhibit 4

City Council
Exhibit 4 to
Agenda Item #6-B
05-21-13

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Alameda that:

Section 1. The Alameda Municipal Code is hereby amended by adding a new Section 13-56 (Excavation Into the Marsh Crust/Subtidal Zone at the Former Naval Air Station Alameda and Fleet Industrial Supply Center) to Article XVII (Pits, Wells and Excavations) of Chapter XIII (Building and Housing) thereof to read:

13-56 EXCAVATION INTO THE MARSH CRUST/SUBTIDAL ZONE AT THE FORMER NAVAL AIR STATION ALAMEDA AND FLEET INDUSTRIAL SUPPLY CENTER, ALAMEDA ANNEX AND FACILITY.

13-56.1 DEFINITIONS.

For purposes of this Section 13-56 the following definitions shall apply:

Bay shall mean San Francisco Bay, including the Oakland Estuary and the Oakland Inner Harbor.

DTSC shall mean the California Environmental Protection Agency, Department of Toxic Substances Control.

Earth material shall mean any rock, natural soil or fill or any combination thereof.

Excavation shall mean the mechanical removal of earth material.

Hazardous materials, as defined in California Health and Safety Code sections 25260(d) and 25501(k), shall mean any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant or potential hazard to human health and safety, or to the environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous waste and any material which a handler or the administering agency has reasonable basis for believing would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.

Marsh crust shall mean the underground layer that is the remnant of the tidal marsh that existed along the shoreline of Alameda Island before filling to create additional dry land. In many places, this layer contains substances from former industrial discharges that were retained in the historic marsh before filling.

Subtidal zone shall mean the underground layer that is the pre-filling Bay floor extension of the historic marsh. Together, the marsh crust and the subtidal zone constitute a single, continuous, underground layer that extends Bayward of the original mean higher high tide line of Alameda Island, before filling, throughout the area that was filled.

Threshold depth shall mean the depth below which a permit is required by this Section 13-56. The threshold depth is conservatively identified with the elevation above which there is little likelihood that substances from the historic marsh or Bay floor would have mixed during filling, including a margin of safety above the elevation of the historic marsh surface or subtidal zone. In no event will the threshold depth be above mean higher high water.

13-56.2 Permit Required.

a. It shall be unlawful for any person, including utility companies and their employees and contractors, to excavate below a threshold depth above the marsh crust/subtidal zone within the area of the former Naval Air Station Alameda and Fleet and Industrial Supply Center, Alameda Annex and Facility, as depicted in Exhibit A, hereto, without first obtaining a permit in writing from the Chief Building Official.

b. All excavation below the threshold depth in the area subject to this Section 13-56 shall be performed solely in accordance with the permit as approved and issued by the City.

13-56.3 Depth of Excavation Subject to Permit Requirement.

The Chief Building Official shall establish a threshold depth, consistent with DTSC's remedial decision documents pertaining to the marsh crust/subtidal zone, below which a permit shall be required for excavation pursuant to this Section 13-56. The threshold depth may vary by location. The Chief Building Official shall publish a map depicting the parcels and threshold depths for which a permit is required under this Section 13-56. The Chief Building Official may update the map, consistent with DTSC's remedial decision documents pertaining to the marsh crust/subtidal zone, as necessary to incorporate any new information concerning the depth of the marsh crust/subtidal zone received by the City since the preparation of the initial map or last update.

13-56.4 Exception to Permit Requirement.

a. No permit shall be required under this Section 13-56 for pile driving or other penetration of the marsh crust/subtidal zone that involves neither (i) bringing materials from below the threshold depth to above the threshold depth; nor (ii) exposure of construction workers to soil excavated from below the threshold depth.

b. No permit shall be required under this Section 13-56 for excavation associated with emergency repair of public infrastructure facilities; provided, however, that soil excavated from below the threshold depth in the area of the marsh crust/subtidal zone, as depicted on Exhibit A, must be managed as though it were hazardous in accordance with Subsection 13-56.8b.

13-56.5 **Permit Application.**

Application for a permit shall be made in writing on forms available in or from the Building Service Office and shall be filed in the Building Services Office. Subsection 13-1.2 of Article I of Chapter XIII regarding Appeals (Section 204.1 1997 Uniform Administrative Code), Appeal Fee (Section 204.2 1997 Uniform Administrative Code), Expiration (Section 303.4 1997 Uniform Administrative Code), Permit Fees (Section 304.2 1997 Uniform Administrative Code), and Plan Review Fees (Section 304.3 1997 Uniform Administrative Code), shall apply to all permits issued pursuant to this Section 13.56. The information required to be provided on the application shall be determined by the Chief Building Official and shall include at a minimum:

a. A description and map of the property that is to be excavated sufficient to locate the area of proposed excavation on Exhibit A.

b Detailed plans, prepared by a registered civil engineer licensed in the State of California, of the excavation work to be done, including a drawing with dimensions to scale of all proposed excavation activity.

c. A statement of the maximum depth of excavation.

d. All elevations in plans and application materials submitted to the City shall be referenced to City Datum and shall show depth below ground surface.

e. A cost estimate for purposes of determining the amount of the bond required to be obtained pursuant to Subsection 13-56.11.

13-56.6 **Certifications and Acknowledgments.**

a. The following certifications shall be required as part of the permit application:

1. The applicant shall sign a certification prepared by the Chief Building Official acknowledging receipt of notice that the property to be excavated may be in the area of the marsh crust/subtidal zone, and that hazardous materials may be encountered during excavation.

2. The applicant shall sign a certification prepared by the Chief Building Official acknowledging that federal and state hazardous materials laws and regulations will apply to storage, transportation and disposal of any materials excavated from the marsh crust/subtidal zone that are hazardous materials.

3. The applicant shall sign a certification prepared by the Chief Building Official acknowledging liability for disturbing and removing all materials from the marsh crust/subtidal zone in accordance with this Section 13-56 and the permit.

b. All building and excavation permits issued for construction or excavation within the area subject to this SubSection 13-56 shall contain the following written warning:

"Pursuant to Section 13-56 of Article XVII of Chapter XIII of the Alameda Municipal Code, excavation work in the area of the marsh crust/subtidal zone within the area of the former Naval Air Station Alameda and Fleet and Industrial Supply Center, Alameda Annex and Facility, as depicted in Exhibit A to Section 13-56 of Article XVII of Chapter XIII of the Alameda Municipal Code, may be subject to special materials handling requirements. The permittee acknowledges that he or she has been informed of the special materials handling requirements of Section 13-56 of Article XVII of Chapter XIII of the Alameda Municipal Code and that hazardous materials may be encountered during excavation."

13-56.7 Notification Prior to Start of Excavation.

a. After receipt of a permit and no less than two (2) business days (forty-eight (48) hours minimum) before commencement of any excavation activity in the area subject to this Section 13-56, the permittee shall notify the Chief Building Official of the planned start of excavation. Said notification shall include a schedule for any excavation work that will last for more than one day.

b. The permittee shall give adequate notice to Underground Service Alert prior to commencing any excavation activity subject to this Section 13-56.

13-56.8 Materials Handling.

The permittee shall elect to follow one or more of the courses of action set forth below before beginning any excavation activities in the area subject to this Section 13-56. Unless otherwise demonstrated by the permittee by means of reconnaissance investigation pursuant to Subsection 13-56.8a, or unless the permittee prepares site management plans pursuant to Subsection 13-56.8c, soil below the threshold depth in the area of the marsh crust/subtidal zone, as depicted on Exhibit A, must be managed as though it were hazardous pursuant to Subsection 13-56.8b. The permittee may elect to follow Subsection 13-56.8a, but must comply with Subsection 13-56.8b or 13-56.8c if testing demonstrates that the materials below the threshold depth are hazardous materials. Copies of all reconnaissance testing results and/or existing information used to satisfy the reconnaissance investigation requirements of Subsection 13-56.8a shall be reported to and filed with the City. All observations or encounters with the marsh crust/subtidal zone during excavation shall be reported to the City.

a. **Reconnaissance Investigation to Rule Out the Presence of Hazardous Materials Below the Threshold Depth.**

The permittee may elect to use reconnaissance borings, pursuant to a plan prepared by a qualified registered engineer or registered geologist, licensed in the State of California, to rule out, to the satisfaction of the Chief Building Official, the presence of hazardous materials below the threshold depth in the area to be excavated. As part or all of the reconnaissance plan, the permittee may make use of existing information, where appropriate, if the existing information is directly relevant to the location and depth to be excavated and contains observations or results of analyses that assist in concluding whether hazardous materials are present. The reconnaissance report shall include a description of all observations from below the threshold depth evidencing the presence or absence of the marsh crust/subtidal zone.

1. If hazardous materials are found below the threshold depth within the area to be excavated at any time (during reconnaissance or during excavation), the permittee shall comply with either Subsection 13-56.8b or Subsection 13-56.8c, at his or her election.

2. If hazardous materials are not found below the threshold depth within the area to be excavated, no additional materials controls, except as otherwise may be required under applicable federal, state or local law, are required under this Section 13-56.

b. Handling Materials Excavated From Below the Threshold Depth as Hazardous Materials.

If the permittee has not ruled out the presence of hazardous materials pursuant to Subsection 13-56.8a, or elects not to prepare a site management plan and materials testing program pursuant to Subsection 13-56.8c, the permittee shall presume that materials excavated from below the threshold depth must be disposed at an appropriately permitted disposal facility. In addition, no excavated materials from below the threshold depth may be stockpiled prior to disposal or returned to the excavation.

c. Preparation of Construction Site Management Plan for Handling Materials Excavated From Below the Threshold Depth.

1. In lieu of handling materials excavated from below the threshold depth pursuant to the restrictions in Subsection 13-56.8b, the permittee may elect to hire a qualified registered engineer or registered geologist, licensed in the State of California, to develop a site-specific construction site management plan, including a materials testing program, to the satisfaction of the Chief Building Official. The construction site management plan shall include, at a minimum, provisions governing control of precipitation run on and run off from stockpiled soils, soil segregation, securing of stockpiled soils, duration of stockpiling, and contingency plans for handling materials excavated from below the threshold depth that prove to be hazardous materials.

2. The permittee shall hire a qualified registered engineer or registered geologist, licensed in the State of California, to oversee compliance with the approved construction site management plan, and shall transmit to the Chief Building Official upon completion of the project written certification of compliance with the construction site management plan. The certification report shall include a description of all observations from below the threshold depth evidencing the presence or absence of the marsh crust/subtidal zone.

13-56.9 Health and Safety Plan.

The applicant shall cause to be prepared by a certified industrial hygienist, and keep on the construction site at all times, a health and safety plan to protect workers at the excavation site and the general public to the satisfaction of the Chief Building Official. The Chief Building Official may prepare and provide to applicants a model health and safety plan which, if used by the applicant, shall be modified by the applicant's certified industrial hygienist to suit the specific requirements of the applicant's project.

13-56.10 Excavation Site Best Management Practices.

All excavation and materials handling activities permitted under this Section 13-56 shall be conducted in accordance with applicable Alameda Countywide Clean Water Program Best Management Practices and City of Alameda Storm Water Management and Discharge Control Program Ordinance requirements.

13-56.11 Bonds.

Upon a finding by the Chief Building Official that a permit should issue for excavation pursuant to this Section 13-56, a surety or performance bond conditioned upon the faithful performance and completion of the permitted excavation activity shall be filed with the City. Such bond shall be executed in favor of the City and shall be maintained in such form and amounts prescribed by the Risk Manager sufficient to ensure that the work, if not completed in accordance with the approved plans and specifications, will be corrected to eliminate hazardous conditions.

13-56.12 Nonassumption of Liability.

In undertaking to require applicants for certain excavation permits to comply with the requirements of this Section 13-56, the City of Alameda is assuming an undertaking only to promote the general welfare. The City is not assuming, nor is it imposing on itself or on its officers and employees, an obligation for breach of which it is liable in money damages to any person who claims that such breach proximately caused injury.

13-56.13 Construction on City Property.

a. The Chief Building Official shall prepare standard work procedures that comply with all the requirements of this Section 13-56 for all City

construction or improvement activities involving excavation below the threshold depth in the area subject to this Section 13-56. All departments, boards, commissions, bureaus and agencies of the City of Alameda that conduct construction or improvements on land under their jurisdiction involving excavation below the threshold depth in the area subject to this Section 13-56 shall follow such standard work procedures.

b. The City shall include in all contracts involving excavation below the threshold depth in the area subject to this Section 13-56 a provision requiring City contractors to comply with all the requirements of this Section 13-56. All contracts entered into by departments, boards, commissions, bureaus and agencies of the City of Alameda that authorize construction or improvements on land under their jurisdiction involving excavation below the threshold depth in the area subject to this Section 13-56 also shall contain such standard contract provision.

13-56.14 Severability.

If any section, subsection, subdivision, paragraph, sentence, clause or phrase of this Section 13-56 or any part thereof is for any reason held to be unconstitutional or invalid or ineffective by any court of competent jurisdiction, such decision shall not affect the validity or effectiveness of the remaining portions of this Section 13-56 or any part thereof. The City Council hereby declares that it would have passed each section, subsection, subdivision, paragraph, sentence, clause or phrase of this Section 13-56 irrespective of the fact that one or more sections, subsections, subdivisions, paragraphs, sentences, clauses or phrases be declared unconstitutional or invalid or effective.

13-56.15 Permit Fee.

No permits for excavation in the marsh crust/subtidal zone shall be issued unless a fee has been paid. The fee shall be set by City Council resolution.

13-56.16 Penalties.

a. Any person, including utility companies and their employees and contractors, violating any of the provisions of this Section 13-56 shall be deemed guilty of a misdemeanor, and each person shall be deemed guilty of a separate offense for each and every day or portion thereof during which any violation of any of the provisions of this Section 13-56 is committed, continued or permitted, and such violation may be prosecuted and punished as an infraction or misdemeanor pursuant to the provisions of Section 1-5.1 of the Alameda Municipal Code .

b. Any person, including utility companies and their employees and contractors, that commences any excavation without first obtaining the necessary permits therefor shall, if subsequently allowed to obtain a permit, pay an amount, in

addition to the ordinary permit fee required, quadruple the permit fee otherwise required.

13-56.17 Retention and Availability of Permit Files

The City shall maintain files pertaining to all permits issued under this Section 13-56, and shall make such files available to DTSC for inspection upon request during normal business hours.

13-56.18 Amendment of Section 13-56

This Section 13-56 shall not be repealed or amended without thirty (30) days prior written notice to the DTSC Deputy Director for Site Mitigation.

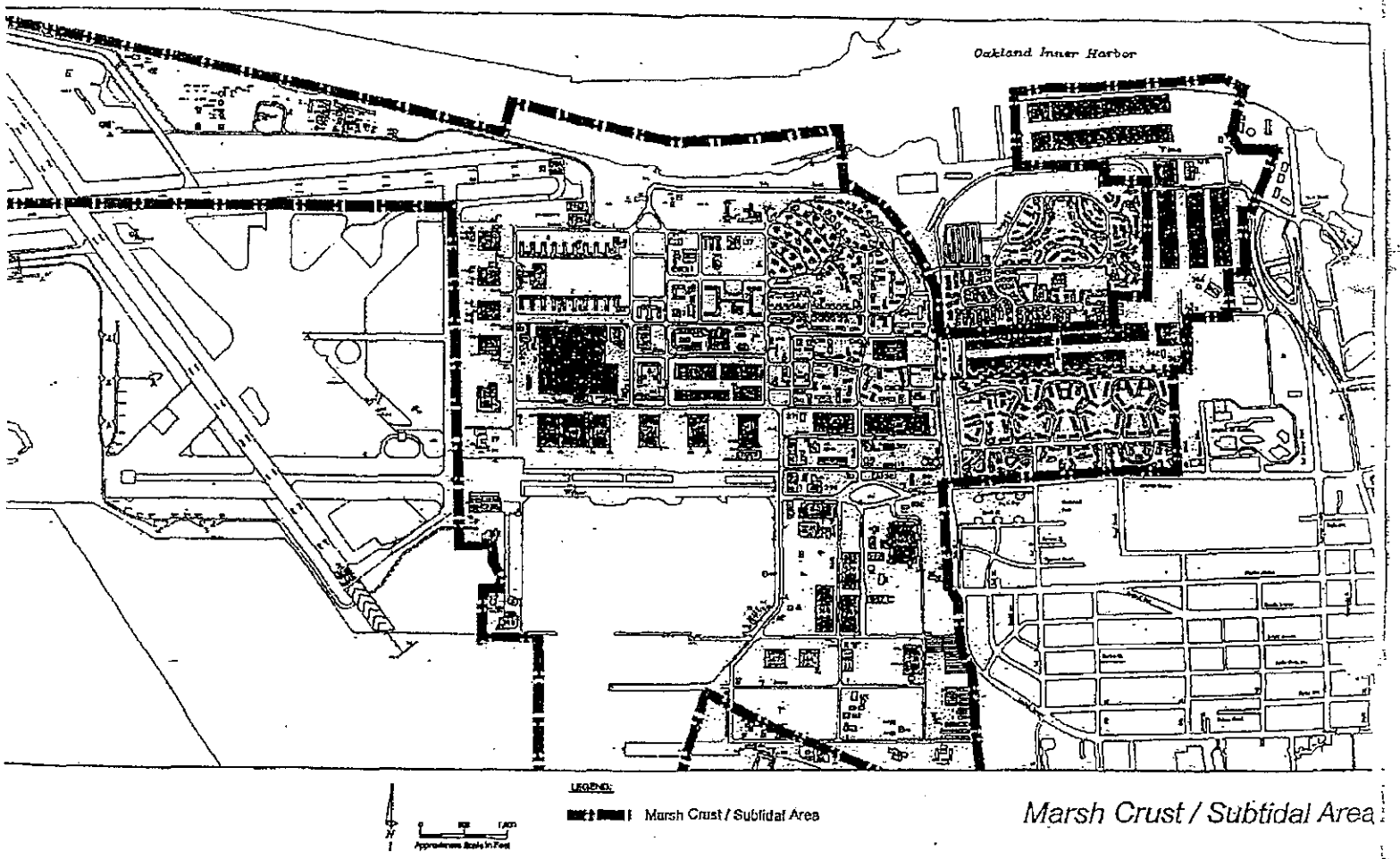
Section 2. This Ordinance shall be in full force and effect from and after the expiration of thirty (30) days from the date of its final passage.

Presiding Officer of the City Council

Attest:

City Clerk

* * * * * *



Marsh Crust / Subtidal Area

I, the undersigned, hereby certify that the foregoing Ordinance was duly and regularly adopted and passed by the Council of the City of Alameda in regular meeting assembled on the 15th day of February, 2000, by the following vote to wit:

AYES:	Councilmembers Daysog, DeWitt, Johnson, Kerr and Mayor Appezzato - 5.
NOES:	None.
ABSENT:	None.
ABSTENTIONS:	None.

IN WITNESS, WHEREOF, I have hereunto set my hand and affixed the official seal of said City this 16th day of February, 2000.

Diane B Felsch

Diane Felsch, City Clerk
City of Alameda

CITY OF ALAMEDA RESOLUTION NO. 14811

Approved as to Form
Janet C. Kern, City Attorney

AUTHORIZING THE CITY MANAGER TO ACCEPT, ON BEHALF OF THE CITY, CERTAIN SURPLUS FEDERAL PROPERTY AND TO ACCEPT, EXECUTE, AND RECORD CONVEYANCE DOCUMENTS IN SUBSTANTIAL CONFORMANCE WITH CONVEYANCE DOCUMENTS RECEIVED FROM THE UNITED STATES OF AMERICA, ACTING BY AND THROUGH THE DEPARTMENT OF THE NAVY, TO IMPLEMENT THE ECONOMIC DEVELOPMENT CONVEYANCE AGREEMENT FOR THE FORMER NAVAL AIR STATION, ALAMEDA (PHASE 1 ALAMEDA POINT CONVEYANCE) – (PROGRAM CODE 819099)

WHEREAS, in 1993, the Defense Base Closure and Realignment Commission recommended the closure of the former Naval Air Station Alameda ("NAS Alameda"), which encompasses the Naval facilities and grounds comprising the western end of the City of Alameda and consists of 1,546 acres of real property, together with the buildings, improvements and related and other tangible personal property located thereon and all rights, easements and appurtenances thereto; and

WHEREAS, pursuant to the power and authority provided by section 2905(b)4 of the Defense Base Closure and Realignment Act of 1990, as amended, and the implementing regulations of the Department of Defense (32 CFR Part 175), the Secretary of the Navy may convey surplus property at a closing installation to the local redevelopment authority for economic development purposes. By application dated October 1997 and amendments to that application, the Alameda Reuse and Redevelopment Authority ("ARRA") applied for a No-Cost Economic Development Conveyance of NAS Alameda to be used and developed in accordance with the NAS Alameda Community Reuse Plan ("Reuse Plan") dated January 1996, as amended in May and September 1997, prepared and adopted by the ARRA, accepted by the City Council, and approved by the Department of Housing and Urban Development on April 23, 1996; and

WHEREAS, the United States, acting by and through the Department of the Navy ("Navy"), approved the ARRA's EDC Application and subsequently executed that certain Memorandum of Agreement between ARRA and the Navy for the Economic Development Conveyance of Portions of the Former NAS Alameda ("EDC Agreement"), as such EDC Agreement was subsequently amended; and

WHEREAS, by operation of California State law, the Community Improvement Commission, a member of the ARRA joint powers authority, ceased to exist on February 1, 2012. Accordingly, the ARRA, by Resolution No 55, dated January 31, 2012, authorized the ARRA Executive Director to assign to the City of Alameda all of ARRA's rights, assets, obligations, responsibilities, duties and contracts, including the EDC Agreement, subject to the City accepting such Assignment, (ii) Department of Defense designation of the City as the local redevelopment authority for NAS Alameda,

and (iii) execution of documents with the Navy necessary to implement the City as successor to ARRA; and

WHEREAS, pursuant to City of Alameda Resolution No. 14654, dated February 7, 2012, the City authorized the City Manager to accept the Assignment of all of ARRA's rights, assets, obligations, responsibilities, duties and contracts, including the EDC Agreement, subject to The Department of Defense designating the City as the local redevelopment authority for NAS Alameda and the Navy executing documents necessary to implement the City as successor to ARRA; and

WHEREAS, by letter dated April 4, 2012, the Department of Defense and the Department of the Navy designated the City as the local redevelopment authority for NAS Alameda, and accepted the City as the successor to ARRA; and

WHEREAS, the Navy has prepared Findings of Suitability to Transfer for the various parcels that comprise the Phase 1 Alameda Point Conveyance, which includes 511 acres of uplands and 870 acres of submerged land at Alameda Point; and

WHEREAS, in accordance with the provisions of the National Environmental Policy Act, the Navy has prepared an Environmental Impact Statement ("EIS") for the disposal of NAS Alameda. A Record of Decision regarding the disposal of NAS Alameda was issued by the Navy on February 29, 2000; and

WHEREAS, in accordance with the provisions of the National Historic Preservation Act, the Navy has determined that the disposal of NAS Alameda will have an effect upon those portions of the property that are eligible for listing in the National Register of Historic Places. A Memorandum of Agreement among the Navy, the California State Historic Preservation Officer and the Advisory Council on Historic Preservation was executed on October 5, 1999, and sets forth in full the ARRA's obligations under the National Historic Preservation Act and implementing regulations; and

WHEREAS, in accordance with Section 7 of the Endangered Species Act, United States Fish and Wildlife Service issued a Biological Opinion in August 2012 for the Alameda Point property, which includes avoidance and minimization measures and terms and conditions for the City and subsequent property owners to mitigate impacts to the endangered California Least Tern; and

WHEREAS, on March 21, 2000, the City Council certified the Final Environmental Impact Report ("EIR") pursuant to the California Environmental Quality Act ("CEQA") for the Reuse of Naval Air Station Alameda and the Fleet and Industrial Supply Center, Alameda Annex and Facility (State Clearinghouse #96022105), consisting of the Draft EIR and EIR Response to Comments Addendum, and adopted Findings and a Statement of Overriding Considerations, adopted and incorporated into the project all of the mitigation measures within the responsibility and jurisdiction of the

City, and adopted a Mitigation Monitoring Program; and

WHEREAS, the Phase 1 Alameda Point Conveyance implements conveyance of NAS Alameda and subsequent reuse pursuant to the Reuse Plan, which were analyzed in the EIR. The Phase 1 Alameda Point Conveyance would not require major revisions to the previously certified EIR due to new or substantially increased significant environmental effects. There have been no substantial changes to the conveyance and reuse or substantial changes with respect to the circumstances under which the conveyance and reuse would be undertaken, that would require major revisions to the EIR due to new or substantially increased significant environmental effects, and no new information of substantial importance has been discovered that would trigger or require major revisions to the EIR due to new or substantially increased significant environmental effects; and

WHEREAS, the Conveyance Documents include quitclaim deeds, Covenants Restricting Use of Property, a Declaration of Restrictions, and access and utility easements, among other potential documents;

NOW, THEREFORE BE IT RESOLVED that the City Council, having independently considered whether changes in the project, changes in circumstances, or new information would require major revisions to the EIR, finds that no subsequent or supplemental EIR is required before approval of the Phase 1 Alameda Point Conveyance.

BE IT FURTHER RESOLVED, that the City Council authorizes the City Manager to Accept, on behalf of the City, certain surplus Federal property and to Accept, Execute, and Record Conveyance Documents in Substantial Conformance with Conveyance Documents Received from the United States of America, Acting by and Through the Department of the Navy, to implement the EDC Agreement for the former Naval Air Station, Alameda (Phase 1 Alameda Point Conveyance);

BE IT FURTHER RESOLVED, that the City Council authorizes the City Manager or his designee to make minor amendments as necessary to the Conveyance Documents relating to this conveyance.

*****

I, the undersigned, hereby certify that the foregoing Resolution was duly and regularly adopted and passed by the Council of the City of Alameda in a regular meeting assembled on the 21st day of May, 2013, by the following vote to wit:

AYES:	Councilmembers Chen, Daysog, Ezzy Ashcraft, Tam and Mayor Gilmore – 5.
NOES:	None.
ABSENT:	None.
ABSTENTIONS:	None.

IN WITNESS, WHEREOF, I have hereunto set my hand and affixed the official seal of said City this 22nd day of May 2013.

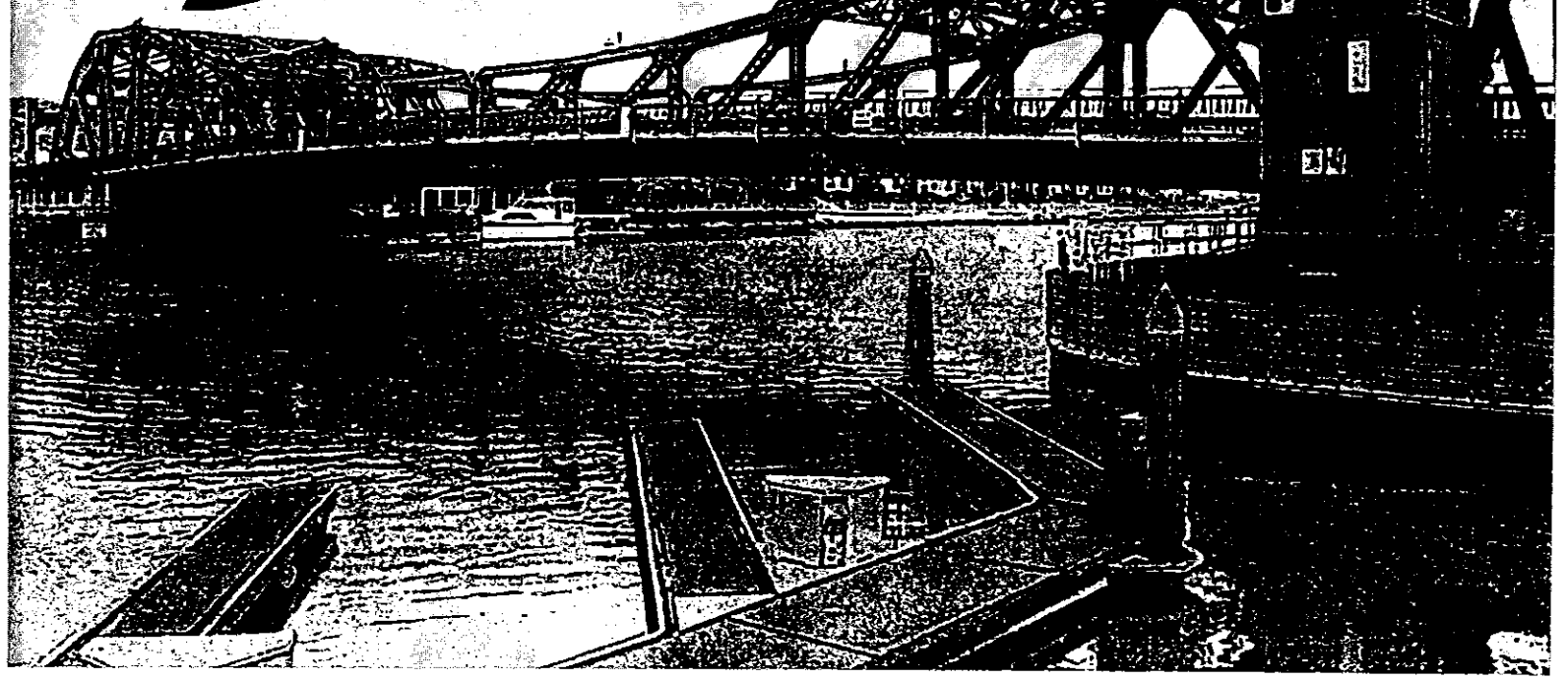
Lara Weisiger, City Clerk
City of Alameda

CITY OF ALAMEDA'S

2017-2019 CAPITAL BUDGET

& FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM

BUILD
DELIVER
SERVE



INTRODUCTION

Alameda's capital improvement program (CIP) aims to maintain and improve our City's aged public infrastructure as best it can with the resources available.

Public infrastructure includes the City's streets, sewers, storm drains, transportation, trees, buildings, and parks. While this budget plans through 2022 and beyond, the City Council will only allocate funds for 2017-2019 capital projects. This capital improvement program (CIP) and budget will be proposed, along with the City's operating budget, for approval by the City Council on June 6, 2017.

The 2017-2019 CIP reflects continued improvements of Alameda's sewers and streets. Alameda's sewers and streets are in their best condition in decades with long-term master plans and sufficient funding to maintain and even improve upon the existing infrastructure's condition.

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The next two years of the CIP will improve the condition of our public infrastructure, including:

■ **Continue an effective street paving program.** This program funds the next two years of our five-year street paving plan and keeps our streets in good condition through 2022.

■ **Replace 6 miles of sewer pipeline** and renovate 6 pump stations.

■ **Repair 5+ miles of sidewalk.** Continue the last several years of heightened investments in sidewalk repairs.

■ **Complete $5.25 million worth of City building repairs.** Funds the next two years of a comprehensive ten year plan for building maintenance, renewal, and replacement.

■ **Update the City's Storm Drain Master Plan and develop a long-term financial plan.** The City's stormwater infrastructure includes pump stations that are 50 or more years old and require replacement to keep pollution from spilling to the Bay.

■ **Provide maintenance, operation, and long-term planning for the City's 6,000+ streetlights.** This is the first capital improvement program incorporating the transfer of these assets to the City from Alameda Municipal Power, which results from voters' approval of the 2016 Utility Modernization Act.

This capital program also includes significant improvements or changes from the last one.

Our last capital program developed long-term plans for the City's most important public assets. This proposed CIP matches those work plans with Alameda's first ever five-year financial plan for capital renewal and replacement. This is a crucial step to ensuring our plans are properly funded, funding shortfalls are identified, and trade offs in time and money are properly evaluated.

Alameda's challenges remain in sidewalks, City buildings, and stormwater infrastructure.

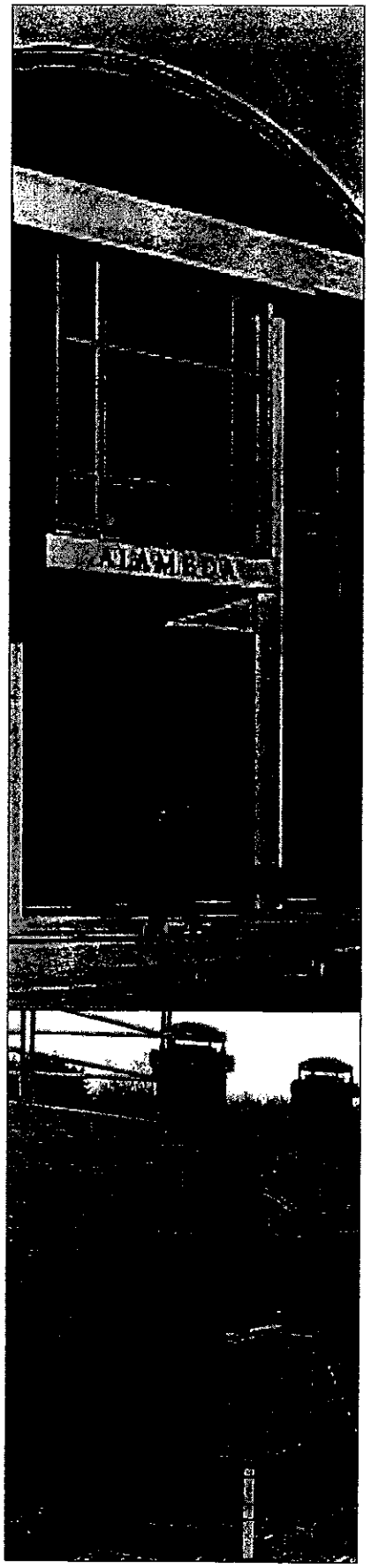
The current CIP has made more than 7 miles of sidewalk repairs. This budget continues the level of investment in repairs, which is triple the average of the last decade. But a backlog of $9.5 million in repairs will remain for years without significant infusion of additional funding.

On City buildings, Alameda has its first ever ten-year facility plan and has delivered more than $2 million worth of facility repairs on time and under budget. This budget proposes to continue this improved path with an infusion of $1 million of General Funds for a total of $5.25 million for the City's facilities, parks, and buildings. While this will not eliminate the City's history of deferred maintenance on City buildings, it does start Alameda on a path to catch up.

Alameda's stormwater infrastructure requires updating. Many of our pump stations were built more than 50 years ago and are nearing the end of their useful life. New requirements need to be met for long-term green infrastructure projects and to avoid hefty fines. Yet Alameda's stormwater fee has been flat since the early 2000s and does not raise nearly enough to fund necessary capital improvements. This capital improvement program and budget lays out a plan for tackling this complex issue and helping keep the Bay clean.

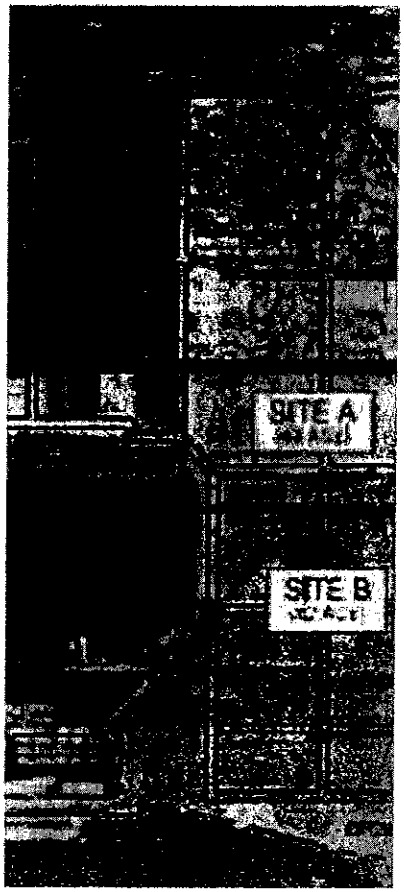
Budgets are communication tools.

This CIP attempts to communicate the challenges, opportunities, and choices presented in maintaining and improving Alameda's public infrastructure. It will remain available at www.alamedaca.gov/finance and https://alamedaca.gov/public-works-key-documents.



WHAT ABOUT ALAMEDA POINT?

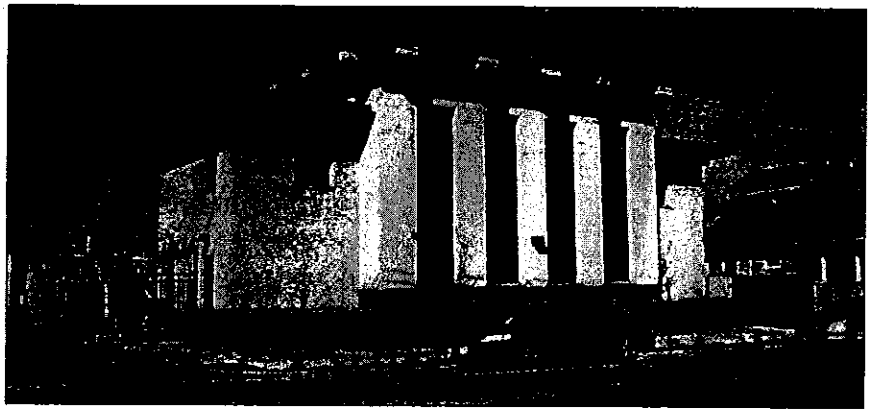
With the potential for near-term land and building sales, City staff are preparing for capital work at Alameda Point, how this capital work is phased, and incorporated into the City's capital improvement program. Staff will likely return to City Council in FY 2017/2018 with the first Alameda Point capital projects.

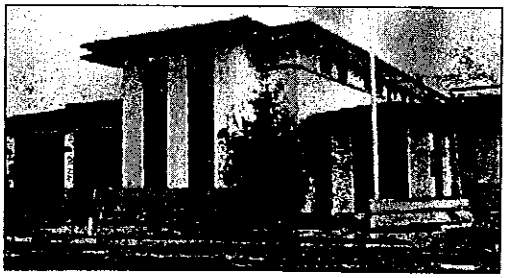


WHAT IS A CAPITAL PROJECT?

To be included in the capital budget, **a project must cost more than $100,000, and involve infrastructure with a useful life of at least five years.** Projects often involve significant public outreach and design work, and some include regulatory permitting before construction can begin. Construction is often phased, too. A key distinction between the capital and operating budget is that capital projects are approved in one year but their completion can take years. In contrast, operating budgets are typically focused on ongoing maintenance and are "use-it-or-lose-it" at year's end, with unspent funds returned to the fund.

A Capital project is **>$100,000 in cost** and has **5** or more years of **infrastructure life**

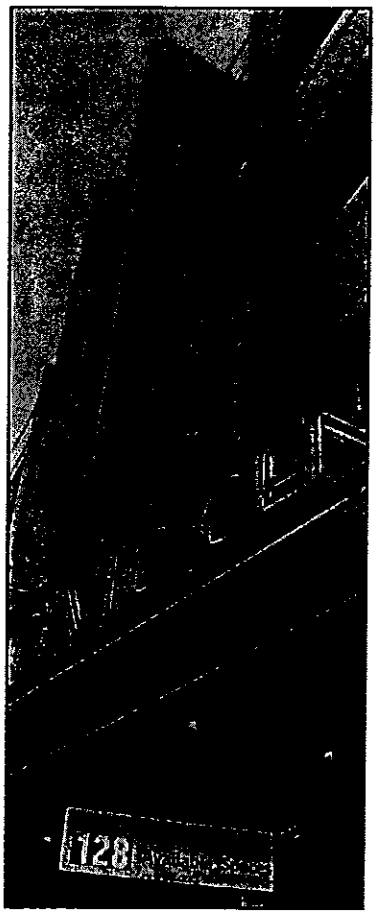




Two accomplishments of CIP 2015-2017 were the design, construction, and opening of the **Emergency Operating Center** (above) and **Fire Station #3** (right). These were the City's first new buildings since the completion of the Alameda Free Library in 2006.

Does Alameda have the coolest parking structure?

Alameda's Civic Center Parking Structure has a cutting edge parking guidance system, electronic "space available" signs, and underwent an LED conversion. It's green, cool, and ready to play a central role in the coming year as the linchpin of the City's strategy to free up one space per block on busy Park Street.



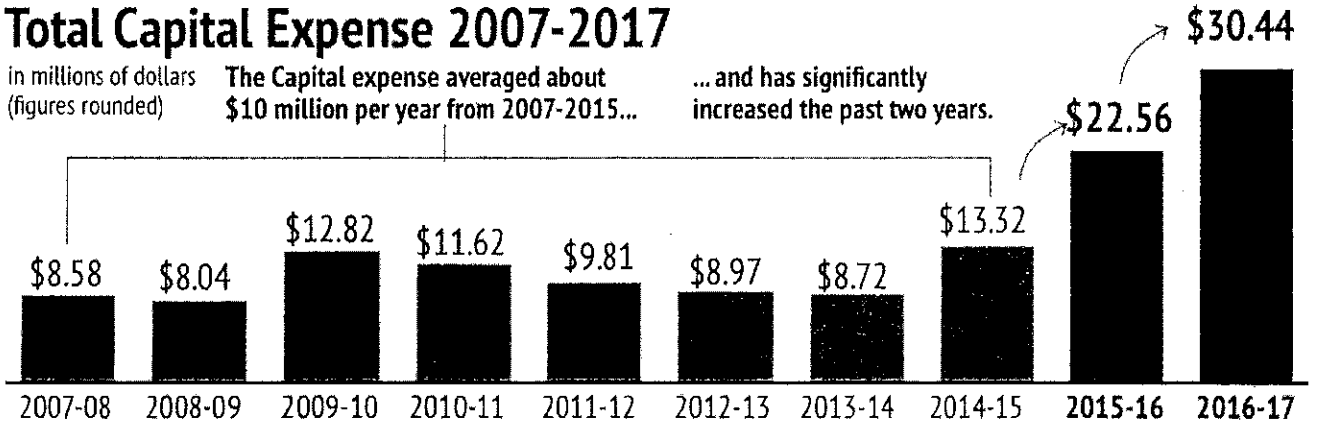
WHAT DID THE 2015-2017 CIP ACCOMPLISH ?

- Constructed the Emergency Operation Center and Fire Station #3, the City's first new buildings since the Alameda Free Library
- Constructed the first phase of Estuary Park
- Designed Jean Sweeney Open Space Park
- Replaced Godfrey and Woodstock Park playgrounds
- Resurfaced 9+ miles of street that improved Alameda's pavement condition index from 68 to 74, the biggest jump in more than a decade
- Increased bikeway miles from 35 miles in 2010 to 41 in 2017.
- Designed 1.5 miles of the Cross Alameda Trail
- Digitized the City's public infrastructure
- Improved pedestrian signals at 9 locations
- Adopted two Complete Streets (Central and Clement avenues) plans
- Rectangular rapid flashing lights, curb bulbouts, crosswalks and curb ramps at 11 locations
- Completed 6 miles of sewer main replacements and 7 pump station renovations
- New roofs at Animal Shelter, Maintenance Services Center, Fire Station #2, and weather sealing for brick exteriors at City Hall, APD, and Main Library
- 6,200 trees trimmed
- 700+ parking meter head locking mechanisms replaced
- New parking guidance system, electronic "spaces available" signs, new payment kiosks, and LEED conversions at Civic Center Parking Structure
- 7.1 miles of sidewalk repairs
- Secured $35 million in grant funding for transportation projects.

HOW MUCH CAPITAL WORK IS GETTING DONE?

Executing the 2015-2017 CIP has left City staff busier than we've been in decades. The Engineering Division, which is primarily responsible for the design and construction of capital projects, increased by one full-time employee in the last five years, yet capital work has tripled.

Total Capital Expense 2007-2017



Follow the money.

■ **Annual capital activity increased** from ~$10 million per year from 2007-2015 to $22 million in capital spending in FY 2015/2016... and $30 million estimated this FY 2016/2017.

That's a three-fold increase in the 2007-2015 average.

■ **The increase in capital work** is mostly due to an increase in sidewalk repairs, paving streets, planning and designing complex street improvements (e.g., Central Avenue's complete street), repairing City buildings, constructing 35 acres of new parks, and building a new fire station and emergency operations center.

■ **All of this work is being completed** with only one additional full-time employee in our engineering division.

By the numbers:

250+ blocks of sidewalk and street have been repaired

2 new buildings

The new project management unit is completing facility repairs and street paving projects more efficiently, and teaming with ARPD to construct 35 acres of park.

More capital activity impacts staff across the City, including our Finance Department, ARPD, City Attorney, City Clerk, Public Works, and the Transportation Planning Unit.

Digitizing our public infrastructure inventory

Alameda has, for the first time in its history, an extensive electronic inventory of its publicly maintained assets. The City's traffic signs, signals, curb ramps, pavement, parking kiosks, trash capture devices, pavement markings, bicycle and bus and bench infrastructure, sewer and storm drains are stored in a geographic information system (GIS) with an interactive map. This digitized inventory is a big step in our effort to efficiently maintain our public infrastructure, and was funded by a 2015-2017 capital project.

This inventory is configured with a new computerized maintenance management system (Lucity) and a customer relationship management system (SeeClickFix) that Public Works uses to manage 6,000+ service requests and work processes for thousands of assets. These coordinated systems will help us maintain our infrastructure better by tracking historical and scheduled preventative maintenance and revealing patterns and trends in our maintenance of this infrastructure.

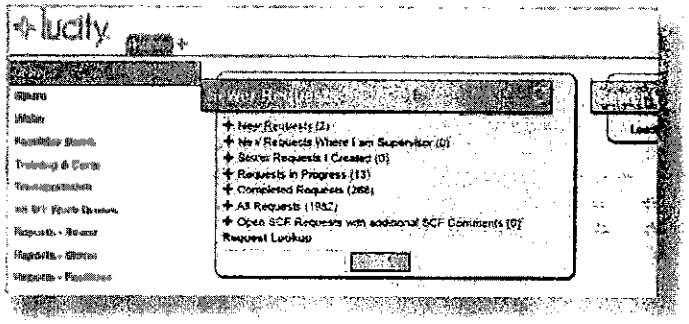
Other 2015-2017 Projects

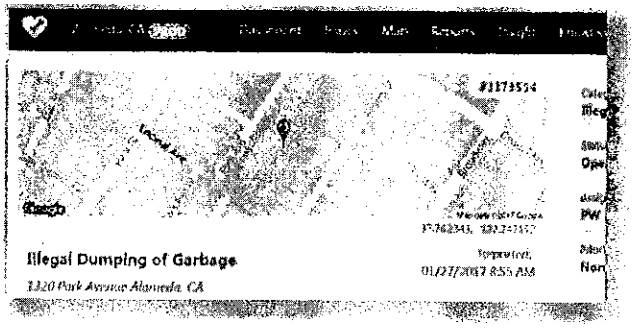
"Plans are nothing, but planning is everything,"

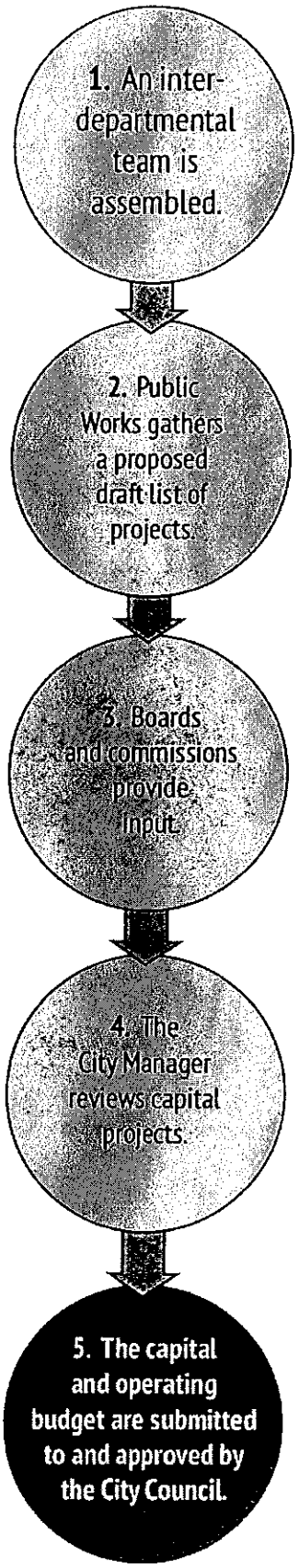
President Dwight Eisenhower

In an ideal world, the CIP represents 100% of the City's workplan in maintaining and improving the public infrastructure. While the current and proposed CIP takes major steps toward that ideal, there will always be new projects realized after the capital program is approved that require execution during the capital plan's two year time period. This is especially true when funding materializes from federal, state, or other governments. In the past two years, these unplanned projects included:

- Plan, design, and construct bus stop improvements for the revived AC Transit Line 19.
- Resurface and make other improvements to the O'Club Lot to improve parking supply at the Main Street Ferry Terminal.
- Respond to overflow parking at Harbor Bay Ferry Terminal.
- Design of the Cross Alameda Trail "gap" at Atlantic Avenue between Webster Street and Constitution Way.
- Assist WETA in upgrading bike lockers at the Main Street Ferry Terminal and improving the painting, striping, and passenger cover area.
- Respond to breaks in Alameda's sewers such as the force main at Park Street and Otis Drive, breaks in Alameda Point's water mains, and storm-damaged street trees.
- Design traffic calming measures on key portion of Otis Drive.







BUDGET PROCESS

In June, the City Council will approve a capital and operating budget for fiscal years 2017-2019.

Each two-year capital budget begins with Public Works convening an interdepartmental team comprised of City Manager, Fire, Information Technology, Library, Police, Recreation and Parks, Base Reuse and Transportation Planning.

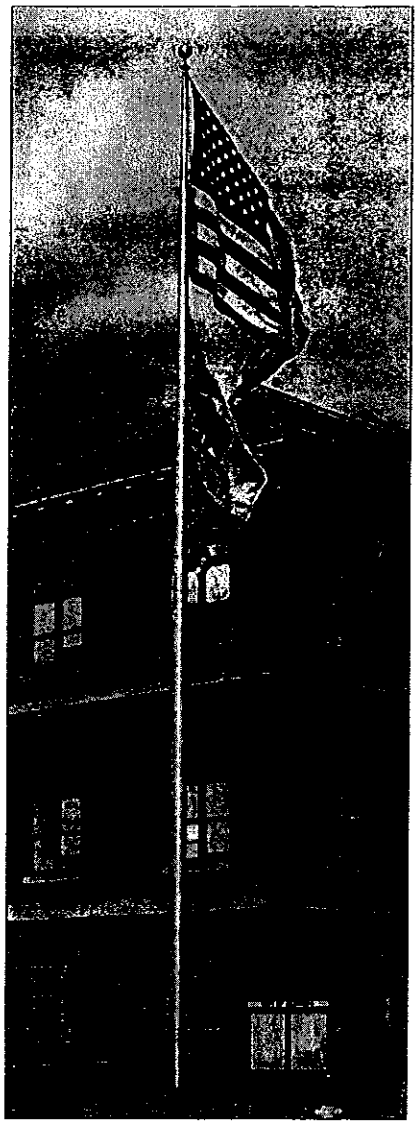
Public Works develops, and Finance approves, a projection of funds available for capital projects. Public Works gathers proposed projects for a draft list by January.

Soon after, the Transportation Commission and Recreation and Park Commission provide input on the projects. Public Works incorporates the input along with input from the City's Executive Management Team, Parks Commission, and Transportation Commission, and the public. In April, the Planning Board reviews and approves the draft capital projects for consistency with the City's General Plan.

After final review from the City Manager, the capital and operating budgets are submitted to City Council for approval in June.

With approval, each of these projects is assigned an accounting number, and the responsible department manages the public outreach, design, bidding, and construction of the project. For projects in which the full amount of money is not available for allocation at the beginning of the two years, the project will be appropriated funds one year at a time, typically by splitting the overall appropriated amount in half and any funds remaining at the fiscal year's end are carried forward to the next year. Funds remaining in a project at year's end are typically carried forward to the next year.

The budget also can be amended by the City Council at any time, especially as grants are won, new projects created, or as part of the biennial budget mid-cycle update.



CONSISTENCY WITH CITY'S PLANS

The capital budget is consistent with Alameda's General Plan and various plans already approved by the City Council.

Written and approved in 1991, with revisions to the Transportation Element in 2009 and the Safety Element in 2016, the General Plan broadly directs Alameda's existing structures and public infrastructure be improved, enhanced, and maintained. The Parks and Rehabilitation Projects are consistent with the General Plan and the various master plans that guide the maintenance and improvement of our parks, City buildings, sidewalks, stormwater pipes and pumps, lagoons, sewer pipes and pumps, and street trees.

The capital program's transportation projects help maintain a safe, efficient transportation system (e.g., streets, signals, striping), and expand opportunities for transit riders, pedestrians and bicyclists, which is consistent with the Transportation Element's four goals of circulation, livability, choice, and implementation.

This capital budget is informed by the following plans, which either have been approved by the City Council or are internal working documents:

- ADA Transition Plan Update: Facilities (2008)
- ADA Transition Plan Update: Right of Way (2008)
- Alameda [County] Community-Based Transportation Plan (2008)
- Alameda Point Master Infrastructure Plan (2014)
- Bicycle Master Plan Update (2010)
- Complete Streets Resolution and Policy (2013)
- Consent Decree and Final Order between U.S. Environmental Protection Agency and City (2014)
- Development Impact Fee Update (2014)
- Five Year Paving Plan (2017, updated annually)
- Local Action Plan for Climate Protection (2008)
- Local Hazard Mitigation Plan (2016)
- Long Term Transit Plan (2001)
- Master Street Tree Plan (2010)
- Pedestrian Plan (2009)
- Parks Improvement Assessment (2012)
- Prioritized Transportation Implementation List for Competitive Grants and Regional Funding (2013)
- Public Works Revenue Manual (2017)
- Sewer Rate Study (2016)
- Sewer System Management Plan (2014)

- Sewer Master Plan Final (2015)
- Storm Drain Master Plan (2008, with Climate Change Impacts Addenda, 2009 and 2015)
- Storm Drain Pump Station Assessment (2011)
- Trash Long Term Reduction Plan (2014)
- Urban Greening Plan (2012)
- Zero Waste Implementation Plan (2010)

These plans are available at http://alamedaca.gov/public-works/public-works-key-documents

FORECAST OF AVAILABLE FUNDS AND FIVE YEAR FINANCIAL PLAN

The 2017-2019 Capital Budget appropriates nearly $57 million from various funding sources out of $87 million in available funds.

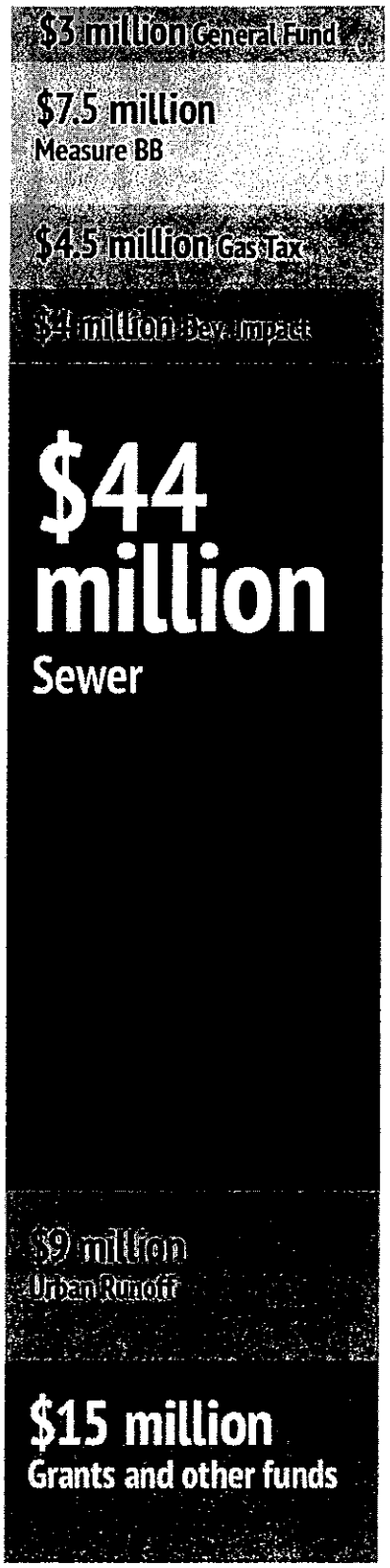
The capital improvement program is funded almost exclusively with revenues from specific funding sources with strict requirements for expenditures. The exception is General Fund monies, which, while a small portion of the overall capital budget, can support any public infrastructure expense.

For the first time in decades, Alameda is projecting the capital program's revenues and expenses for the next five years. This five-year financial plan is an essential step in ensuring these capital funds are properly stewarded. This time horizon also helps the City make strategic choices about which projects can be funded in which year to maximize our ability to plan, build, deliver, and serve.

1. General Fund (Fund 001): This budget proposes $2.1 million, or 3.6% of the overall capital budget, in General Fund contribution over two years, primarily to reduce the City's backlog of sidewalk repairs, tree trimming, and building repairs.

$57 million from various funding sources

$87 million in available funds



*figures are rounded

2. Measure B&BB, Gas Tax, and Vehicle Registration Fee (Funds 215, 211 and 288 respectively): Measure BB is a recently passed half-cent sales tax dedicated to improving and operating transportation infrastructure, serving people who drive, bicycle, walk, or take transit.

This 30-year regional sales tax is long-term and fairly dependable, and will help Alameda increase and hold its paving condition while funding one-time transportation improvements. It supplements Measure B, another regional half-cent sales tax for the same purpose. Combined Measure B and BB revenues for local streets and roads are estimated at $3.7 million per year.

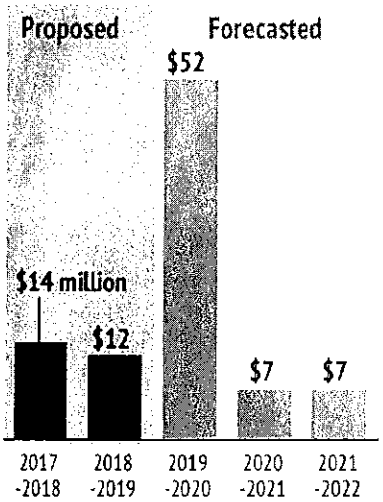
The Gas Tax is collected at the pump and distributed by the State according to a complicated formula. This funding source is more volatile.

The California Local Government Finance Almanac projects Alameda's Gas Tax revenue for FY 2017/2018 at $1.6M per year. This revenue source has fluctuated between $1.1 and $2.4 million and has been on the decline for several years given low gas prices, increasing use of electric and hybrid vehicles, and improving gas mileage.

The state legislature approved on April 4, 2017, a proposal that would bring to Alameda an additional $2.8 million in annual Gas Tax Revenue. This is very good news for our streets, sidewalks, and street trees.

The Vehicle Registration Fee was approved by Alameda County voters in November 2010 to fund local streets and roads, transit, local transportation technology, and bicycle and pedestrian projects. Alameda has received about $330,000 per year in the last three years, and this budget assumes this level of revenue continues.

Transportation capital spending plan



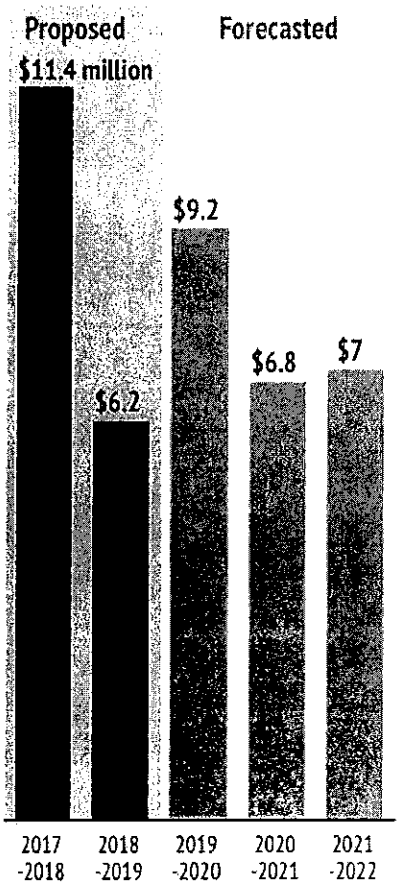
In the next two years, this budget proposes to use all of the projected revenue from these three funding sources and a good portion of any of these funds balance—$26 million— to make capital improvements for people walking, bicycling, driving and taking transit, and will do so in accord with these funding streams requirements.

The five year financial plan shows revenue and expense nearly equivalent for the first 2 years. However, for the 2019-2022 transportation projects listed on pages 32-33, the City must find grants or other sources of funds to construct many of these important transportation projects.

Transportation Funds Revenue and Expense Projection

	proposed		forecasted		
	2017/18	2018/19	2019/20	2020/21	2021/22
FUNDS AVAILABLE					
Total Measure B/BB	5,435,433	4,760,836	4,695,676	4,660,682	4,835,032
Gas Tax (211)	3,096,489	3,477,489	3,521,489	3,387,498	3,459,866
Vehicle Registration Fee (288)	334,248	343,298	352,884	364,468	360,874
Development Impact Fee (340.11)	3,104,489	1,110,550	950,550	1,330,550	1,710,550
Grant Funding	1,287,000	2,650,000	38,377,000	-	-
TOTAL FUNDS AVAILABLE	**13,257,659**	**12,342,173**	**47,897,599**	**9,743,197**	**10,366,322**
SPENDING PLAN					
Spending by Project	**2017/18**	**2018/19**	**2019/20**	**2020/21**	**2020/22**
Recurring Projects					
Urban Forest - Trees (Gas Tax Contribution)	690,000	690,000	690,000	430,000	430,000
Sidewalks (Gas Tax Contribution)	275,000	275,000	286,000	297,440	309,338
Pavement Management	2,699,000	3,635,000	3,884,200	3,884,480	3,989,979
Traffic Signals, Calming and Systems	700,000	1,000,000	1,018,000	1,057,220	1,097,988
Signs, Pavement Markings, and Curb Painting	300,000	300,000	182,000	184,080	187,443
Subtotal Recurring Projects	**4,664,000**	**5,900,000**	**6,060,200**	**5,853,220**	**6,014,748**
One Time Projects					
Appazzato Parkway Dedicated Bus Lanes[1]	675,000	675,000	7650000	-	-
Cross Alameda Trail -- Main St to Constitution Way	2,342,422	0	-	-	-
Seaplane Lagoon Ferry Terminal	-	-	8,200,000	-	-
Central Ave Safety Improvements	257,000	300,000	11,644,000	-	-
Otis Drive Traffic Calming and Safety Improvements	500,000	-	-	-	-
Clement Avenue Safety Improvements	140,000	501,000	4,500,000	-	-
Clement Ave and Tilden Way Complete St	548,000	1,734,000	6,400,000	-	-
Subtotal One-Time Projects	**4,462,422**	**3,210,000**	**38,394,000**	-	-
Total Transfer to Operations	2,096,000	2,057,000	2,161,788	2,098,939	2,182,501
TOTAL SPENDING PLAN	**11,222,422**	**11,167,000**	**46,615,988**	**7,952,159**	**8,197,249**
Spending by Fund					
Total Measure B	5,072,483	4,528,000	4,564,776	4,423,379	4,549,318
Gas Tax (211)	2,772,000	3,104,000	3,329,211	3,170,780	3,276,411
Vehicle Registration Fee (288)	324,000	325,000	325,000	338,000	351,520
Development Impact Fee (340.11)	2,666,939	560,000	20,000	20,000	20,000
Grant Funding	1,287,000	2,650,000	38,377,000	-	-
TOTAL SPENDING PLAN	**12,122,422**	**11,167,000**	**46,615,988**	**7,952,159**	**8,197,249**
ENDING FUND BALANCE					
Total Measure B	339,565	232,836	130,900	237,303	285,714
Gas Tax (211)	324,489	373,489	192,278	216,718	183,455
Vehicle Registration Fee (288)	10,248	18,298	27,884	26,468	9,354
Development Impact Fee (340.11)	437,550	550,550	930,550	1,310,550	1,690,550
Grant Funding	-	-	-	-	-
TOTAL ENDING FUND BALANCE	**1,111,852**	**1,175,173**	**1,281,611**	**1,791,038**	**2,169,073**

Sewer Fund capital spending plan



3. Development Impact Fees (Fund 340):

New residential and commercial development pays its fair share of the public infrastructure needed to support new development. The revenue from this fund is highly dependent on whether new development is approved, and has categorical restrictions (e.g., transportation and park improvements).

This budget assumes fees generated primarily from development at the Northern Waterfront. In this budget, there may also be projects funded with the Alameda Point Development Impact Fee, which will have its own fund.

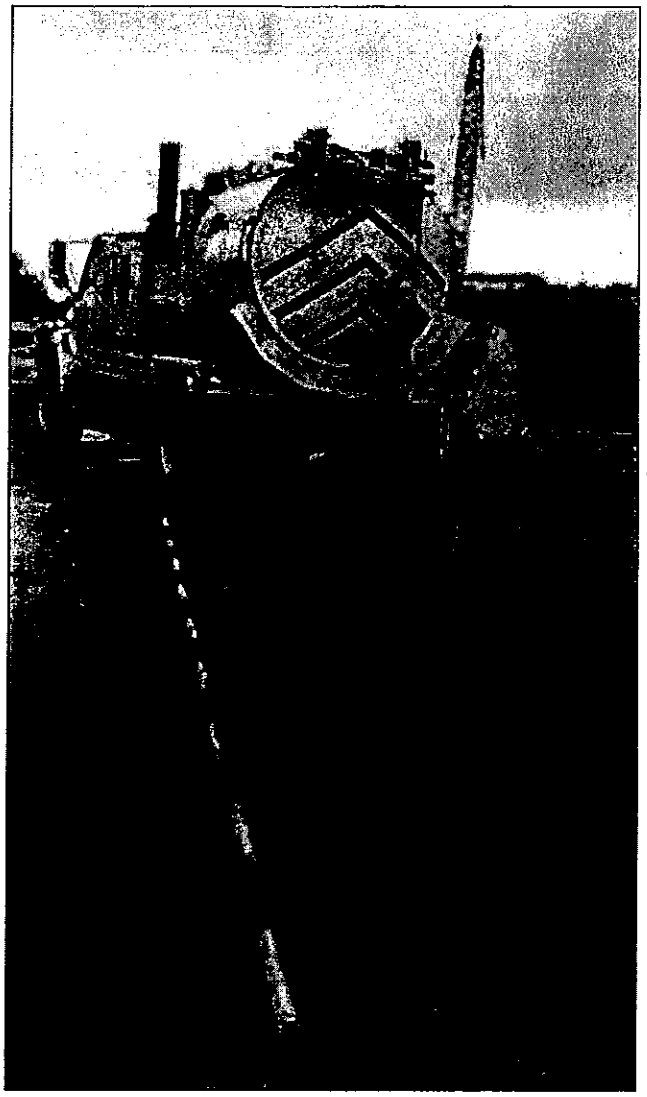
4. Sewer (Fund 602):

Alamedans are assessed a sewer fee on their property tax bill that funds maintenance and replacement of the City's sewer infrastructure, which is separate from the storm drain infrastructure. This fee helps reduce sewer overflows that leak into Alameda's public areas or the San Francisco Bay.

Its projection is reliable, as these fees are assessed

Sewer Fund (602) Revenue and Expense Projection

City of Alameda	Proposed		Forecasted		
	2017/18	2018/19	2019/20	2020/21	2021/22
Funds Available	$32,528,470	$26,719,830	$26,701,830	$26,039,059	$20,048,562
SPENDING PLAN					
Recurring Projects					
Sewer Rehabilitation	$6,002,600	$6,182,000	$6,558,600	$6,755,200	$6,958,400
Sewer Pump Stations	$5,405,040	0	$2,660,000	$0	$0
Contribution to Pavement Management	$300,000	$300,000	$312,000	$324,480	$337,459
Subtotal Recurring Projects	**$11,707,640**	**$6,482,00**	**$9,530,600**	**$7,079,680**	**$7,295,859**
Transfer for Operations and Debt Services	$5,514,000	$5,331,000	$7,386,171	$7,641,679	$7,976,313
TOTAL SPENDING PLAN	**$17,221,640**	**$11,813,000**	**$16,916,771**	**$14,721,359**	**$15,272,172**
Ending Fund Balance	$15,306,830	$14,906,830	$9,785,059	$7,317,700	$4,776,389



through residents' property tax bill. More than $22 million raised through this fee in the next two years will be spent as part of a decades-long plan to rehabilitate the City's aged sewer infrastructure and ensure compliance with the recently settled suit involving the U.S. Environmental Protection Agency, East Bay Municipal Utility District, Alameda, and other East Bay cities.

The five year financial plan shows the sewer fund capable of delivering on the City's consent decree commitments without additional funds.

5. Urban Runoff (Fund 351): Alamedans are assessed an urban runoff fee on their property tax bill that funds maintenance of the City's stormwater infrastructure and efforts to make runoff pollution-free before it enters the San Francisco Bay. Projecting revenue of $4.3 million over the next two years is consistent with this funding

Stormwater (Urban Runoff Fund 351) Revenue and Expense Projection

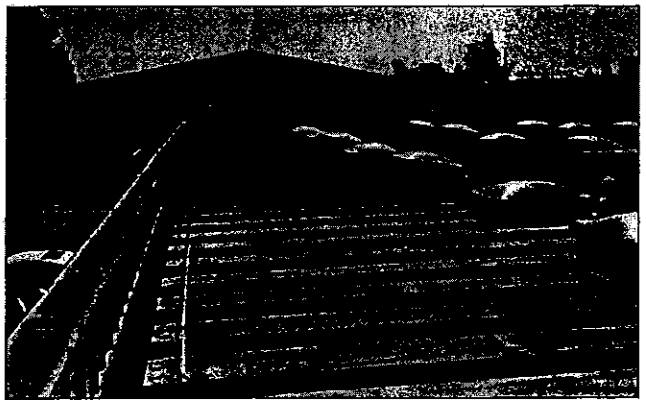
City of Alameda	Proposed		Forecasted		
	2017/18	2018/19	2019/20	2020/21	2021/22
Funds Available	$6,681,970	$4,715,970	$2,617,057	$959,861	($816,823)
SPENDING PLAN					
Recurring Projects					
Stormwater Management	$562,500	$562,500	$0	$0	$0
Lagoon Maintenance	$125,000	$125,000	$125,000	$125,000	$125,000
Subtotal Recurring Projects	**$687,500**	**$687,500**	**$125,000**	**$125,000**	**$125,000**
Transfer for Operations	$3,716,000	$3,829,000	$3,943,870	$4,062,186	$4,184,052
TOTAL SPENDING PLAN	**$4,403,500**	**$4,516,500**	**$4,068,870**	**$4,187,186**	**$4,309,052**
Ending Fund Balance	$2,278,470	$199,470	($1,451,813)	($3,227,325)	($5,125,875)

source's average revenue over the last five years. The five year financial plan shows a significant shortfall in this fund. As discussed on pages 22-23, the urban runoff fee, which has been held flat for more than 10 years, must be increased, or else Alamedans face rising tides, floods, and storm events that our existing infrastructure will be unable to handle.

6. Facility Maintenance Fund (Fund 706): Funded by internal department charges, this fund will contribute $4.25 million over two years to a variety of facility maintenance projects such as replacement of failing roofs, heating and cooling systems, and other essential building components for City facilities.

Assuming these contributions remain steady over the next five years, Alameda's deferred building maintenance will be approximately $6 million in 2022. While deferred maintenance is never desired, this does represent progress given the deferred maintenance has been higher in recent years.

Animal Shelter Roof Before

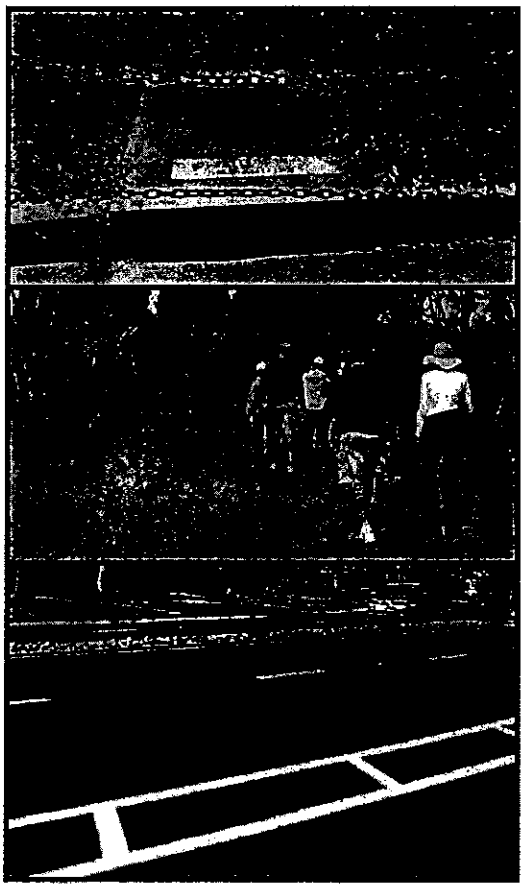


Roof After

Facilities Maintenance Fund (704) Revenue and Expense Projection

City of Alameda	Proposed		Forecasted		
	2017/18	2018/19	2019/20	2020/21	2021/22
Funds Available	$3,040,107	$1,673,107	$301,107	$301,107	$301,107
Revenues	$758,000	$753,000	$750,000	$750,000	$750,000
General Fund Contribution	$500,000	$500,000	$0	$0	$0
Total Available Revenue	**$4,298,107**	**$2,926,107**	**$1,051,107**	**$1,051,107**	**$1,051,107**
SPENDING PLAN					
Recurring Projects					
City Buildings	$2,625,000	$2,625,000	$750,000	$750,000	$750,000
TOTAL SPENDING PLAN	**$2,625,000**	**$2,625,000**	**$750,000**	**$750,000**	**$750,000**
Ending Fund Balance	$1,673,107	$301,107	$301,107	$301,107	$301,107

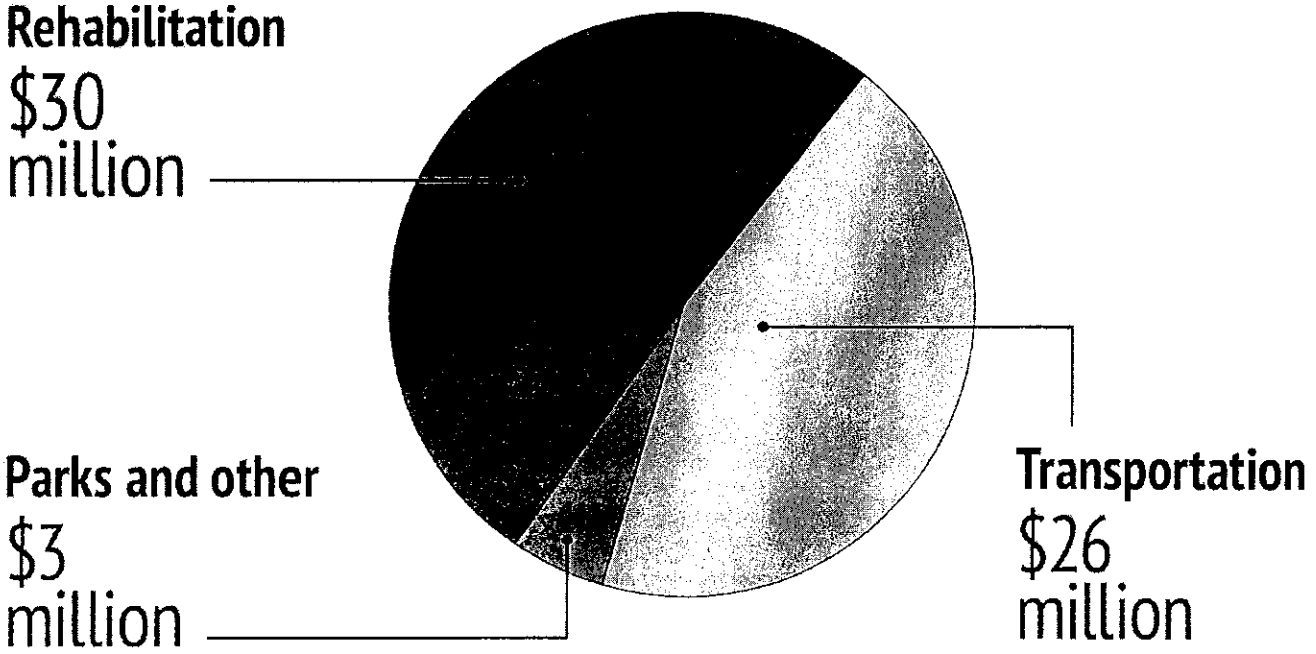
PROJECT CATEGORIES



The 2017-2019 capital improvement program has three project categories: rehabilitation, parks, and transportation.

In the pages that follow, these categories are described and situated within long-term plans through 2022. With City Council's approval of this capital budget, funds will be allocated only for the 2017-2019 projects. In development of the 2019-2022 capital program and budget, the listed projects will be reevaluated in terms of need, available resources, and compatibility with updated plans.

2017-2019 Capital Budget Project Categories



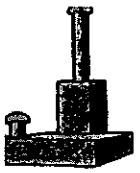
REHABILITATION PROJECTS

These projects preserve, maintain, or renew existing infrastructure. Here is an overview of the infrastructure not related to transportation:

260 miles of sidewalks

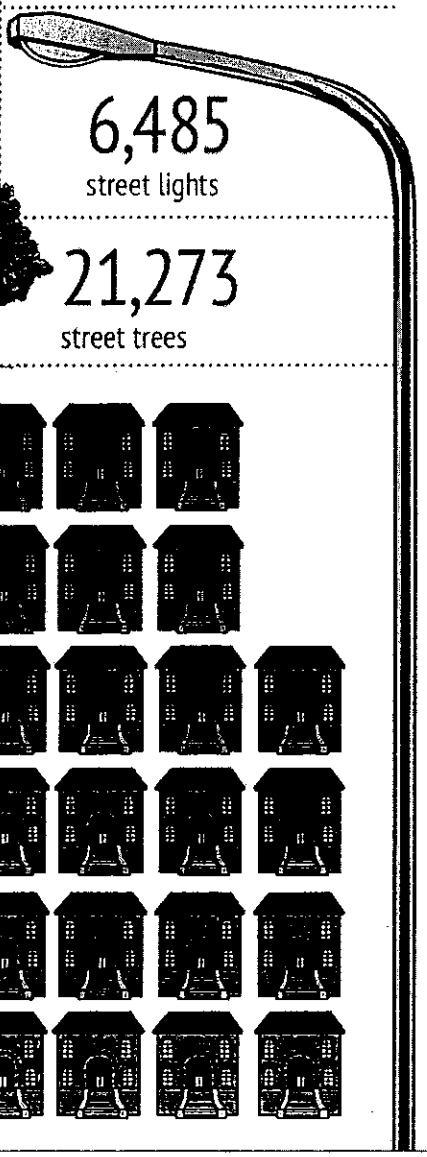
141 miles of sewer

11 storm pump stations



43 sewer pump stations

126 miles of storm drains



6,485 street lights

60 acres of landscaped medians and general grounds

21,273 street trees

41 City-owned buildings

The following will be accomplished in the next two years:

14+ miles of streets and sidewalk repairs completed

6 miles of sanitary sewer pipe rehabilitated; and

6 pump stations rehabilitated

7,005 street trees trimmed

Making dozens of critical improvements to the City's facilities

Finalizing stormwater master plans for storm drain pipes, cleaning and redoing 6 miles of pipe, rehabilitating culverts at six intersections, and installing 50+ full trash capture devices

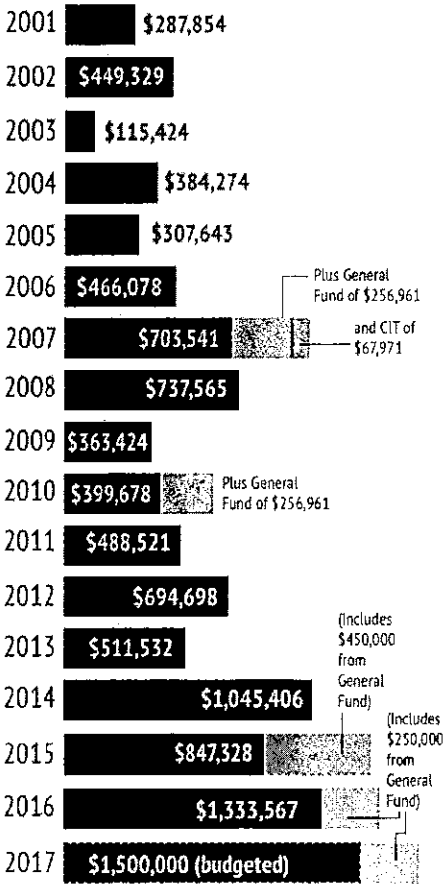
Sidewalks

Alameda has a backlog of 5,500 sidewalk repairs, spread throughout the City and on virtually every block.

This backlog has been reduced in the past two years after building up for more than fifteen years. For 2017-2019, the backlog will shrink some more with 5+ miles of repairs proposed. Repairs improve safety of this transportation mode and protect the City from liability. Repairs are funded from Measure B/BB, Gas Tax, Construction Improvement Tax (CIT), and the General Fund. To eliminate the backlog entirely would require $9.3 million. State law places responsibility for repairs on adjacent homeowners.

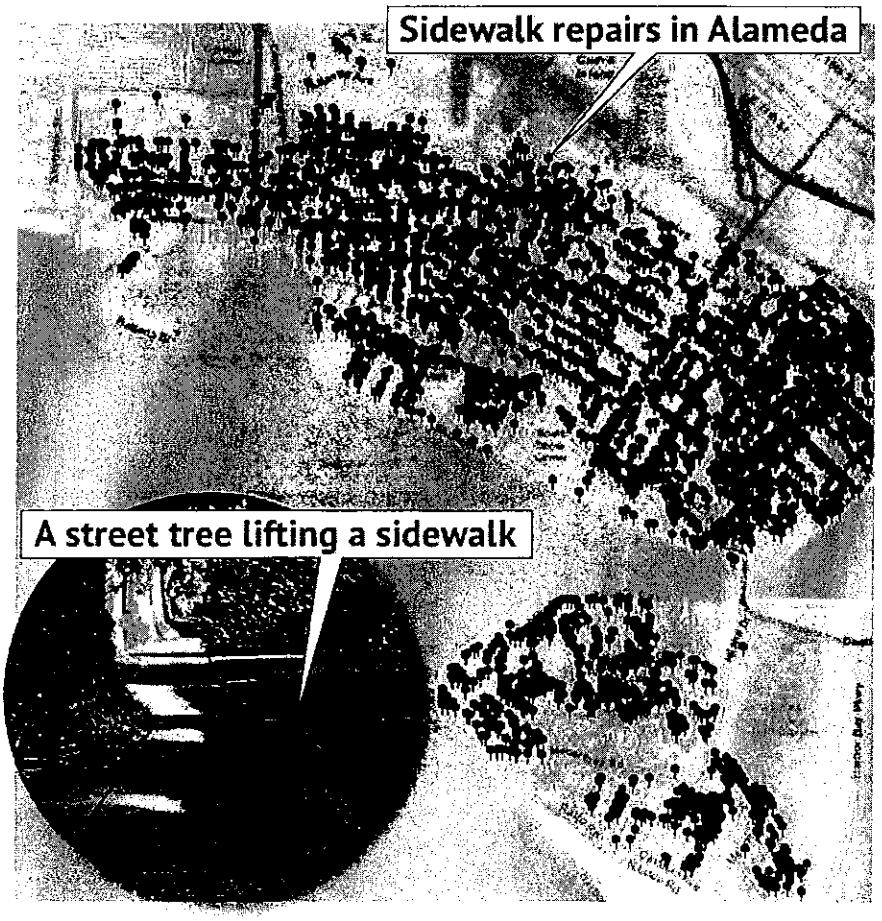
As a courtesy to its residents and similar to other East Bay cities, Alameda pays for and makes sidewalk repairs when the lift or failure is caused by the tree roots of a City-owned street tree.

Sidewalk repair spending (2001-2017)



Solution to sidewalk repairs

The City has a backlog of 5,500 sidewalk repairs.
Every year, another 500 repairs are added to this list.



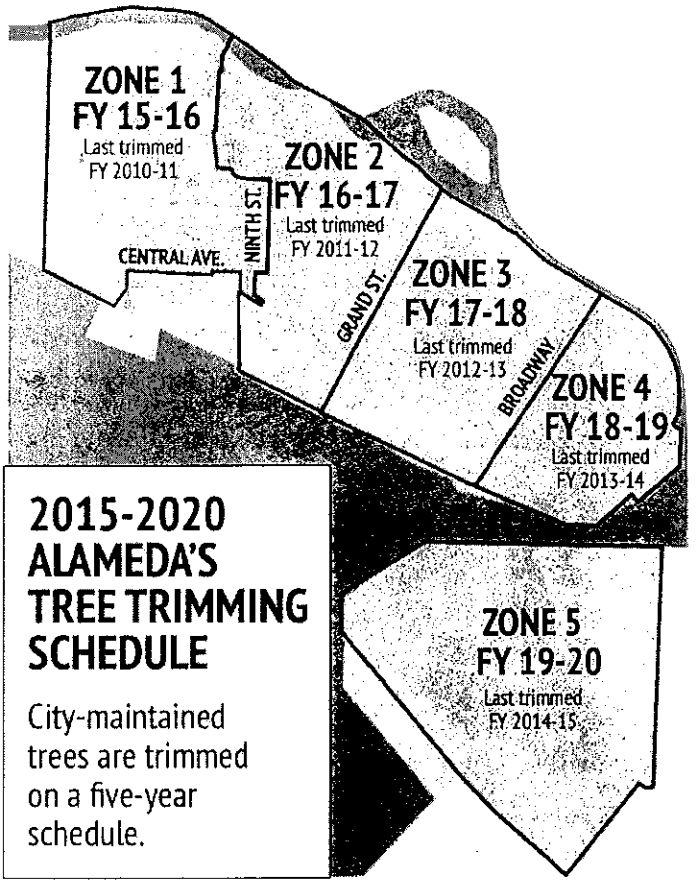
Urban Forest

The Master Street Tree Plan (2010) divides the city into five zones and recommends trimming one zone per year. Zones have between 3,340 and 4,200 trees each. Trimming keeps the trees healthy, protects the public right of way, and decreases the conflict between trees, streets, and sidewalks.

In addition, this project includes maintenance of 60 acres of landscaped areas and medians in the public right of way.

To maintain the City's urban forest, a budget of roughly $1 million per year, adjusted for inflation, is probably sufficient through 2020. Funding is primarily through Gas Tax and supplemented with Construction Improvement Tax and other sources. With lower Gas Tax revenue, either the maintenance level will decline or the City's General Fund or other funds will have to help.

In 2020, an update to the Master Street Tree Plan (2010) will be performed. The results of that update might change how the City maintains its urban forest or whether the current revenue sources are sufficient.



2015-2020 ALAMEDA'S TREE TRIMMING SCHEDULE

City-maintained trees are trimmed on a five-year schedule.

Taking care of trees in 2017-2019:

7,005 trees pruned

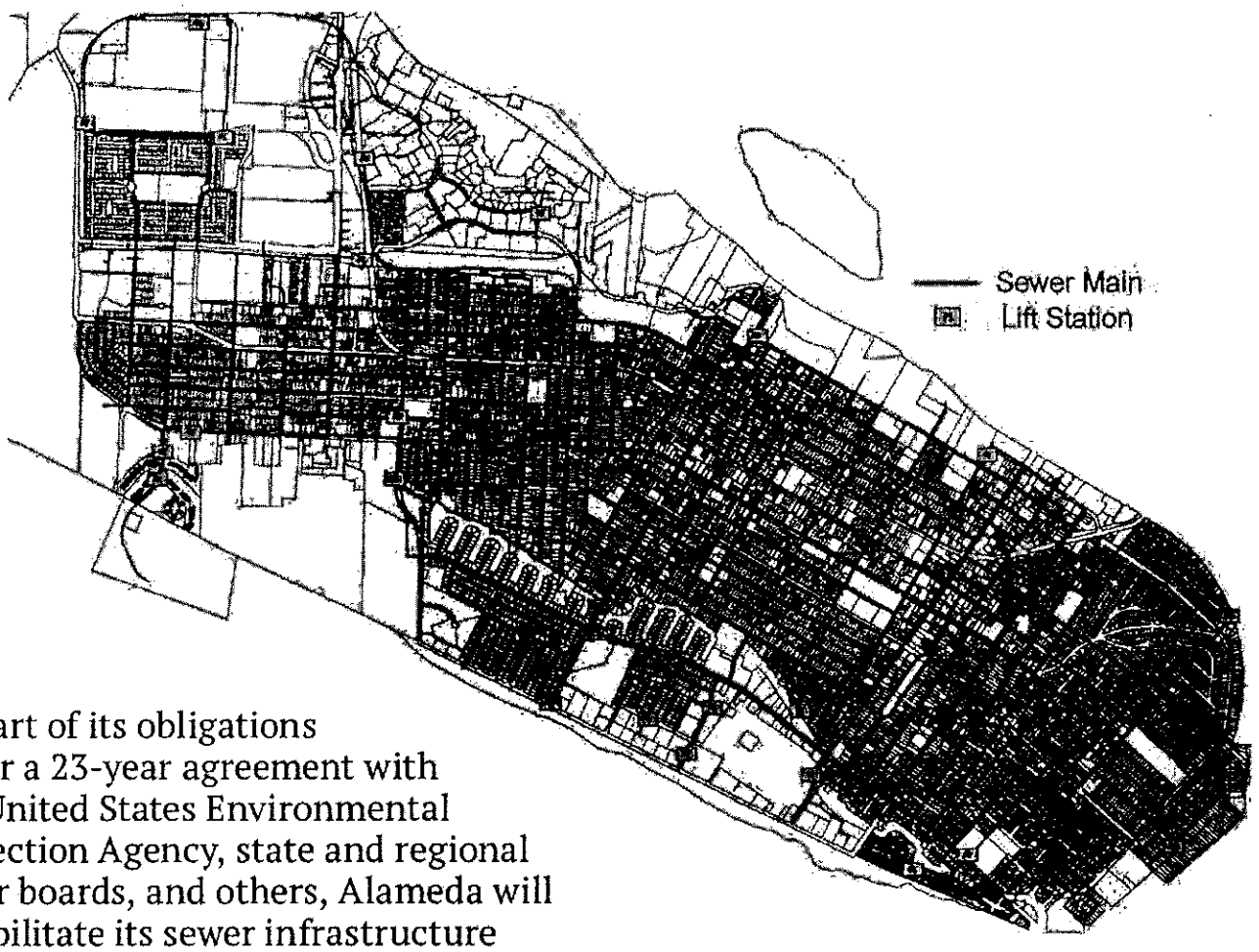
200 trees planted

200 diseased trees treated

Did you know?

Alameda's 21,273 street trees are hard at work. These trees removed 9,121 tons of pollutants and carbon dioxide from our air, help cool our Island during the summer, decrease our stormwater runoff by 220 million gallons per year, and increase the value of Alameda's property by nearly $63 million. Not only that, these trees serve as a home to many raptors, which is why we partner with the Alameda Raptor Society to ensure our tree maintenance is beneficial to the raptors. In addition, Alameda's (21.1%) tree canopy ratio – a measure of how vibrant our urban forest is – stacks up well against nearby cities like Oakland (24.8%), San Francisco (14%), and San Jose (15%).

Sewers and Pump Stations



As part of its obligations under a 23-year agreement with the United States Environmental Protection Agency, state and regional water boards, and others, Alameda will rehabilitate its sewer infrastructure according to a specific, detailed, and comprehensive plan.

From 2017-2019, six miles of deteriorated sewer main will be replaced and six sewer pump (or "lift") stations will be improved.

Over the longer term, the City will rehabilitate three miles of sewer mains per year, including associated lower laterals and manholes, and renovate its 43 sanitary sewer pump stations. All of this work is proceeding according to a carefully crafted and prescribed plan.

Storm Drains, Pump Stations, and Lagoons

From 2017-2019, the storm drain master plan will be updated, 6 miles of pipe cleaned and inspected, culverts at six intersections rehabilitated, and 50+ trash capture devices installed. In the next ten years, the City will focus on:

1) rehabilitating all stormwater pump stations where flooding is possible,

2) assessing outfalls and pipes upstream one by one and reconstructing them as needed,

3) upsizing pipes upstream of the new outfalls,

4) replacing culverts that are high maintenance and/or prone to flooding, and

5) maintaining the lagoon system on the Island that acts as a storm water detention treatment basin.

The City's goal – and San Francisco Bay Regional Water Quality Control Board's (Water Board) requirement – is to eliminate the trash entering the Bay through its stormwater system by 70% in 2017 and 100% in 2022. This is a new area of regulation, for the Water Board, Alameda, and East Bay cities. Alameda has met the first ambitious goal of a 50% trash reduction in the Bay by 2016 and will soon learn about whether we have met the 70% threshold for 2017.

However, the fees that maintain the stormwater infrastructure have been flat for more than 10 years without any cost of living adjustments. While this fund will remain viable through 2017, the need for an increase in rates is likely as the regulatory requirements are established. The deferred maintenance is as much as $45 million. The ability to raise these rates is made more complicated by doing so through a costly balloting procedure.

DID YOU KNOW?

The lagoons on the island of Alameda are part of the stormwater system, providing detention of stormwater before it enters the San Francisco Bay. The north side of the lagoon - at one time the southern shoreline of Alameda - is lined with 100-year-old concrete seawalls that, where abutting a City street, are Public Works' responsibility to maintain. At the current level of funding, it will take about 10 years to repair all of the City-owned seawalls. For 2017-2019, this budget tackles rehabilitation of 300 linear feet of lagoon seawalls.

A state legislative fix would permit municipalities to treat the fees akin to sewer fees, and raised in a less costly, shorter process that remains compliant with California Proposition 218. But it remains to be seen if this fix occurs.

In the City's response to the Federal Emergency Management Agency's (FEMA) revisions to our flood maps, the City learned and used new modeling techniques that might change the proposed upgrades and perhaps even lower the cost of deferred maintenance. This modeling suggests, for example, that our pipes may not require the upsizing suggested in our 2008 storm drain plan.

Given the uncertainty of our storm drain modeling, the challenge of raising rates through a costly balloting procedure, and the City's need to develop a green infrastructure plan by 2019 (see sidebar), City staff propose to finalize the master plan update and propose a funding solution by June 2019.

Stormwater Green Infrastructure Planning

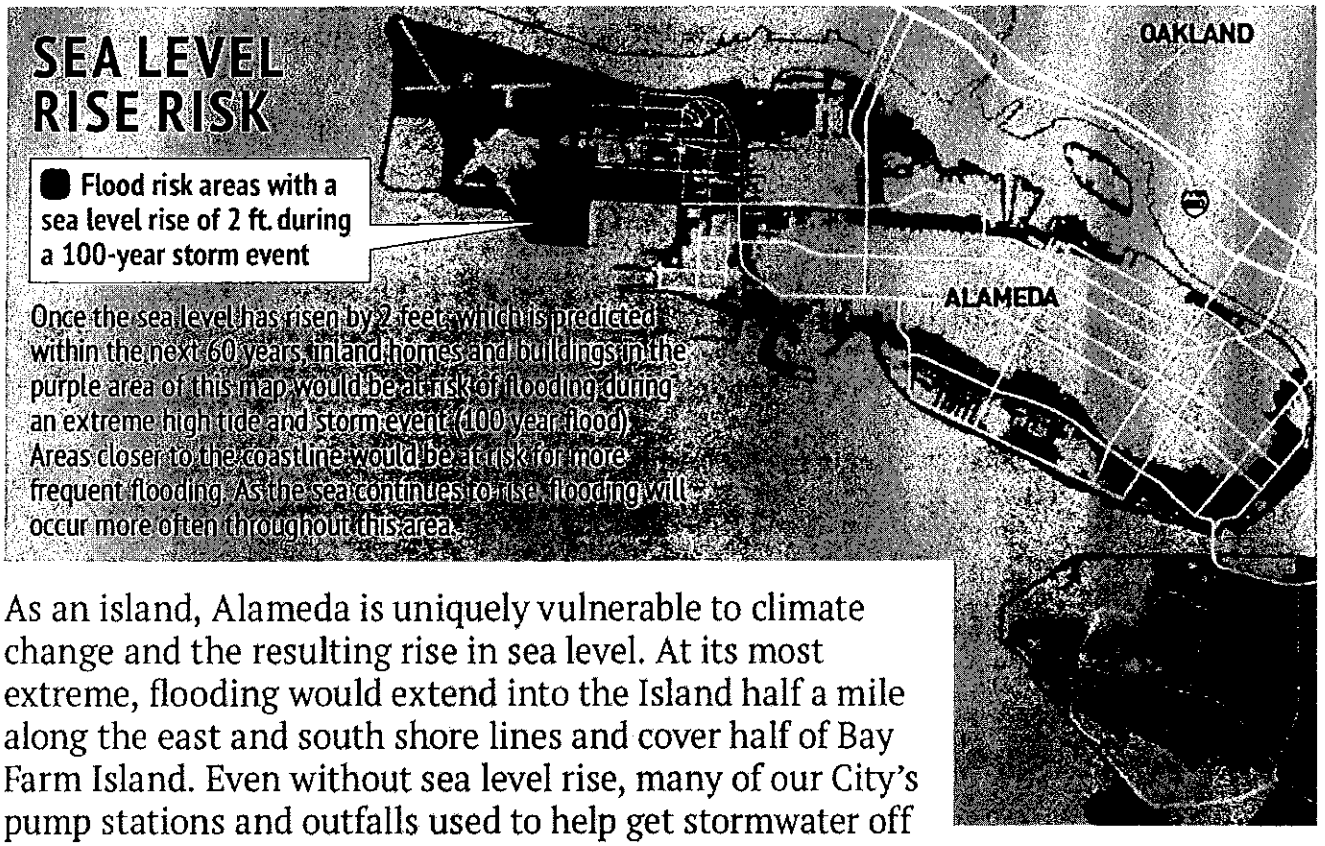
The City's Municipal Regional Stormwater Permit includes a new requirement for jurisdictions to prepare a Green Infrastructure (GI) Plan by September 30, 2019.

GI is essentially the inclusion of low-impact development storm drainage infrastructure design on public and private lands that reduce the adverse water quality impacts of urban runoff on the San Francisco Bay.

Examples include the use of landscapes, vegetation, and soils to slow, retain and filter runoff to promote improved water quality and flood protection.

The 2019 GI Plan will identify municipal policies, practices and procedures to implement and achieve prioritized GI acreage goals on both public and private lands, including streets, parking lots and building roofs, through 2040. The Plan is expected to serve as an implementation guide and tracking tool to assure that long term stormwater quality goals will be met.

What is Alameda doing about Sea Level Rise?

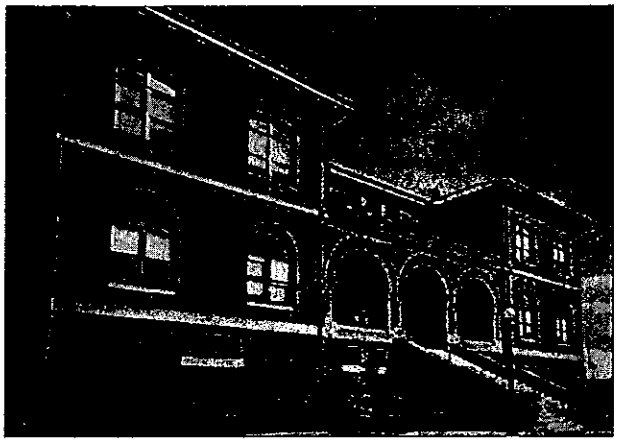


As an island, Alameda is uniquely vulnerable to climate change and the resulting rise in sea level. At its most extreme, flooding would extend into the Island half a mile along the east and south shore lines and cover half of Bay Farm Island. Even without sea level rise, many of our City's pump stations and outfalls used to help get stormwater off the Island are well past their useful life or need additional capacity.

This 2017-2019 CIP makes four improvements to better prepare Alameda for the impacts of sea level rise: 1) drainage improvements along Shoreline Drive, 2) backup protection for Veterans Court seawall, 3) designing a FEMA-certified levee at one of the Bay Farm's lagoon outfalls, and 4) developing a funding solution to replace our aged storm drain system.

Alameda Point's proposed improvements are designed to accommodate 24 inches of sea level rise, and will accommodate future measures within a shoreline right of way if the rise exceeds 24 inches. In the event sea level rise exceeds 24 inches, additional infrastructure such as pump stations and multi-purpose basins may be required.

No government—especially the size of Alameda's—can address sea level rise on its own. Instead Alameda must partner across local, state, and federal governments. On that score, the City is working with the Coastal Hazards Adaptation Resiliency Group and Alameda County's Adapting to Rising Tides with its focus on Bay Farm Island; with FEMA for approval of our 2016 Local Hazard Mitigation Plan and pending issuance of revised flood maps; with Alameda County Flood Control District to explore whether this special district may be a part of our future; and the Corps of Engineers to explore funding and solutions for better shoreline protection.



DID YOU KNOW?

All of the City's main buildings are certified "green" and "water smart" for heightened efforts in recycling, stormwater, electrical, and water conservation. Alameda is the first city in the county to gain this distinction. In part as a result of this work, the City won in 2016 its first regional environmental sustainability award from the American Public Works Association.

City Buildings

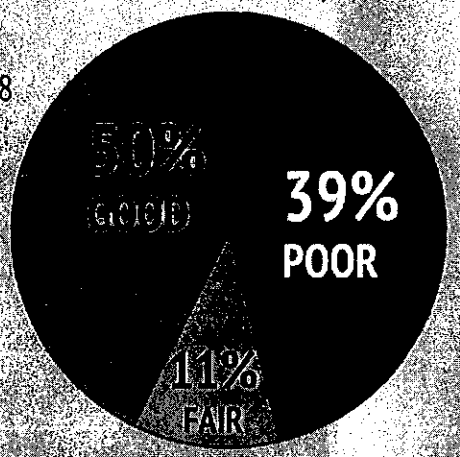
For the first time in its history, the City has a detailed 10-year facilities plan and proposes to spend $5.2 million on facility repairs in the next two years. Alameda's buildings have $12 million in immediate capital needs that will grow to $35 million if not addressed.

The plan was derived from an exhaustive review and recommendations by a third-party expert on facilities conditions who detailed every building's deficiency, priority, cost and description, and proposed to prioritize them by year. That plan was revised based on input from an interdepartmental City team.

In the past two years, more than $2 million worth of facility repairs have been completed on-time and under budget. Because our current departmental charges for facilities repairs only raise about $750,000 per year, more General Funds' money will need to be found. This can occur through a transfer from the General Fund and/or increases in department cost allocations for facilities.

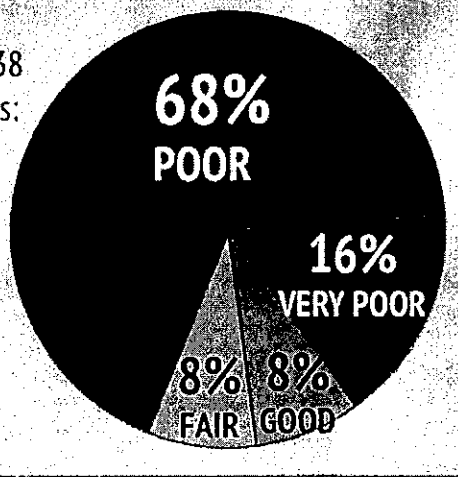
Current conditions of Alameda's Facilities (Immediate capital needs $12,318,326)

Of the 38 facilities:



Facilities condition in 10 years doing nothing (Total capital needs would $34,669,950)

Of the 38 facilities:



Street Lights

After Alameda's Utility Modernization Measure passed in November 2016, the City of Alameda will assume ownership and maintenance of 6,485 street lights. Public Works will now assume responsibility for the street lights, as detailed in the operations budget, from Alameda Municipal Power. The capital improvement program includes $600,000 in order to develop and implement the first year of a master street light plan that identifies the next 10-20 years of the cost and plan for these street lights' replacement and renewal, along with lights in our parks and off street parking lots.

Public Works will continue Alameda Municipal Power's LED conversions and explore other retrofitting or equipment upgrades that decrease energy expense, lower greenhouse gas emissions (GHG), and improve service.

Converting the City's Streetlights to LEDs

- The City is making the switch to LED streetlights to reduce energy consumption, lower GHG emissions, and improve service.
- Over 3,000 streetlights have been converted to LED.
- LEDs have even and efficient distribution of light.
- LEDs reduce energy consumption resulting in energy savings and reduced GHG emissions.
- LEDs reduce outages with longer lasting bulb and reduced maintenance costs.

GHG, ENERGY EFFICIENCY, AND SAVINGS

312 metric tons of carbon dioxide

is the approximate GHG reduction from AMP's LED street light retrofit.

$214,207 savings per year

Estimated energy savings from AMP's street light project is 919,503 kWh

TRANSPORTATION PROJECTS

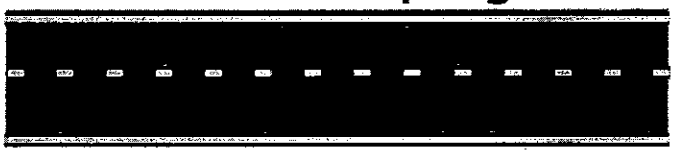
Alameda's existing transportation infrastructure includes

139 miles of pavement marking lines

(center lines, bike lanes, stop bars, cross walks)

125 miles of publicly maintained streets

70 miles of striping



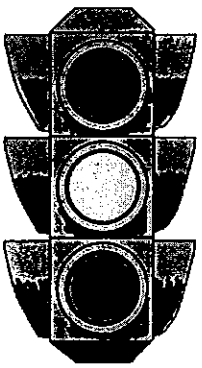
17.2 miles of painted curb

6,403 pavement marking symbols

357 medians

2,918 curb ramps

9,420 signs



87 signalized intersections

119 bike racks

TRANSPORTATION PROJECTS

In the past two years, many projects have been completed:

- Paving more than 10 miles of street, a record amount;
- Designing ~1.5 miles of the Cross Alameda Trail, including the gap on Atlantic Avenue between Webster Street and Constitution Way;
- Approving two Complete Street concepts: 1) Central Avenue between Main Street and Sherman Street; 2) Clement Avenue between Broadway and Grand Street;
- Increased bikeway miles from 35 miles in 2010 to 41 miles in 2017;
- Completed design of left-turn lane extension on Island Drive at Robert Davey Jr. Drive;
- Improving pedestrian safety on Park Street at Buena Vista, Pacific, and Lincoln Avenues;
- Installing accessible pedestrian signals at nine intersections near bus stops;
- Upgrading existing and new bus stops to be compliant with the Americans with Disabilities Act along the revived AC Transit Line 19 bus route;
- Upgrading the signal at Appezzato Parkway/Poggi Street to accommodate bike detection for all approaches;
- Installing rectangular rapid flashing beacons on Central Avenue at Sixth Street, Pacific Avenue at Fourth Street, Mecartney Road at Belmont Place, Park Street at San Antonio, Park Street at Webb Avenue, Park Street at Pacific Avenue, and Main Street near Main Street Ferry Terminal; and
- Secured $35 million in grants for one-time transportation projects.

TRANSPORTATION PROJECTS

This capital program and budget allocates $25 million to accomplish the following in the next two years:

- Resurface 7 miles of street;
- Improve safety on Otis Drive between Westline and Grand Street;
- Construct the Cross Alameda Trail between Main Street and Constitution Way;
- Complete environmental, acquisition, and design phases for the Clement Avenue and Clement Avenue/ Tilden Way Complete Street projects;
- Design and seek final approval for the Central Avenue safety improvements and the Appezzato Parkway dedicated bus lanes to ensure construction of these projects begins by 2019;
- Update the Bicycle and Pedestrian Master Plans;
- Design and construct traffic calming and safety measures at priority locations based on collision data, police citations, community requests, complete street plans and policies, and planning documents;
- Design and construct new traffic signals at the intersection of Harbor Bay Park Way/North Loop/South Loop and B Street;
- Upgrade signals to include installation of pedestrian accessible standards, emergency vehicle response system, transit signal priorities and incident management systems;
- Design and construct the Park Street Corridor Signal Upgrade Project; and
- Design the Seaplane Lagoon Ferry Terminal.

This budget also includes dedicated funding for the renewal or replacement of signs, pavement markings, and curb painting, all of which have experienced years of deferred maintenance. Each of these assets has been fully inventoried, and a level of service developed for each. This budget, for the first time in a long time, proposes dedicated funding to these assets.

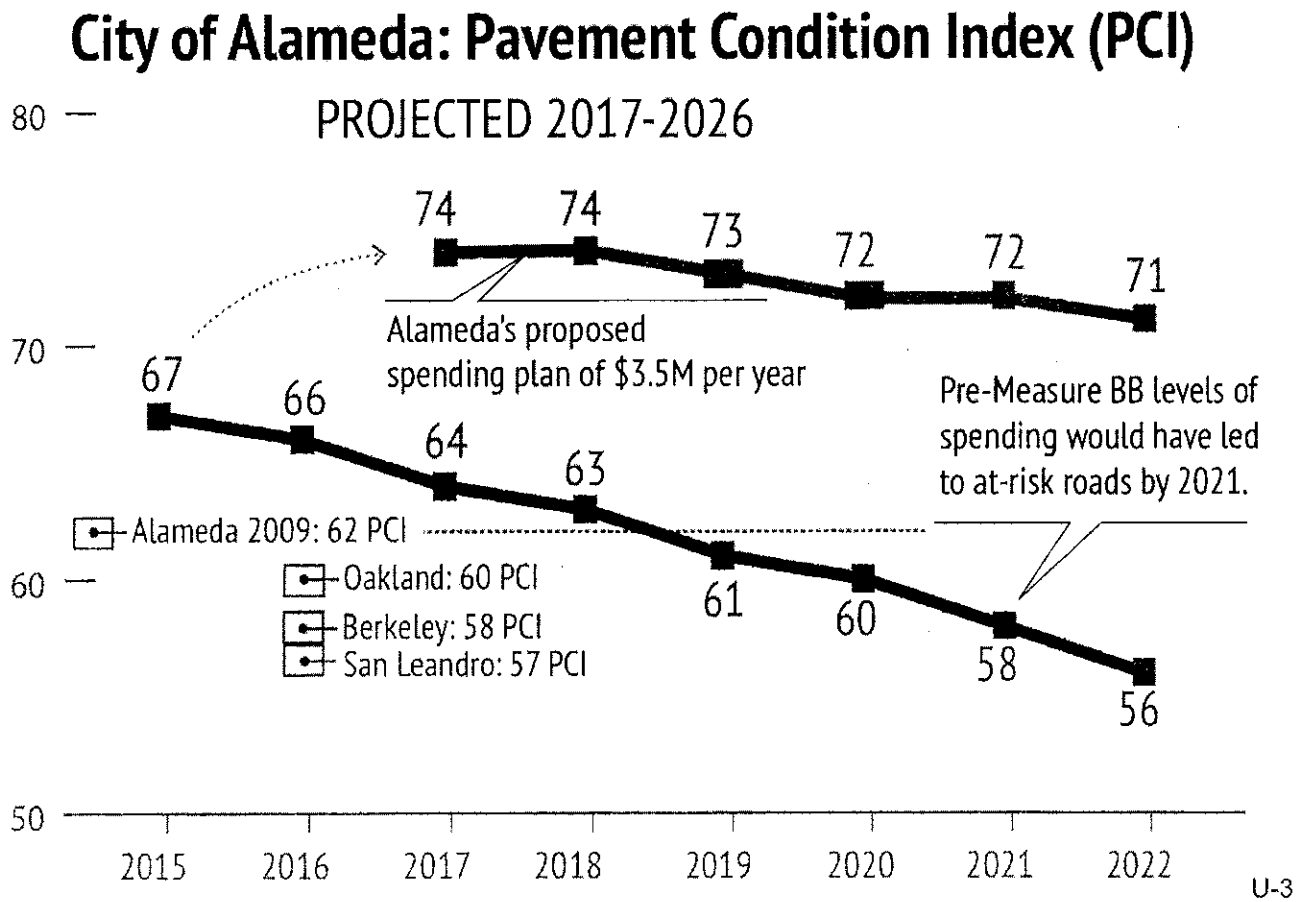
Street resurfacing doubled under the last CIP. This budget continues an increased level of street resurfacing of 3.5 miles per year.

Due to Measure BB's infusion of funds, the City will retain the good condition of its streets by resurfacing ~35 miles of street in the next ten years. Alameda's fair pavement condition index has increased from 67 to 74, a large jump in only two years. For the first time in years, Alameda's streets are considered in "good" condition, according to the Metropolitan Transportation Commission's standards. This jump results from 10 miles of street resurfacing completed FY 2015-2017, and a sampling of Alameda's streets that found our streets aging more slowly than modeling had predicted.

Alameda's pavement condition index (74) is better than its neighbors, Berkeley (58), Oakland (60), and San Leandro (57). Alameda's capital program aims to keep its pavement condition index in the good range while also ensuring our transportation system encourages transit use, bicycling, walking, and carpooling. Assuming spending of ~$3.5 million per year on street resurfacing, the following results:

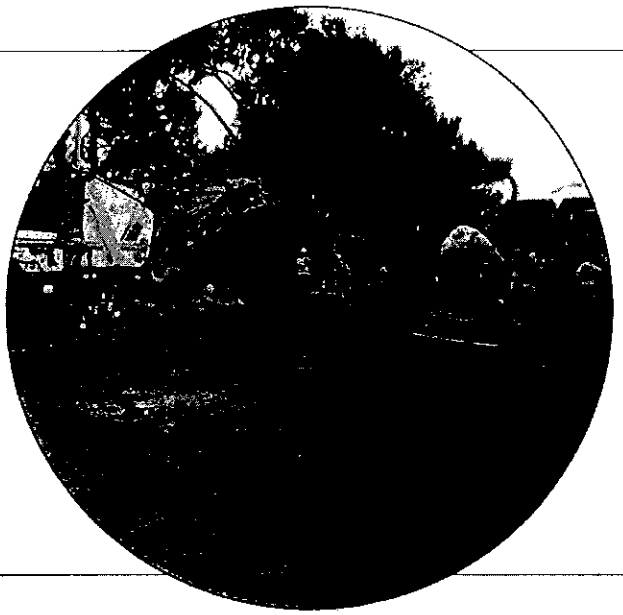
The Metropolitan Transportation Commission ranks pavement index on this scale:

80-89 Very Good | 70-79 Good | 60-69 Fair | 50-59 At Risk



The precise locations of streets resurfaced or maintained is coordinated with the City's sewer plan. The City's goal is to resurface streets one to two years after that street's sewer main is replaced, and coordinating so that no other agency has plans to work in the street within the following five years. Through this coordination, Alameda will have higher quality streets in the long term. For the first time in many years, the City has developed and is making available its five year paving plan on Public Works' Key Documents webpage.

Even a simple repaving project requires intensive multi-agency coordination.



Whenever a street is repaved, City staff coordinate with Alameda Municipal Power, PG&E, EBMUD, telecoms, developers, and its own sewer master plan. This coordination is required to ensure that none of those agencies (or our own forces) will soon cut into that newly paved street to maintain those agencies' infrastructure underneath that street.

Traffic signals are an important part of the transportation infrastructure.

Of the City's 87 signalized intersections, the following intersections are proposed to have their signalization updated before 2025:

- Harbor Bay Parkway/North Loop/South Loop (new signal in FY 2017-19)
- Harbor Bay Parkway/B Street (new signal in FY 2017-19)
- Otis Drive/Grand Street (Modify Existing Traffic Signals in FY 2020-22)
- Central Avenue/Eighth Street (Modify Existing Traffic Signals in FY 2020-22)
- Pacific Avenue/Third Street (Modify Existing Traffic Signals in FY 2020-22)

Traffic calming measures slow vehicle traffic to make walking, bicycling, and driving safer and more convenient.

Public Works, Alameda Police, and the Transportation Planning Unit propose to evaluate locations for traffic calming and/or other safety measures. The locations are prioritized based on the intersection's history of reported collisions, police citations, pedestrian and bicycle safety consideration, complete street plans and policies, public input, and relationship with existing transportation plans and improvements. This list will be reevaluated annually based on further analysis and suggestions from the public.

SHORT- AND LONG-TERM TRANSPORTATION PROJECTS

These are larger transportation projects likely to be funded by a combination of grants, Measure B, BB, VRF and development impact fees:

Short Term Transportation Projects (2019-2022)

Appezzato Parkway (Webster Street to Ferry Point) Dedicated Bus Lanes, $10M Builds street infrastructure for Alameda Point and West Alameda, and includes a bikeway. **Mode served:** Ped/Bike/Auto/Truck/Transit

Bike Share, $1.2M Plans, develops and operates a Bike Share Program. Mode served: Ped/Bike

Bayview Shoreline Path Study, $.2M Conducts a feasibility study for improved shoreline path between Broadway/Shoreline Drive and Towata Park. Mode served: Ped/Bike

Blanding Avenue Track Removal and Bikeway, $.8M Constructs bike lanes and routes between Tilden Way and Oak Street. Mode served: Bike/Auto

Central Avenue Safety Improvements (Main Street to Encinal Avenue/Sherman Street and Washington Park), $12.2M Constructs a complete street for all modes and builds street infrastructure to support development of Alameda Point. Mode served: Ped/Bike/Auto/Truck/Transit

Clement Avenue Track Removal and Bikeway, $6M Removes railroad track, and has bikeway, pedestrian, transit, and other improvements. Mode served: Ped/Bike/Auto/Truck/Transit

Short Term Transportation Projects (2019-2022) continued

Clement Avenue West Extension, $5M Extends Clement Avenue west of Grand Street, and includes a bikeway. Mode served: Ped/Bike/ Auto/Truck/Transit

Clement Avenue East Extension and Tilden Way with Right of Way Acquisition, $9.5M Extends Clement Avenue between Broadway and Tilden Way, and constructs a complete street for all modes to the Miller-Sweeney Bridge.

Island Drive Bus Queue Jump Lane, $3M Extends Bus Queue Lane to Maitland Drive. Mode served: Transit

Main Street and Intersections (Pacific Avenue to Ralph Appezzato Pkwy), $2.5M Builds street infrastructure for Alameda Point and West Alameda, and includes improved bikeway. Mode served: Ped/ Bike/Auto/Truck/Transit

Path Repairs/Improvements, $4M Improves path surface on Bay Trail and Main Street path. Mode served: Ped/Bike

Seaplane Lagoon Ferry Terminal, $18.2M Provides transit route to San Francisco and is a key part of Alameda's transportation demand management plans. Mode served: Ped/Bike/ Transit

Stargell Avenue (Main Street to Fifth Street) Bus Queue Jump Lanes & Path, $3.3M Complete street with bikeway, walkway and bus corridor for Alameda Point and West Alameda. Mode served: Ped/Bike/Auto/Transit

Vision Zero Safety Improvements/Traffic Calming, $4M Implement recommendations for citywide transportation planning efforts. Mode served: Ped/Bike/Auto/Truck/Transit

Long Term Transportation Projects (2023-2027)

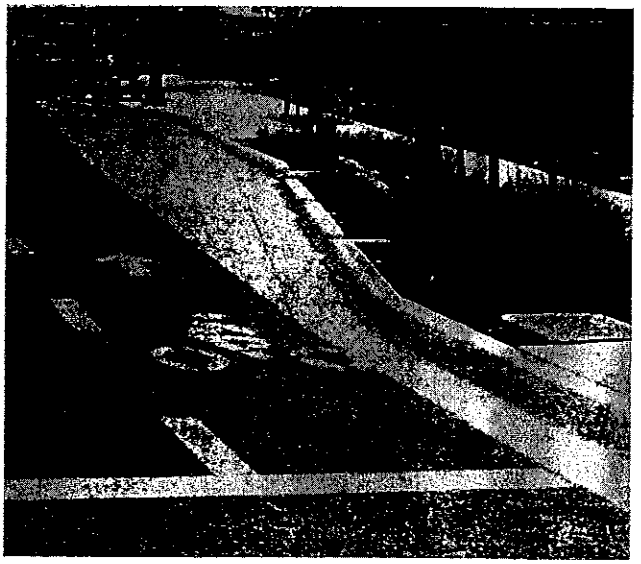
Fruitvale (Miller Sweeney) Bridge Lifeline - City Match, $10M Emergency lifeline for Alameda to ensure that it functions after a major earthquake. Mode served: Ped/Bike/Auto/Truck/ Transit

I-880/Broadway/Jackson Multimodal Transportation and Circulation Improvements, $75M Improves Jackson Street on-ramp, Sixth Street frontage, bus rapid transit to 12th Street BART, etc. Mode served: Ped/Bike/Auto/Truck/ Transit

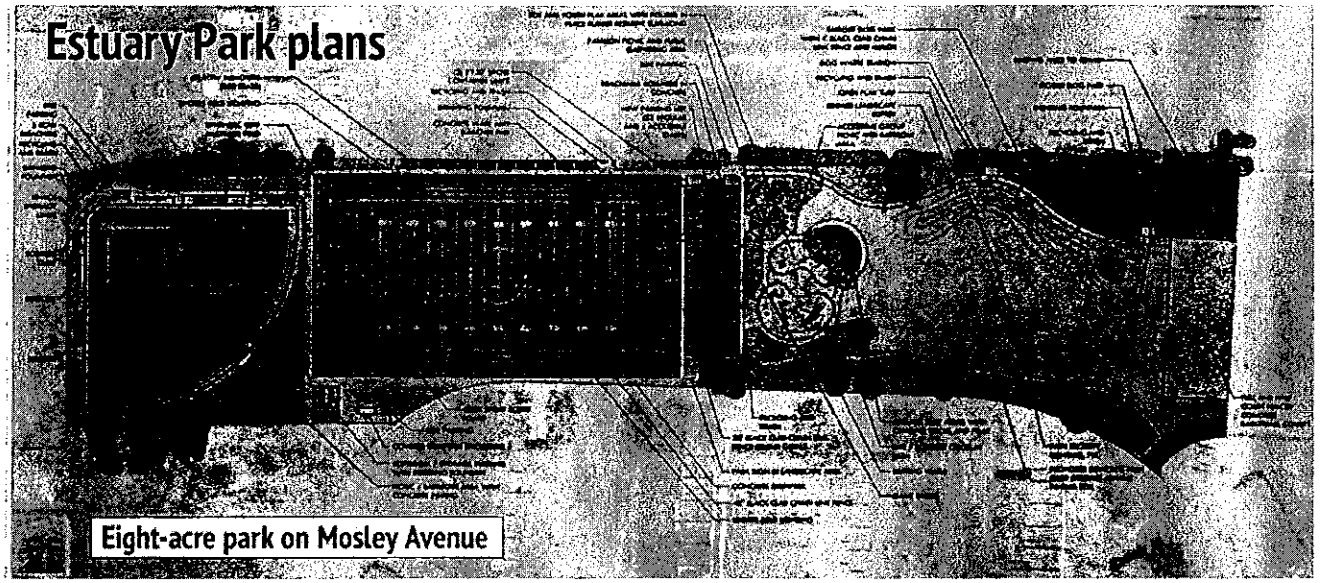
Main Street Realignment (Navy Way-Ferry Terminal-Appezzato Pkwy), $4M Improves street infrastructure for Alameda Point and West Alameda. Mode served: Ped/Bike/Auto/ Truck/Transit

Mecartney Road Bike Lanes, $1M Provides Class II bike lanes between Island Drive and Maitland Drive. Mode served: Ped/ Bike

Webster Street Improvements (Pacific Avenue to Atlantic Avenue), $2.9M Provides streetscape improvements similar to other parts of Webster Street. Mode served: Ped/Bike/Auto/Truck/ Transit



PARK PROJECTS



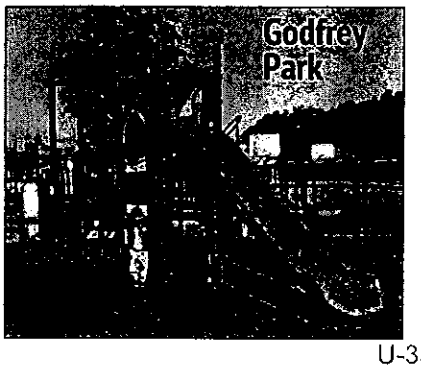
Alameda is in the midst of an unprecedented amount of new parks construction, as we break ground on the first phases of construction at Jean Sweeney Open Space Park and Estuary Park. Construction of the first phases of these parks should be completed by the end of 2018 and August 2017, respectively. All together, 35 acres of new parks are being constructed now and in the coming few years.

Given those ongoing projects and the staff and resources they require, this capital program and budget focuses the limited resources remaining on replacing three playgrounds: Littlejohn Park, Tillman Park, and Bayport Park.

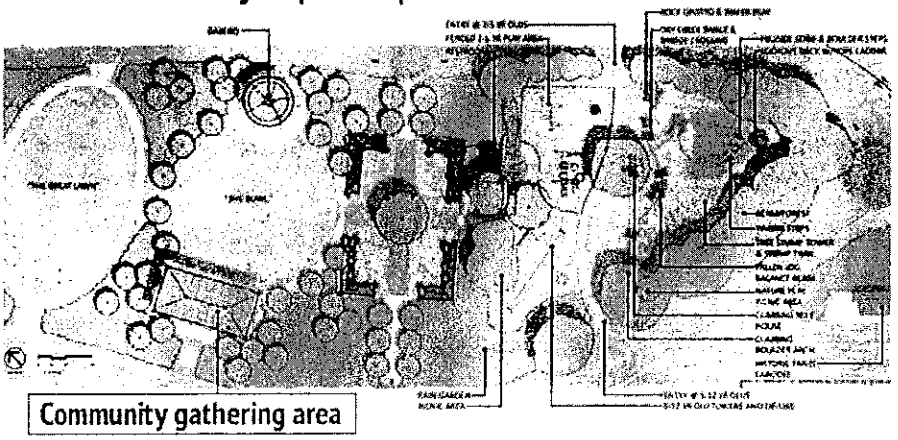
Did You Know?

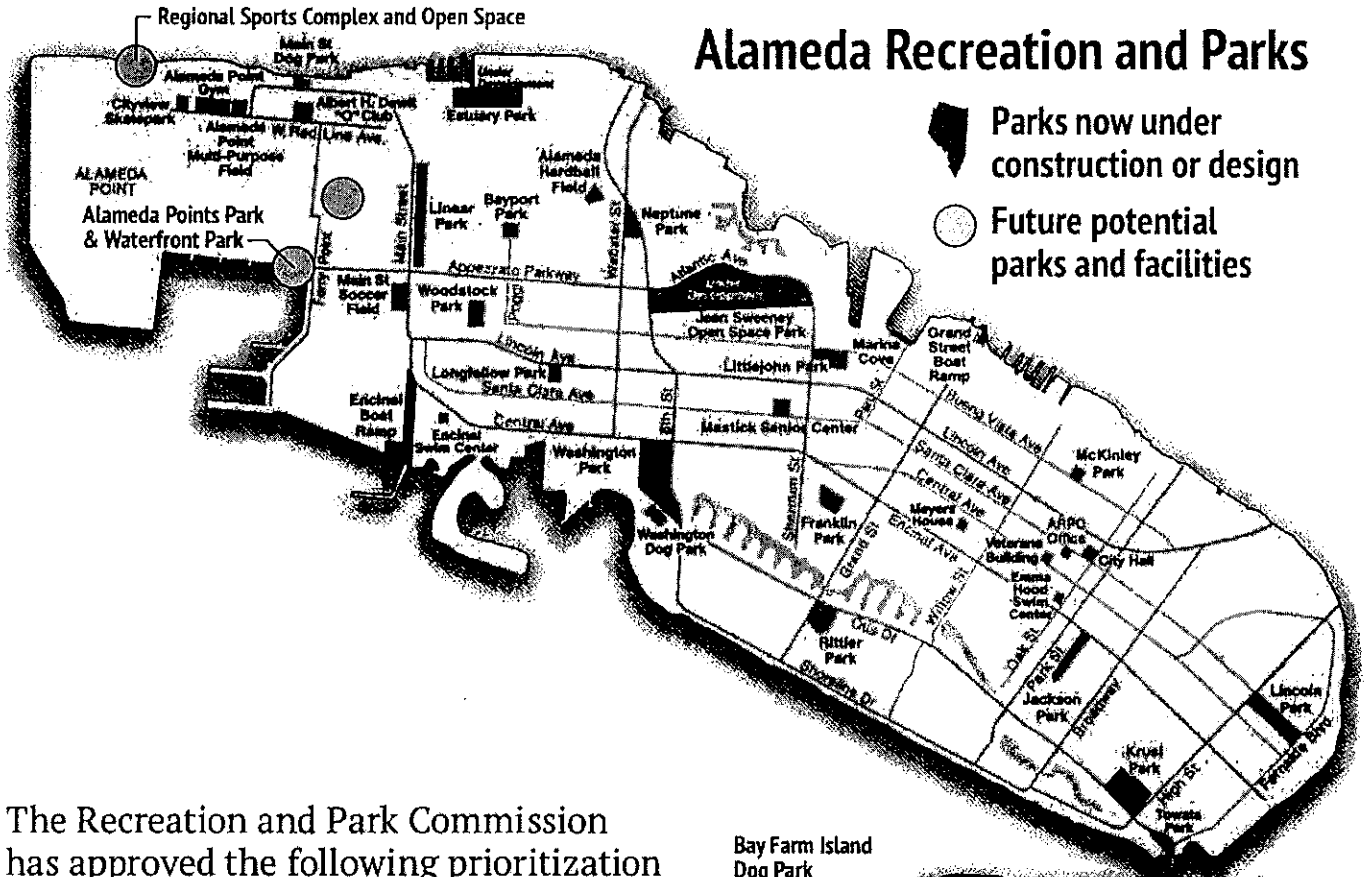
21 Number of parks in Alameda

489 Total acres of parkland



Jean Sweeney Open Space Park Plans





The Recreation and Park Commission has approved the following prioritization of parks and park facilities. Parks are maintained primarily through General Fund, and supplemented with cell tower and field rental revenues in the Recreation Fund. New park facilities are funded by a combination of Development Impact Fees, specific developer agreements, Recreation Fund, grants, donations, and the General Fund.

While $8 million in grant funding has been secured for current park projects, over $11 million more funding is still needed to complete these projects. This will be accomplished by applying for new grants, finding donors, and other revenue sources.

Park projects coming over the next 10 years include starting the Alameda Point Regional Sports Complex, improving the Encinal Boat Launch Facility, and creating a new dog park at Bay Farm Island.

CARRYOVER PROJECTS

Most capital projects take more than a year to design, bid, and construct, and are carried over (or forward) from one fiscal year to the next. For example, projects for sewer pipeline replacement and street resurfacing are budgeted and contracted in year one, but the work typically happens more than a year later and is completed well into year two. Thus, money appropriated by the City Council for year one enables the design and contracting to move forward, and then the appropriated money is carried forward from year one to year two to fund the construction.

Other projects are carried over for several years because the design, bid, and construction take that long. In addition, some project's timelines extend because of regulatory approvals or agency coordination. For example, projects to improve Marina Village's park and a pier are awaiting lengthy approvals from the San Francisco Bay Conservation and Development Commission, as both projects are near the shoreline.

DID YOU KNOW?
Almost all the street material dug up in street resurfacing is recycled.

For this capital budget, the carried forward projects include:

Jean Sweeney Open Space Park construction;

Cross Alameda Trail construction;

Resurfacing of 2016/2017 streets, occurring summer/fall 2017;

Otis Drive Avenue/Pacific resurfacing occurring summer/fall 2018;

Replacement of 2016/2017 sewers and pump station, occurring summer/fall 2017;

Park Street signal upgrades between Blanding Avenue and Encinal Avenue;

Mecartney/Island Drive improvements, completed by June 2018;

Krusi Park Center, construction in summer 2017;

Neptune Park Path Repairs and Marina Village Park Renovation and Pier Repairs, waiting for regulatory approvals;

Park lighting and court resurfacing, by June 2018;

Weir repairs at Bayview Drive and Harbor Bay, by June 2018.

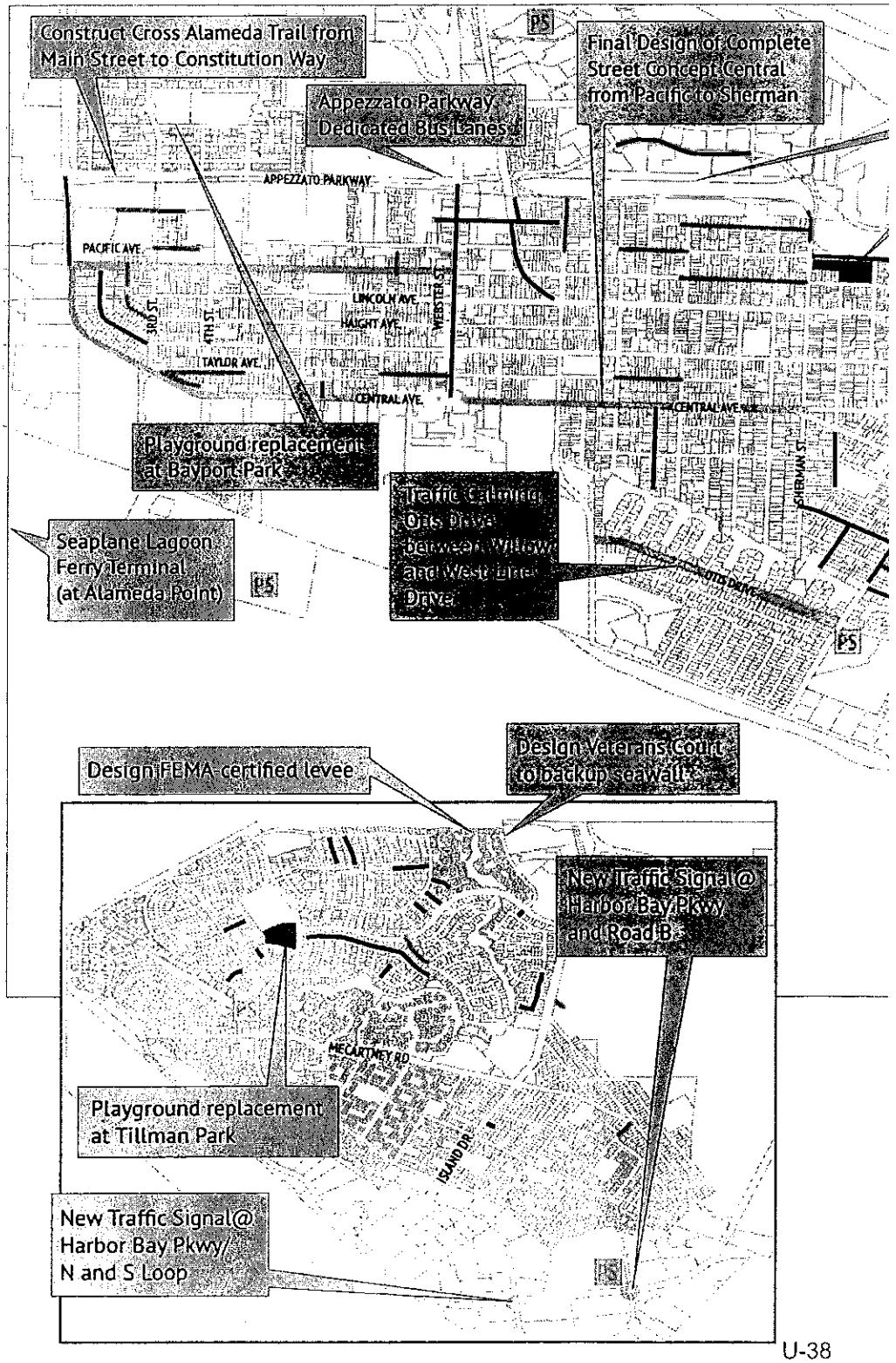
LOCATIONS

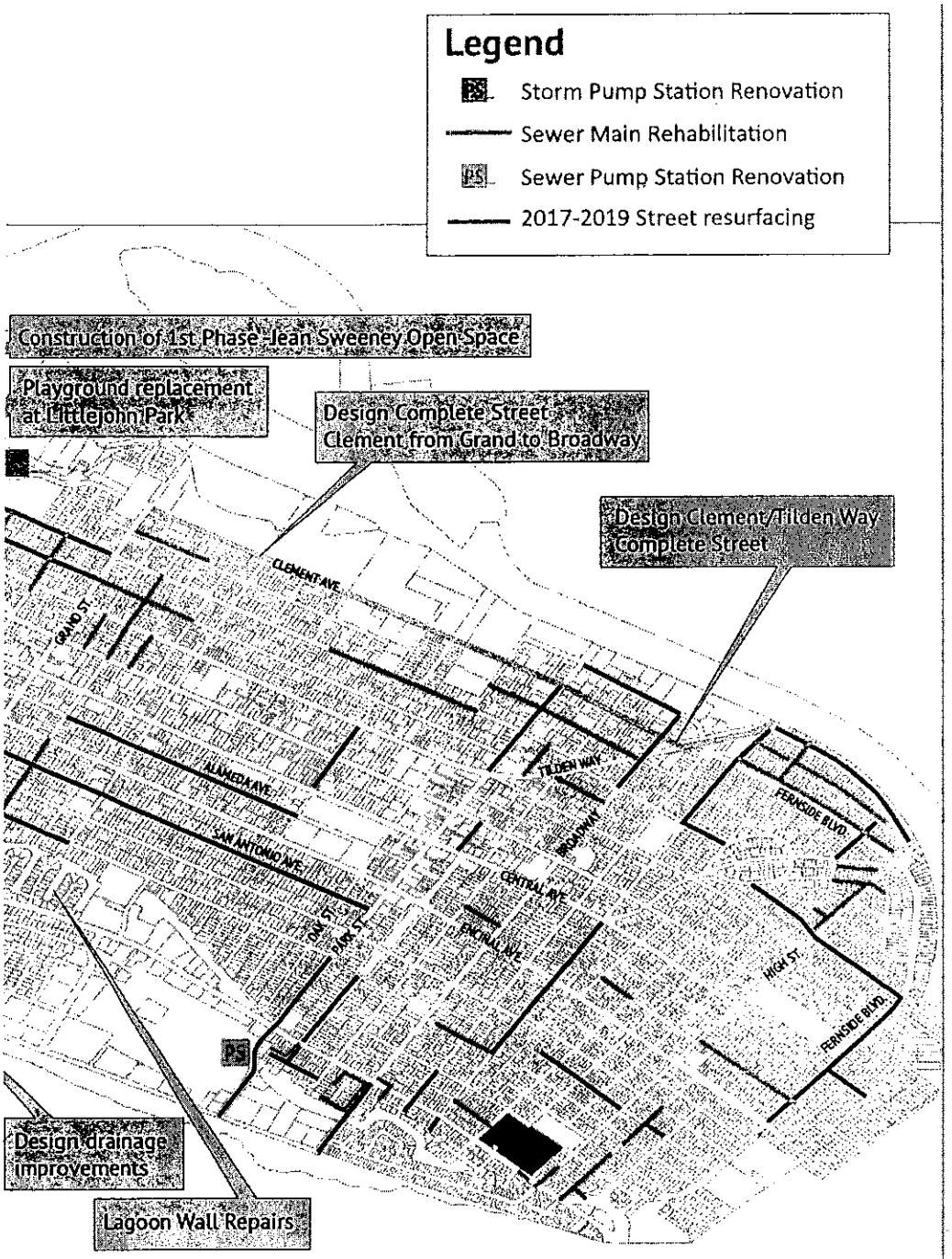
The capital budget maintains the public infrastructure throughout the City. Locations are typically identified based upon that infrastructure's master plan with minor modifications to address input from the City Council, staff, or the public.

To the extent possible, the project sheets underlying this capital budget include tentative locations, i.e., the street in which the sewer will be replaced. These lists can change as either conditions change, coordination is needed with other utilities/ developers, or as more information is learned about the existing infrastructure.

This map shows the specific locations of construction projects related to parks, sewer, storm drain, and transportation.

Alameda map of construction projects for parks, sewer, storm drain and transportation



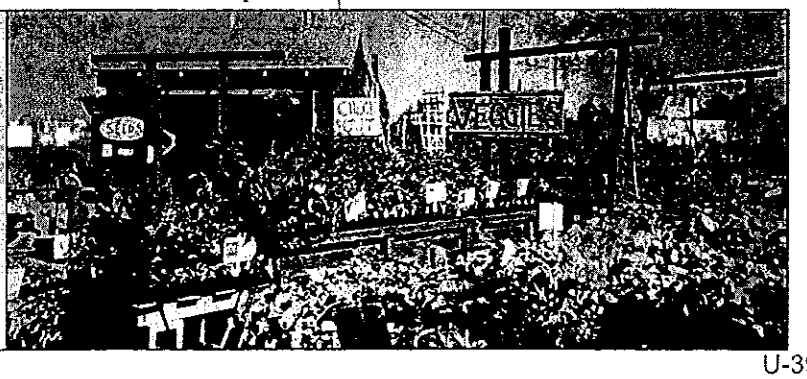


ENVIRONMENTAL BENEFITS

This proposed capital budget will produce significant environmental benefits. The sewer project minimizes the risk of sewer overflows into Alameda's public areas and the San Francisco Bay. The stormwater project protects the City from flooding and removes trash, debris, and pollutants from the stormwater before entering the Bay. This budget's transportation and park investments will help make Alameda a safer and more convenient place to bicycle, walk, or take transit, and help Alameda reduce its greenhouse gas emissions. Finally, planting, replacing, and maintaining street trees helps beautify Alameda and sequester harmful carbon emissions.

DID YOU KNOW?

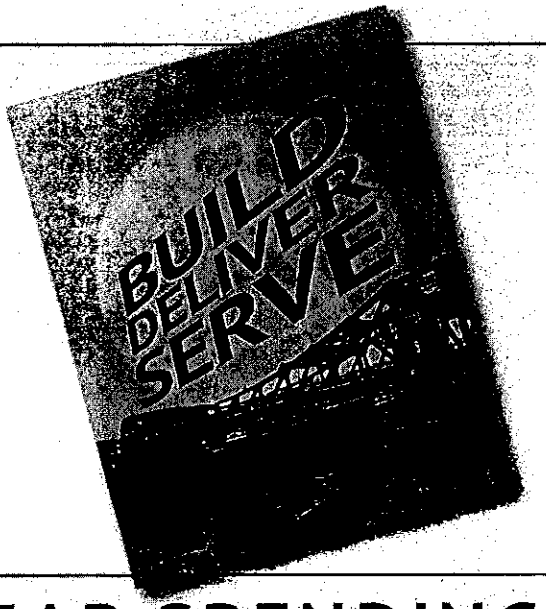
More than 90% of Alameda's new tree plantings come from Ploughshares, a local nonprofit providing job training for low income and formerly homeless residents.



CITY OF ALAMEDA

CAPITAL IMPROVEMENT PROJECT WORKSHEETS

FISCAL YEARS 2017-2019



& 5 YEAR SPENDING PLAN

CITY OF ALAMEDA

CAPITAL IMPROVEMENT PROJECTS FISCAL YEARS 2017-2019

SIDEWALKS

CIP Number: 91801

Lead Department: Public Works Project Type: Rehabilitation

Brief Project Description:

Repair 5+ miles of sidewalk where displacement has occurred due to City-maintained street trees.

Project Description:

To maintain sidewalks for pedestrian circulation, increase accessibility, and reduce liability claims, this project makes many sidewalk repairs.

Due to years of deferred maintenance, the City has a backlog of ~5,500 repairs. This backlog grows as there are roughly 500 new sidewalk locations identified for repair every year, either through a) an inspection of one of the cities' five zones, b) an inspection of the City's high-traffic pedestrian areas, or c) public referrals. In these locations, City inspectors have confirmed the lift in a sidewalk is attributable to a City-maintained street tree. A grind is completed if the vertical difference in the sidewalk is ¾ inch or less, and a fillet (wedge of asphalt) is placed at the location if the difference is more. After these temporary repairs, the location is put on the sidewalk repair list and repairs are handled in chronological order.

Where the damage to the sidewalk is not caused by a City-maintained street tree, the responsibility for repair falls to the adjacent property owner. The City sends a letter to the property owner identifying the condition, requiring its repair, and asking to be informed when repairs are complete. If no repair is completed, the City may make the permanent repair and assess the owner for its costs.

General Plan Consistency:

The General Plan's theme is to de-emphasize the automobile and have an enjoyable pedestrian environment. At Objective 4.3.2, the General Plan recommends maintaining pedestrian networks and environments to enhance opportunities for pedestrian access.

Results from 2015-17:

This program has repaired about 7.6 miles, or 40,308 linear feet, of sidewalk.

2019-2025:

The City's backlog of repairs is roughly $9.3 million, based on 2017 construction cost, down from $10.5 million estimated at the beginning of this budget. From 2001-2013, the City only invested ~$500,000 annually in sidewalk repairs, leading to the current backlog. Should the current level of investment in repairs continue, the backlog will continue for years to come.

FUNDING SOURCE

	Fund amount
	FY 2017-2019
Gas Tax	$750,000
Construction Impr.	$1,750,000
TOTAL FY 17-19	$2,500,000

Total is for two-year time period.

Notes:

These improvements help reduce the risk of liability claims but otherwise have a negligible effect on operation expenses.

Responsible Staff Member:
SHILPA PATEL
Title: Assistant Engineer
Phone: 510-747-7945 **Email:** spatel@alamedaca.gov

CITY OF ALAMEDA

CAPITAL IMPROVEMENT PROJECTS FISCAL YEARS 2017-2019

URBAN FOREST

CIP Number: 91802

Lead Department: Public Works Project Type: Rehabilitation

Brief Project Description:

Keep Alameda's urban forest vibrant by planting 200 new trees; treating 200 trees for disease and pests; trimming 3,162 trees in 17/18 and 3,843 in 18/19; and removing as many dead, diseased, or dangerous trees as required. Includes approximately 60 acres of landscape areas including new development on Alameda Landing and the public right of way within Bay Farm Island.

Project Description:

Alameda is fortunate to have an aged, healthy urban forest of 21,273 trees. These are so-called street trees in Alameda's public right of way. Proper management of the urban forest keeps Alameda's beautiful, increases housing values, and helps sequester harmful carbon gas.

Keeping the forest healthy requires annual tree plantings, trimmings, and removals. The City's Master Tree Plan guides Public Works management of the urban forest, primarily through trimming of one of the City's five street tree zones per year.

General Plan Consistency:

General Plan 3.2.c recommends maintaining and extending Alameda's outstanding street tree system.

2015-2017 Results:

Trimmed 6,200 trees and maintained 60 acres of landscape. These City's urban forest removed 9,121 tons of pollutants and carbon dioxide from our air, help cool our Island during the summer, decrease our stormwater runoff by 220 million gallons per year, and increase the value of Alameda's property by nearly $62 million. Not only that, these trees serve as a home to many raptors, which is why we partner with the Alameda Raptor Society to ensure our tree maintenance is beneficial to the raptors. In addition, Alameda's tree canopy ratio (21.1%)—a measure of how vibrant our urban forest is—stacks up well against nearby cities such as Oakland (24.8%), San Francisco (14%), and San Jose (15%).

2017-2025:

The recent statewide legislative fix to the Gas Tax has improved the financial viability of this project in future years. By 2020, the Master Street Tree Plan (2010) must be updated and address whether the City has the right level of tree maintenance and funding.

FUNDING SOURCE

Fund Type	Fund amount
Gas Tax	$1,380,000
Construction Impr Tax	$1,000,000
Open Space Fund (Mtce)	$100,000
Golf Fund	$40,000
Dvpt. Agmt., Ala. Landing	$64,000
TOTAL FY 17-19	$2,584,000

Total is for two year time period.

Notes:

These improvements have a negligible effect on operation expenses. Regular tree trimming can reduce the risk of tree and/or limb failure, and related claims.

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CITY OF ALAMEDA

CAPITAL IMPROVEMENT PROJECTS FISCAL YEARS 2017-2019

SEWER REHABILITATION

CIP Number: 99502

Lead Department: Public Works Project Type: Rehabilitation

Brief Project Description:

Replace approximately 6 miles of deteriorated sewer pipeline and make emergency repairs, as needed.

Project Description:

The City's sewer system is intended to protect public health and the environment, maintain customer satisfaction, and be cost-effective.

Consistent with the City's requirements under Final Consent Decree for Case Nos. C09-00186 and 09-05684, and the City's Sewer Master Plan, the City rehabilitates approximately 3 miles of sewer main per year for years to come. The City's Sewer Master Plan contains a 20 year Sewer Rehabilitation Capital Improvement Program with prioritization based on pipe condition and age, areas of known problems, consequence of failure and coordination with other utility projects among other factors. The City's ongoing work to clean and video sewer mains also helps to refine, if needed, the prioritization of sewer rehabilitation work.

The City will construct Years 3 and 4, as identified in the Master Plan's Sewer Rehabilitation Capital Improvement Program. Year 3's construction contract will be awarded in September 2017 with construction lasting through July 2018. Year 4 will be designed in FY2017/2018, with the construction contract awarded in September 2017 and construction lasting through July 2018.

General Plan Consistency:

The General Plan broadly directs that Alameda's existing structures and infrastructure should be improved, enhanced, and maintained.

Results from 2015-17:

Alameda rehabilitated approximately 6 miles of sewer pipe per plan and in compliance with the Final Consent Decree.

2019-2025:

As detailed in the City's Sewer Master Plan, Alameda has a comprehensive sewer rehabilitation plan through 2035.

FUNDING SOURCE

Fund Type	Fund amount	
	FY 17-18	FY 18-19
Sewer Fund (602)	$6,002,600	$6,182,000
TOTAL FY 17-19	$12,184,600	

Total is for two year time period.

Notes:

17/18, $6,002,600:
$5,615,000 for main replacement,
$387,600 for emergency repairs

18/19, $6,182,000:
$5,783,000 for main replacement,
$399,000 for emergency repairs.

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CITY OF ALAMEDA

CAPITAL IMPROVEMENT PROJECTS FISCAL YEARS 2017-2019

SEWER PUMP STATION REHABILITATION

CIP Number: 91008

Lead Department: Public Works Project Type: Rehabilitation

Brief Project Description:

Design and construct improvements at six pump stations, and perform routine maintenance and emergency repairs on all other sewer pump stations in the system.

Project Description:

The City's sewer system is intended to protect public health and the environment, maintain customer satisfaction, and be cost-effective.

Consistent with the City's requirements under Final Consent Decree for Case Nos. C09-00186 and 09-05684 and the City's Sewer Master Plan, the City has a plan to rehabilitate its existing sanitary sewer pump and lift stations in order of priority. The work, in general, entails improvements to pump station reliability, safety, and capacity. The construction contract for the following stations renovation will be awarded in the winter of 2017:

- Harbor Bay Parkway I Pump Station
- Cola Ballena Pump Station
- Marina Village Pump Station
- Catalina Pump Station
- Grand/Otis Pump Station
- Park/Otis Pump Station

Construction of the above stations will take about a year. Design for the next group of stations: Eighth-Taylor, Tideway, Eighth-Portola, Willow and Dublin Pump Stations, will start in FY18/19 with the construction of those projects included in the next two year CIP.

General Plan Consistency:

The General Plan broadly directs that Alameda's existing structures and infrastructure should be improved, enhanced, and maintained.

Results from 2015-17:

The City completed pump stations improvements at Willow-Whitehall, Haile, Bay Fairway Hall, Verdemar, Adelphian and Harbor Bay Parkway II Pump Stations. Construction at Eastshore-Meyers, Sand Beach, Bayview, Seaview I, Seaview II, Triumph-Independence, Sheffield-Cumberland, Lift Station 6 and Grand Street Pump Stations will be completed by January 2018.

2019-2025:

As detailed in the City's Sewer Master Plan, Alameda has a comprehensive pump station renovation plan through 2021.

FUNDING SOURCE

Fund Type	Fund amount	
	FY 17-18	FY 18-19
Sewer Fund (602)	$5,405,040	
TOTAL FY 17-19	$5,405,000	

Total is for two year time period.

Notes:

17/18:

$5,250,000 for pump station renovation and $155,040 for routine maintenance

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CITY OF ALAMEDA

CAPITAL IMPROVEMENT PROJECTS FISCAL YEARS 2017-2019

STORM WATER MANAGEMENT

CIP Number: 91805

Lead Department: Public Works Project Type: Rehabilitation

Brief Project Description:

Re-evaluate and update 2008 Storm Drain Master Plan, finalize the Trash Long-Term Reduction Plan for 100% trash removal, clean and conduct video inspection of six miles of pipes, replace culverts at six intersections, and install 50+ full trash capture devices.

Project Description:

This project protects the City's streets and adjacent land uses from flooding and minimizes the discharge of trash/litter into the San Francisco Bay. Existing culverts will be replaced to better handle expected stormwater flows, in accordance with maintenance recommendations and field inspections.

The San Francisco Bay Regional Water Quality Control Board Municipal Regional Stormwater Permit CAS612008, Final Order # R2-2009-0074, issued on October 14, 2009, requires 100% trash load reduction by July, 2022. A detailed, comprehensive plan to achieve this goal will be drafted, and trash capture devices will be installed to meet these goals, to prevent trash/litter from entering the Bay.

Work to support the yearly construction program will include cleaning and inspection of pipes; updates to the master plan and GIS; coordination with major subdividers; investigation of ponding and trash complaints; coordination with the Federal Emergency Management Agency (FEMA), San Francisco Bay Conservation and Development Commission (BCDC), the Army Corps of Engineers, the San Francisco Water Quality Control Board, and others to assess and prepare for sea level rise, tsunamis, green infrastructure planning, and flood hazards; managing street sweeping signage; and outreach to the public.

General Plan Consistency:

The General Plan broadly directs that Alameda's existing structures and infrastructures should be improved, enhanced, and maintained. Section 8.3.f specifically references using all possible means of reducing the potential for flood damage in Alameda.

2015-2017 Results:

During the FY 15-17 Fiscal Year, FEMA proposed new floodplain maps for the City. The proposed floodplain maps are currently under review but will likely become effective in late 2017 and may impact up to 2,000 parcels. Consultants for the Port of Oakland and the City are performing a state of the art modeling of stormwater runoff at Oakland Airport and Bay Farm Island, to appeal the floodplain maps proposed by FEMA. Until this modeling is completed, storm drain upgrades have been put on hold. Culvert design, which is not affected, is proceeding, with construction at 6 intersections complete by the summer of 2017. 50 trash capture devices have been installed. Phase 2 of the pipe cleaning and videoing program is underway.

2019-2027:

Continued cleaning, inspection, repair, and upgrades to the storm drain piping system. Continued installation of trash load reduction devices to meet the July 2022 goal.

Fund Type	Fund amount
	FY 2017-19
Urban Runoff (Fund 351)	$1,125,000
TOTAL FY 17-19	$1,125,000

Total is for two year time period.

Notes:
These improvements have a negligible effect on operation expenses, except for the potential for risk reduction.

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CITY OF ALAMEDA

CAPITAL IMPROVEMENT PROJECTS FISCAL YEARS 2017-2019

LAGOON MAINTENANCE

CIP Number: 91807

Lead Department: Public Works Project Type: Rehabilitation

Brief Project Description:

Work on environmental, permitting, design, and if possible, construction of capital improvements include rehabilitating 300 linear feet of lagoon seawall, replacing the intake pipe, upgrading boat launching facility, and completing the next dredging phase. In addition, the City will continue to perform weekly maintenance to support lagoon water quality and facilities, and to make minor repairs, as needed.

Project Description:

The Alameda West Lagoons stretch from Westline Drive to Court Street, between the Gold Coast and South Shore. These five lagoons serve as detention and settling basins for about 2 square miles of the City's stormwater runoff. For that reason, capital improvements and ongoing maintenance are paid for in part by the Alameda West Lagoon Home Owners Association (AWLHOA) and partly by Public Works.

To keep the lagoons functional as a storm drainage detention basin, this project will continue to fund water quality monitoring, water quality adjustments, pump maintenance and operation, weir and outfall maintenance and operations, and trash/vegetation cleanup.

Capital improvements prioritized by the AWLHOA and the City include rehabilitation of 300 linear feet of lagoon seawall along City-owned rights-of-way, replacement of the intake pipe and inlet box, upgrades to the maintenance boat launching facilities at Grand Street and Willow Street, resolution of the circulation issues along Powell Street (which may include dredging), and performance of maintenance on the weirs, pump, and other structures as the need arises.

General Plan Consistency:

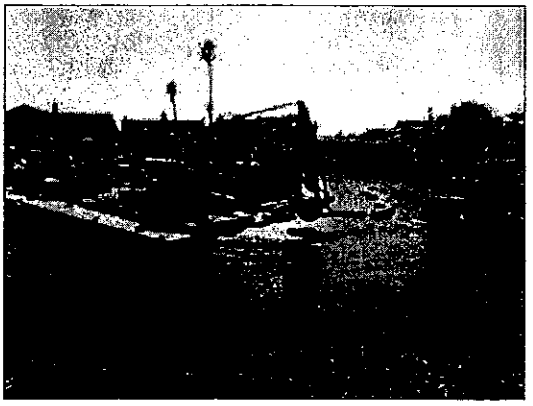
The General Plan broadly directs that Alameda's existing structures and infrastructures should be improved, enhanced, and maintained. Section 5.1.e specifies continued preservation and maintenance of the lagoons.

2015-2017 Results:

During FY 2015-2017, the City modeled the lagoons with respect to current conditions, future sea level rise, and the recently proposed FEMA floodplain maps to determine long term needs. Weekly maintenance was ongoing. Major maintenance on the Willow weir is ongoing through the Fall of 2017. Environmental, permitting, and design continued on the identified priority capital improvements.

2019-2027:

Over the next ten years, approximately 1,000 linear feet of seawall will need rehabilitation. The lagoons may need additional dredging. The weekly maintenance and minor facility repairs will continue. The aged weirs and the supervisory control and data acquisition (SCADA) will need to be retrofitted or replaced. As the sea level rises, gravity drainage of the lagoon system during low tides will become increasingly difficult, and eventually an outfall pump station will be needed.



FUNDING SOURCE

Fund Type	Fund amount
	FY 2017-19
Other (HOA)	$100,000
Urban Runoff	$250,000
TOTAL FY 17-19	$350,000

Total is for two year time period.

Notes:

This project will have minimal impact on the City's annual operation expenses, although it reduces the risk of a significantly larger expense for the City and HOA if the lagoon wall, weir or pump failed.

The lagoons maintenance is shared by the Alameda West Lagoon Home Owners Association (AWLHOA) and the City. Through a 1964 agreement with the City, recently updated, the AWLHOA pays for all repair costs for the intake and Willow weir.
The City pays for all repair costs for the Bayview weir, culverts, Grand St bridge, and seawalls adjoining City ROW. Individual property owners pay for repair costs to seawalls along their waterfront. The rest of the lagoon maintenance costs are split between the City and the AWLHOA.

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CITY OF ALAMEDA

CAPITAL IMPROVEMENT PROJECTS FISCAL YEARS 2017-2019

SHORELINE MAINTENANCE

CIP Number: 91817

Lead Department: Public Works Project Type: Rehabilitation

Brief Project Description:

Rehabilitate shoreline, pathway, and storm drain outlet protection along approximately one mile of shoreline and secure at least one alternative funding source. Explore joining the Alameda County Flood Control District. Design modification for lagoon outlet near Packet Landing.

Project Description:

Alameda has approximately 25 miles of coastline, of which about 9 miles are the responsibility of the City to maintain. The rest are maintained by the Navy, Coast Guard, East Bay Regional Park District, and private individual landholders. Ideally, the City would have a 10 year cycle to repair and restore the shoreline structures as needed. The City is currently underfunded for this program.

Shoreline types include biodegradable organic structures on north Bay Farm Island; rip rap on northwest and southwest Bay Farm Island, Doolittle Landfill, Ballena Isle, Northside Shoreline Park, Towata Park, and Alameda Point; vegetation on parts of Bayview Shoreline and Elsie Romer Bird Sanctuary; and miscellaneous structures on parts of Bayview Shoreline and Veterans Court. All of these are in need of periodic replacements and upgrades, especially after winter storms and king tides.

Capital improvements include replacement of the short-term organic structures (hay bales and straw wattles) on north Bay Farm Island, upsizing rip rap at several locations, and restoring rip rap washed away by storm action on Bay Farm Island. Planning includes determining long term solutions and funding for low areas subject to coastal flooding and sea level rise, including the lagoon outlet near Packet Landing, Veterans Court, the intersection of Doolittle and Harbor Bay Parkway, Eastshore Drive, and Main Street.

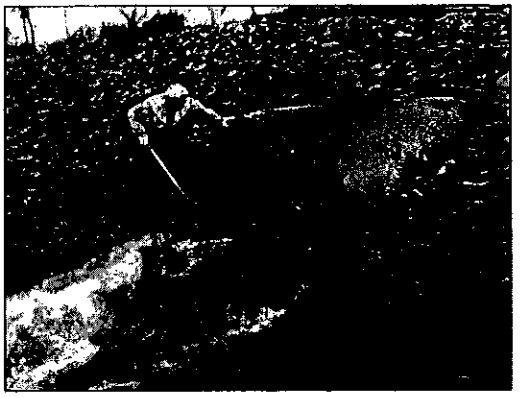
Joining the Alameda County Flood Control District (which currently covers all of Alameda County except the City of Alameda, Albany, Piedmont, and Berkeley), would allow the City to assess flood control fees that would help pay for coastal flood control measures. Joining would also give the City access to the expertise of the Flood Control District personnel, and greater leverage when working with state and federal agencies.

General Plan Consistency:

The General Plan broadly directs that Alameda's existing structures and infrastructures should be improved, enhanced, and maintained. Sections 6.1 and 6.2 call for an increase in public shoreline development and maintenance along the Northern Waterfront, Ballena Isle, Doolittle Landfill, and elsewhere to increase park acreage and extend the Bay Trail.

2019-2027:

Plan to rehabilitate the entire shoreline, as needed, on a 10 year cycle. Join Alameda County Flood Control District if feasible.



Fund Type	Fund amount
	FY 2017-19
HB As. Distr. 92-1 (Fd 313)	$175,000
Tidelands Trust	$100,000
TOTAL FY 17-19	$275,000

Total is for two year time period.

Notes:

This shoreline project does not include the interior shorelines along lagoons and ponds.

Bay Farm Assessment District: $100k for maintenance and $75k for design of modifications needed at lagoon outlet near Packet Landing.

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CITY OF ALAMEDA

CAPITAL IMPROVEMENT PROJECTS FISCAL YEARS 2017-2019

CITY BUILDINGS

CIP Number: 91809706

Lead Department: Public Works Project Type: Rehabilitation

Project Description:

Public Works maintains 38 buildings and facilities, which serve as nexus for the public's interaction with the City. The following projects are scheduled for Fiscal Year 2017-2019:

1	**Veterans Building:** replace elevator; roof, gutters and downspouts; replace sump-pump; repair & repaint water-damaged walls.	$770,000
2	**Officers' Club:** replace and install new commercial kitchen; replace roof, gutters, and downspouts; replace deteriorated windows; interior repainting; replace lighting system.	$700,000
3	**Alameda Parks and Recreation Buildings:** Woodstock Park: replace cooling and heating outdoor units, repaint recreation building interior walls & ceilings; Littlejohn Park: replace solid core wood door(s), repaint recreation building exterior areas; Longfellow Park: remodel restroom; recreation building built-up roofing replacement; Franklin Park: repaint recreation building interior walls and ceilings; Godfrey Park: repaint recreation building exterior areas.	$300,000
4	**Maintenance Service Center:** replace rolling overhead doors, domestic hot water heater, exhaust fans, suspended heaters, outdoor cooling & heating units, automatic vehicle wash & dryer; replace ceiling tiles, and install card access system.	$565,000
5	**Fire Station 1:** replace roofing, gutters & downspout, drains; and unclog & repair interior sewer drain system.	$320,000
6	**Fire Station 2:** design and replace concrete apron, replace parking lot concrete slab and drainage system.	$140,000
7	**City Hall Building:** replace domestic hot water heater, replace centrifugal roof exhaust fan system, replace exhaust fans, replace server split-system, and replace hot water circulation Pump/Motors.	$330,000
8	**City Hall West - PW:** install new energy efficient HVAC and lighting system, upgrade electrical panel, install Wi-Fi system, install smartboards in conference rooms, install security access card system, interior asbestos/lead encapsulation, interior repainting, carpet replacement, and office space reconfiguration and re-organization.	$1,090,000
9	**Library:** replace lighting control panel system & install security access card system.	$140,000
10	**Police Station:** design, construct, and fortify PD main entry and records areas.	$250,000
11	**Fleet Services:** second floor new office, install in-ground hydraulic lifts, AFS roof rising.	$250,000
12	**Animal Shelter:** replace ceiling tiles, kitchen sink, exhaust fans, and stainless steel bathtub. Up to $45,000 reimbursed to FAAS for sound mitigation, sight line barriers, interior painting, servers, workstations, and cabling.	$95,000
13	**Project Management and Contingency (5%).**	$300,000
	Total	**$5,250,000**

General Plan Consistency:

The General Plan broadly directs that Alameda's existing structures and infrastructures should be improved, enhanced, and maintained. City-owned buildings are specifically referenced at 3.3.i.

2019-2025:

Alameda's 2016 facilities condition assessment is reevaluated as part of every biennial budget to produce the next highest priority facility repair projects.

FUNDING SOURCE

Fund Type	Fund amount
	FY 2017-19
Facilities Mtce Fund	$4,250,000
General Fund	$1,000,000
TOTAL FY 17-19	$5,250,000

Total is for two year time period.

Notes:
The City's buildings have years of deferred maintenance, which leads to the need for more building repairs. These facility investments start to cut into that deferred maintenance. With a more significant investment, building conditions could improve and the City would save money on having to make fewer repairs.

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CITY OF ALAMEDA

CAPITAL IMPROVEMENT PROJECTS FISCAL YEARS 2017-2019

PAVEMENT MANAGEMENT

CIP Number: 91810

Lead Department: Public Works Project Type: Transportation

Brief Project Description:

Resurface 7 or more miles of street, perform minor maintenance as requested, perform a pavement field assessment of all streets, and update the master resurfacing plan as needed. Reconstruct Veterans Court as a backup to the Veterans Court seawall.

Project Description:

This major construction program will resurface approximately 3.5 or more miles of street per year with asphalt concrete or slurry seal. Work will include repair of underlying material, adjustments to concrete as needed to restore drainage (curbs, gutters, driveways, culverts, curb ramps), and reinstallation of pavement striping. This project helps protect and maintain the City's street surfaces, improve safety and mobility for all users, and improve stormwater surface drainage.

Major construction locations are selected in the early spring of each year, in accordance with Public Works' Five Year Paving Plan. The projects are designed and bid on in the spring, and constructed during the summer. The City sometimes receives grants through Caltrans or other sources for specific streets, which will be constructed as smaller, separate projects. Also included in this program are occasional projects to repair City-owned bridges (i.e., Ballena Bridge and Grand Street Bridge) and off-street, surface parking lots,and reconstruction of Veterans Court.

In addition to the once per year major construction project, City personnel perform other work year-round, including minor pothole patching and ponding repair; master planning; coordination with utility companies; coordination with major subdividers; biennial field inspection of pavement condition; updating the GIS database; yearly reporting to funding sources; and grant acquisition. In addition, Measure B funding in the amount of $35,000 per year supports bus shelter maintenance.

Repairs and upgrades are made to maximize safety for all users and in accordance with the City's Complete Streets Policy, Transportation Element of the General Plan, ADA Transition Plan, Bicycle Master Plan, and Pedestrian Master Plan. Periodic minor maintenance of bridges will be in accordance with Caltrans inspections and recommendations.

2015-2017 Results:

Paved more than 9 miles of street, improving our pavement condition index to 74.

2019-2022:

Averaging 3-5 miles of street resurfacing per year keeps Alameda's roads in good condition for the next five years.

General Plan Consistency:

The General Plan broadly directs that Alameda's existing structures and infrastructure should be improved, enhanced, and maintained. Section 4.4.4 specifically prioritizes the maintenance the existing street system over new construction.

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FUNDING SOURCE

Fund Type	Fund amount
	FY 2017-19
Measure B LSR	$930,000 in 17/18, $1,555,000 in 18/19
Measure BB LSR	$1,125,000 in 17/18, $1,455,000 in 18/19
Veh. Reg. Fee	$649,000
Gas Tax	$320,000 in FY 17/18, $300,000 in 18/19
AD 92-1	$905,000 in FY 17/18
Sewer Fund	$600,000
Integ. Waste Fund (274.1)	$300,000
TOTAL FY 17-19	$8,139,000

Total is for two year time period.

Notes:
Total for FY 17/18 is $4,054,000 and for FY 18/19 is $4,085,000.
These improvements have an overall negligible effect on operation expenses, although better maintained streets require less pothole filling and reduce liability.
The AD 92-1 funds are restricted for the work within this special district's boundaries at Harbor Bay.
$35,000 per year of Measure B LSR funds are used for bus shelter maintenance.

CITY OF ALAMEDA

Capital Improvement Projects 2017-2019

SIGNS, CURB PAINTING AND PAVEMENT MARKINGS

CIP Number: 91811

Lead Department: Public Works Project Type: Transportation

Project Description:

Replace 550 regulatory and 150 nonregulatory signs, paint 9,100 linear feet of curb, and rehabilitate 7% of pavement markings on public roads in addition to the pavement markings already undergoing rehabilitation as part of the Pavement Management Plan.

The City has its first ever complete inventory of signs, painted curbs, and pavement markings. That inventory is held in the City's GIS and maintenance management system, and includes 9,420 signs, of which 5,484 are regulatory, 17.2 miles of painted curb, 836 crosswalks, 1,117 stop bars, 672 arrow markings, 222 legends, and 99 miles of lane striping.

Public Works' maintenance of signs, curb painting, and pavement markings has largely been reactive, as staff typically respond to the public's requests for repair or maintenance of an individual sign or curb painting location.

This project is the City's first start in years at proactive maintenance of these assets. A fully funded project would improve safety for all street users and improve neighborhood aesthetics by replacing regulatory signs every seven years, non-regulatory signs every 10 years, pavement markings every five years, and curb painting every 10 years.

Due to available funds, this project proposes a less than ideal level of service. This plan puts the City on a 10-year replacement cycle for regulatory signs, 26 years for non-regulatory signs, 15 years for curb painting, and 14 years for pavement markings.

Timeline:

Project coordinated every year in the winter with contract awarded in the spring and work completed by September.

General Plan Consistency:

The General Plan broadly directs that Alameda's existing structures and infrastructures should be improved, enhanced, and maintained.

2019-2025:

Future revenue increases in transportation funds would improve Alameda's level of servicing these assets. A fully funded replacement schedule of signs, curb painting, and pavement markings would cost approximately $450,000 to $600,000 per year compared with our proposed annual spending of $300,000 per year.

Fund Type	Fund amount	
	FY 17-18	FY 18-19
Measure B/BB LSR	100,000	100,000
Gas Tax	200,000	200,000
TOTAL FY 17-19	$600,000	

Total is for two year time period.

Notes:

This project will reduce risk of liability and develop a reasonable estimate for maintenance and capital replacement costs.

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CITY OF ALAMEDA

CAPITAL IMPROVEMENT PROJECTS FISCAL YEARS 2017-2019

TRAFFIC SIGNALS, CALMING, AND SYSTEMS

CIP Number: 91812

Lead: Public Works Project Type: Transportation

Brief Project Description:

Install new signals at Harbor Bay Parkway/North Loop/South Loop and Harbor Bay Parkway/Road B, evaluate and install traffic calming measures, address public concerns about traffic issues, and support ongoing upgrades of transportation systems.

Project Description:

The safety, livability, and efficiency of Alameda's transportation infrastructure depends on adequate signalization, striping, traffic calming measures, and other systems.

A new signal will be installed at Harbor Bay Parkway/North Loop/South Loop and Harbor Bay Parkway/Road B to improve access and safety that links to Harbor Bay Business Park and nearby Elementary school. Upgrade control devices at several locations.

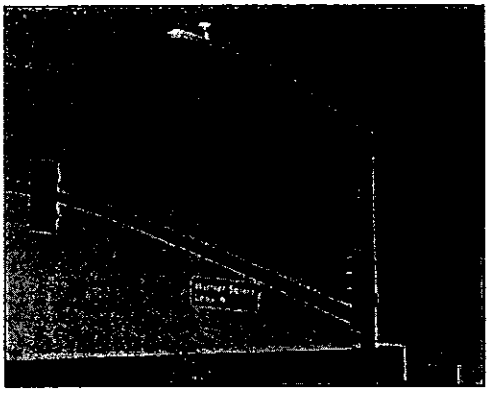
Public Works, Alameda Police, and the Transportation Planning Unit are evaluating locations to implement traffic calming and other safety measures for all roadway users, especially pedestrians. The locations are prioritized based on an intersections' history of reported collisions, police citations, pedestrian and bicycle safety considerations, complete street plans and policies, public input, a location's relationship with existing transportation plans and improvements, as well as other relevant factors.

This project will also include installation of permanent traffic monitoring devices at all estuary connections and emergency vehicle preemption system for key response corridors.

This project also supports the ongoing data collection (radar, trend analysis, TCMP, etc.), liaising with the Alameda County Transportation Commission, Metropolitan Transportation Commission, Caltrans, AC Transit, City of Oakland and furthering the transit priority/smart corridor systems.

General Plan Consistency:

The Transportation Element Goal 4.1, 4.1.5, and 4.3 of the General Plan promotes a safe, efficient transportation system.



FUNDING SOURCE

Fund Type	Fund amount
Development Impact Fee	$300,000
Measure B/BB LSR	$300,000
Gas Tax	$400,000 FY 17/18, $700,000 in FY 18/19
TIFF	$350,000 in FY 17/18
TOTAL	$2,050,000

Total is for two year time period.

Notes:

There is a negligible effect on maintenance costs as a result of this project.

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CITY OF ALAMEDA

CAPITAL IMPROVEMENT PROJECTS FISCAL YEARS 2017-2019

APPEZZATO PARKWAY DEDICATED BUS LANES

CIP Number: 91813

Lead Department: Base Reuse and Transportation Planning Project Type: Transportation

Brief Project Description:
By June 2019, complete the outreach, environmental review and design for the dedicated bus lanes on Ralph Appezzato Parkway between Main Street and Webster Street, which is 0.81 miles in length.

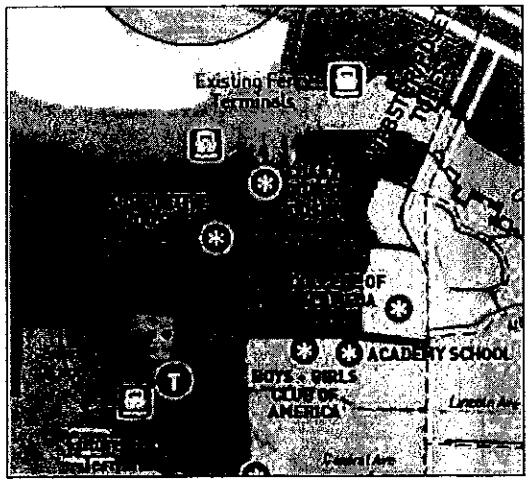
Project Description:
The project includes dedicated bus lanes, bus stops, signal modifications for transit priority, curb and gutter including median curb, sidewalk and curb ramp installations, signing/striping, storm drain basins, landscaping/irrigation, lighting improvements and roadway/intersection modifications.

General Plan Consistency:
The project is consistent with the Transportation Element of the City's General Plan, which states: "It is important that with the upcoming build-out of Alameda Point and other large scale projects, the City work to reduce the impact of automobile trips on the quality of life for residents and on the easy, safe use of non-automotive transportation modes." Furthermore, the Transportation Element shows Appezzato Parkway as a street with exclusive transit right-of-way.

Results from 2015-17:
Transit accomplishments are as follows:

- Restored AC Transit Line 19 in the Northern Waterfront mainly via Buena Vista Avenue with developer contribution.
- Improved AC Transit Line 21 connections with Harbor Bay ferries.
- Increased transit frequencies on Line O, Line 51A and the ferry.

2019-2025:
Staff is working with AC Transit and the Alameda Point developers – Alameda Point Partners – on the proposed Alameda Point bus service between the Seaplane Lagoon Ferry Terminal and downtown Oakland/BART, which will use the Appezzato Parkway dedicated bus lanes.



FUNDING SOURCE

Fund Type	Fund amount	
	FY 17-18	FY 18-19
Measure BB Named	$675,000	$675,000
TOTAL FY 17-19	$1,350,000	

Total is for two year time period.

Notes:
The Alameda Point dedicated bus lanes project is a named project in Measure BB for a total of $9 million according to the Measure BB Transportation Expenditure Plan.
Out of these monies, an estimated $1,350,000 will be needed for outreach, environmental review and design.

Responsible Staff Member:
Gail Payne
Title: Transportation Coordinator
Phone: 510-747-6892 **Email:** gpayne@alamedaca.gov

CITY OF ALAMEDA

Capital Improvement Projects 2017-2019

OTIS DRIVE TRAFFIC CALMING AND SAFETY IMPROVEMENTS

CIP Number: 91818

Lead Department: Public Works Project Type: Transportation

Brief Project Description:

The Otis Drive traffic calming project is anticipated to provide for the safe and efficient movement of people, goods, and services on Otis Drive between Grand and Westline Drive.

Project Description:

Provide design and construction support for the project. Public Works staff will be involved in planning phase with Transportation Planning to obtain concept approvals from Transportation Commission and City Council. After those approvals, Public Works will prepare final Plans, Specifications and Cost Estimates for the project and finalize construction documents for City Council approval. The project will be constructed by June 2019 at the latest.

General Plan Consistency:
The Transportation Element Goals 4.1, 4.1.5 and 4.3 of the General Plan promote a safe, efficient transportation system.

2019-2025:
Future traffic calming installations will be done based on available resources.

Fund Type	Fund amount
	FY 17/18
Measure B/BB LSR	$300,000
DIF Transportation	$200,000
TOTAL FY 17/19	$500,000

Total is for two year time period.

Notes:

Responsible Staff Member:
VIRENDRA PATEL
Title: Transportation Engineer
Phone: 510-747-7947
Email: vpatel@alamedaca.gov

CITY OF ALAMEDA

CAPITAL IMPROVEMENT PROJECTS FISCAL YEARS 2017-2019

CROSS ALAMEDA TRAIL– MAIN ST. TO CONSTITUTION WAY (revised budget)

CIP Number: 91402

Lead Department: Public Works Project Type: Transportation

Brief Project Description:

Construct the Cross Alameda Trail along Ralph Appezzato Memorial Parkway and Atlantic Avenue, from Main Street to Constitution Way.

Project Description:

Construct two segments of the Cross Alameda Trail, between Main Street and Constitution Way that together total 0.9 miles.

Appezzato Parkway (Main to Webster Streets)

Construct separate walking and bicycling paths, with a decomposed granite jogging path, in the abandoned railroad right-of-way to the south Appezzato Parkway, with the following additional features:

- Connector paths to two intersecting streets: Fifth Street and West Campus Drive;
- Pedestrian, bicycle and ADA improvements as well as wayfinding signs at the intersecting streets;
- Bicycle lockers at Webster Street; and
- Trees and a rain garden as landscaping and urban runoff control.

Atlantic Avenue (Webster Street to Constitution Way)

Construct separated two-way bicycle lanes on the south side of this one block, and make improvements to each of these major intersections to facilitate safe pedestrian/bicycle crossings.

General Plan Consistency:

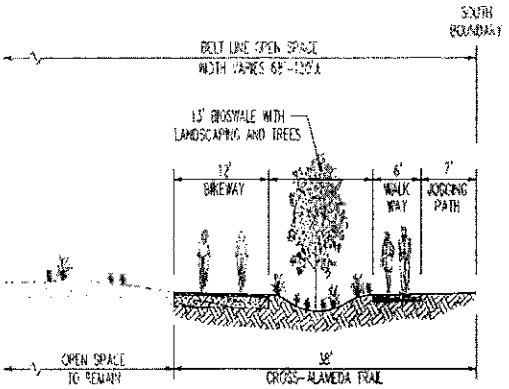
The Transportation Element Goals 4.1 and 4.3 of the General Plan promote a safe, efficient transportation system and expanded opportunities for pedestrians and bicyclists. In addition, this specific location is referenced in the Transportation Element's Policy 4.1.7.d and General Plan's Policy 6.1.h.

Results from 2015-17:

Completed designs and plans, and obtained environmental clearance and soils remediation plan approval.

2019-2025:

Project will be complete and in use.



Fund Type	Funding	
	Existing	Add'l
Measure B/VRF Grant	$793,000	
Fed Tran. Admin. Grant	$787,440	
Measure B LSR		$315,000
Measure BB LSR		$311,000
Measure B Bike/Ped		$25,000
Meas. B/BB Paratransit		$100,000
Original Measure B		$250,483
BAAQMD Grant	$30,000	
Transpo. Dev. Act	$19,560	$328,636
Develop. Impact Fee	$198,000	$1,341,000
Constr. Impr. Tax		$687,000
TOTAL FY 17-19	**$1,828,000**	**$3,358,119**

Total is for two year time period.

Notes:

Responsible Staff Member:
ABDULLA AHMED
Title: CIP Manager
Phone: 510-747-7939 **Email:** aahmed@alamedaca.gov

CITY OF ALAMEDA

CAPITAL IMPROVEMENT PROJECTS FISCAL YEARS 2017-2019

SEAPLANE LAGOON FERRY TERMINAL

CIP Number: 91814

Lead Department: Base Reuse and Transportation Planning

Project Type: Transportation

Brief Project Description:

Construct the Seaplane Lagoon Ferry Terminal, which is a key component of the Alameda Point Transportation Demand Management (TDM) Plan and is part of the overall strategy to improve transit and reduce congestion in Alameda.

Project Description:

This new ferry terminal will supplement the existing ones in Alameda, and will create another transbay transit hub in the heart of Alameda Point. The ferry terminal waterside improvements include pier, abutment, gangway and boarding float additions. The ferry terminal landside improvements include shoreline repairs, roadway paving and striping, parking facilities for 400 vehicles, passenger drop-off and pick-up, a public waterfront access path, bikeway access, bike parking and a bus stop at the ferry plaza entrance.

General Plan Consistency:

The project is consistent with the Transportation Element of the City's General Plan as follows:

- Work with appropriate regional agencies to identify the feasibility of developing presently unavailable alternative modes such as citywide and regional light rail, expanded ferry options and Bus Rapid Transit (policy 4.1.1.g).

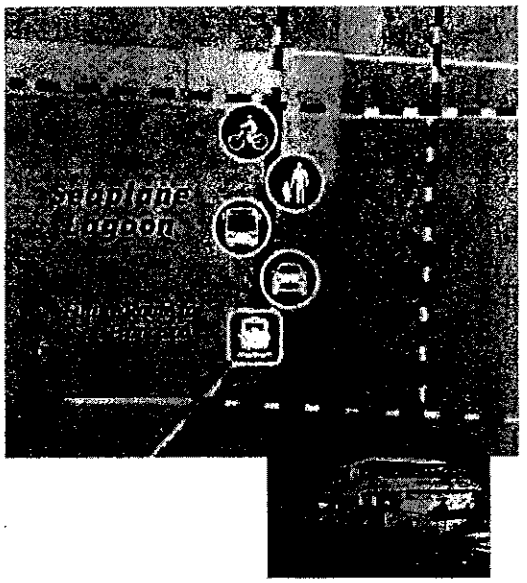
Results from 2015-17:

Accomplishments related to the Seaplane Lagoon Ferry Terminal include:

- The Water Emergency Transportation Authority (WETA) and the City approved a memorandum of understanding (MOU) on future ferry operations for the Seaplane Lagoon Ferry Terminal.
- The City completed the California Environmental Quality Act requirements for the project.
- The Bay Conservation and Development Commission Design Board approved the design.
- The WETA Board approved the new ferry vessel for the service.

2019-2025:

According to the Alameda CTC, the City can begin using $8.2 million in awarded Measure BB funds for construction beginning in FY 2019-2020. The ferry service at this new ferry terminal is scheduled to begin in 2020 upon completion of the ferry terminal construction.



FUNDING SOURCE

Fund Type	Funding	
	FY 17-18	FY 18-19
AP Developer	$500,000	$2,000,000
Total		
FY 17-19	$2,500,000	

Total is for two year time period.

Notes: The Seaplane Lagoon Ferry Terminal is partially funded by the Alameda Point developer. This initial funding is for the design of the ferry terminal.

Responsible Staff Member:
MICHELLE GILES
Title: Redevelopment Project Manager
Phone: 510-747-7449 **Email:** mgiles@alamedaca.gov

CITY OF ALAMEDA

CAPITAL IMPROVEMENT PROJECTS FISCAL YEARS 2017-2019

CENTRAL AVENUE SAFETY IMPROVEMENTS

CIP Number: 91815

Lead Department: Base Reuse and Transportation Planning

Project Type: Transportation

Brief Project Description:

By the end of the two-year CIP cycle, complete outreach, environmental review, permits and design for the Central Avenue safety improvement project, which includes finalizing an approved alternative for the Webster Street/Central Avenue intersection.

Project Description:

The Central Avenue project, which totals 1.7-miles, is between Main Street/Pacific Avenue and Sherman Street/Encinal Avenue. It improves safety for all street users including people who walk, bicycle or drive. The project reduces auto lanes from four to three, and includes a center lane, bike lanes, a 2-way separated bikeway adjacent to schools, 2 traffic signals, curb extensions at 14 intersections, 3 pedestrian refuge islands, rectangular rapid fire beacons at 5 locations, 9 new crosswalks, street trees and rain gardens. The work also includes realignment of Central Avenue to the Main Street/Pacific Avenue intersection.

General Plan Consistency:

The Transportation Element Goals 4.1, 4.1.5 and 4.3 of the General Plan promote a safe, efficient transportation system and expanded opportunities for pedestrians, bicyclists and those with limited mobility.

Results from 2015-17:

The Transportation Commission and the City Council approved the Central Avenue safety improvements. The City Council requested that staff return with more alternatives for the Webster Street/Central Avenue intersection. The City applied for and won a Caltrans Active Transportation Program (ATP) grant totaling $7.3 million and an Alameda County Transportation Commission (Alameda CTC) grant totaling $3.5 million.

2019-2025:

According to Caltrans and Alameda CTC, the City can begin to use the grant monies on July 1, 2019 for construction, which total $10.8 million with local match of $844,000 for construction.

Fund Type	Fund amount	
	FY 17-18	FY 18-19
Measure B/BB LSR	$257,000	$150,000
DIF		$150,000
TOTAL	$257,000	$300,000
TOTAL FY 17-19	$557,000	

Total is for two year time period.

Notes: This initial project work funded in FY 17-19 will help minimize delivery risks of the Caltrans ATP grant, especially pertaining to potential schedule delays given that part of the corridor is on Caltrans right-of-way.

Responsible Staff Member:
GAIL PAYNE
Title: Transportation Coordinator
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CITY OF ALAMEDA

CAPITAL IMPROVEMENT PROJECTS FISCAL YEARS 2017-2019

PARKING

CIP Number: 91816

Lead Department: Public Works Project Type: Rehabilitation

Brief Project Description:

Evaluate and upgrade/replace multi space parking meters ("kiosks") on Park Street. Update outdated meter coin collection equipment and facilities. Repair and aesthetically unify meter poles city-wide. Evaluate and consider adding additional multi space parking meters ("kiosks") at the Civic Center Parking Garage. Upgrade paid parking asset mechanical components to support improved operations and parking functions. Support and gain reimbursement from WETA for the maintenance of their landside parking lots at Harbor Bay and Main Street.

Project Description:

Public Works will evaluate upgrading or replacing the existing multi space meters ("kiosks") in the 1200 and 1300 blocks of Park Street, to both improve customer service and potentially unify paid parking assets in the district. In addition, staff seeks to further upgrade current, outdated meter coin collection equipment and facilities to current standards. Staff will repair and improve the aesthetic condition of meter poles city-wide, many of which have been damaged by vehicle impact over the past 20-30 years. In response to customer feedback, staff will evaluate and consider adding additional multi space parking meters ("kiosks") at the Civic Center Parking Structure. Finally, staff will continue to upgrade paid parking asset mechanical components to support improved operations and ease of parking.

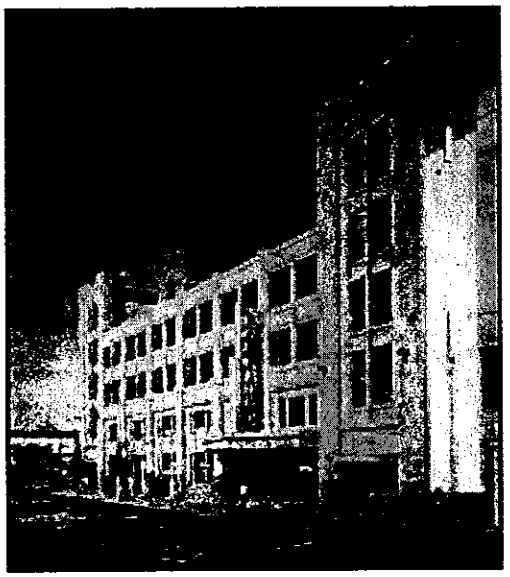
Per the 2010 ferry transfer agreement, WETA funds and Public Works performs maintenance of the landside assets at Harbor Bay and Main Street.

General Plan Consistency:

The General Plan broadly directs that Alameda's existing structures and infrastructure should be improved, enhanced, and maintained. General Plan 8.3.d supports minimizing greenhouse gases, which will be reduced if the City's parking program succeeds in reducing the frequency of drivers circling for a parking spot on either Park Street or Webster Street.

Timeline:

The parking improvements in this capital project will be completed by June of 2019.



FUNDING SOURCE

Fund Type	Fund amount
	FY 2017-19
Parking Meter Fund (224)	$600,000 in FY 17/18
WETA Harb. Bay/Main St	$800,000
TOTAL FY 17-19	$1,400,000

Total is for two year time period.

Notes:

$200,000 per year set aside in 918161 for tracking WETA reimbursements related to the maintenance of the parking lot and landside assets at Main Street.

$200,000 per year set aside in 918162 for tracking WETA reimbursements related to the maintenance of the parking lot and landside assets at Main Street.

Responsible Staff Member:
LIZ ACORD
Title: Management Analyst
Phone: 510-747-7957
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CITY OF ALAMEDA

CAPITAL IMPROVEMENT PROJECTS FISCAL YEARS 2017-2019

PLAYGROUND ANNUAL REPLACEMENT

CIP Number: 91821

Lead Department: Recreation and Parks Project Type: Parks

Brief Project Description:
Annual playground replacement program for all parks.

Fiscal Years 2017-2019 total: $450,000

Project Description:
This project replaces one park playground each year with the oldest playgrounds to be replaced first. The design for each playground is unique and the local neighborhood community is involved with the design and layout. The playground safety surfaces will be changed from the existing wood fiber to poured-in-place rubber surfacing. This project improves playground safety and accessibility.

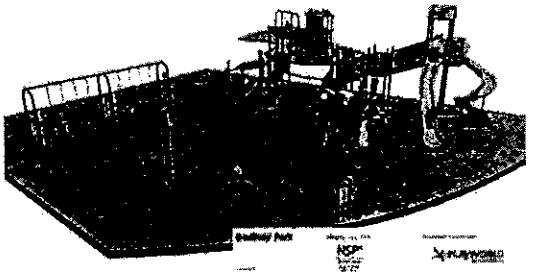
Playground Replacement Schedule:
Each playground is designed with community input during the Fall/Winter. They are constructed by June of each year.

2018 Bayport Park for $150,000
2018 Littlejohn Park for $150,000
2019 Tillman Park for $150,000

General Plan Consistency:
The General Plan broadly directs that Alameda's existing structures and infrastructures should be improved, enhanced, and maintained.

Results from 2015-17:
Godfrey Park and Woodstock Park playgrounds were replaced in FY 2015 - 17.

2019-2025:
Future park playground annual replacements will be identified.



FUNDING SOURCE		
Fund Type	Fund amount	
	FY 17-18	FY 18-19
Grant	$150,000	$150,000
Bayport Assess. Distr	$150,000	
TOTAL FY 17-19	$450,000	

Total is for two year time period.

Notes:
Housing-related Parks Grant

Responsible Staff Member:
AMY WOOLDRIDGE
Title: Recreation and Parks Director
Phone: 510-747-7570
Email: awooldridge@alamedaca.gov

CITY OF ALAMEDA

Capital Improvement Projects 2017-2019

STREET, PARK, AND PARKING LOT LIGHTING

CIP Number: 91822

Lead Department: Public Works Project Type: Rehabilitation

Brief Project Description:

Develop complete inventory and master plan for street, park, and parking lot lighting, and implement the first year of the plan.

Project Description:

The City will develop a complete, current inventory of its lights within the streets, parking lots, and parks; assess and document the condition of these assets; and integrate this information with the City's GIS and maintenance management system. Currently, Alameda Municipal Power has an inventory of streetlights that is not integrated with the City's GIS or maintenance management system, and the parking lot and parks have no such inventory.

In FY 17/18, a master plan will be developed that details proper maintenance and capital replacement practices for the City's lights, cost estimates for this work, and a funding plan for years to come.

In FY 18/19, the first year of the master plan will be implemented, including various light replacements of the City's street, park, and parking lot lights.

General Plan Consistency:

The General Plan broadly directs that Alameda's existing structures and infrastructures should be improved, enhanced, and maintained.

2019-2025:

Future lighting replacements will be done consistent with the master plan developed in FY 17/18.

FUNDING SOURCE

Fund Type	Fund amount	
	FY 17-18	FY 18-19
General Fund	300,000	300,000
TOTAL FY 17-19	$600,000	

Total is for two year time period.

Notes:

Ownership and maintenance of the City's streetlights is moving from Alameda Municipal Power to Public Works on July 1, 2017, as a result of Alamedans approving the Utility Modernization Act in November 2016.

This project will reduce risk of liability and develop a reasonable estimate for maintenance and capital replacement costs.

Responsible Staff Member:
ERIN SMITH
Title: Public Works Coordinator
Phone: 510-747-7938
Email: esmith@alamedaca.gov

CITY OF ALAMEDA

CAPITAL IMPROVEMENT PROJECTS | FISCAL YEARS 2017-19

CLEMENT AVENUE SAFETY IMPROVEMENTS

CIP Number: 91819

Lead Department: Base Reuse and Transportation Planning

Project Type: Transportation

Brief Project Description:

Work on the environmental review, permits and design for the Clement Avenue safety improvement project.

Project Description:

The project creates a complete street and constructs a major portion of the Cross Alameda Trail while ensuring that this designated truck route is in a state of good repair. Clement Avenue is the main thoroughfare in the Northern Waterfront Priority Development Area and is a gateway to Oakland and beyond. This Clement Avenue project runs between Broadway and Grand Street, which is 1.2 miles in length, and includes Class II bike lanes, 22 curb extensions, 2 rectangular rapid flashing beacons, 2 bus shelters, sidewalk/curb ramp improvements, railroad track removal and 100 street trees.

General Plan Consistency:

The Transportation Element of the General Plan Objective 4.1.1: Provide for the safe and efficient movement of people, goods, and services.

Results from 2015-17:

The Transportation Commission approved the Clement Avenue safety improvement concept. The City applied for and won an Alameda County Transportation Commission (Alameda CTC) federal grant totaling over $5 million, which the City Council approved.

2019-2027:

According to Alameda CTC, the City can begin to use the remaining $4.5 million in grant monies on July 1, 2019 for construction, which includes $577,000 in local match monies.

FUNDING SOURCE

Fund Type	Fund amount	
	FY 17-18	FY 18-19
DIF Transportation	$16,000	$58,000
Alameda CTC Federal Grant	$124,000	$443,000
TOTAL FY 17-19	$641,000	

Total is for two year time period.

Notes:

Responsible Staff Member:
GAIL PAYNE
Title: Transportation Coordinator
Phone: 510-747-6892 **Email:** gpayne@alamedaca.gov

CITY OF ALAMEDA

CAPITAL IMPROVEMENT PROJECTS | FISCAL YEARS 2017-19

CLEMENT AVENUE AND TILDEN WAY COMPLETE STREETS

CIP Number: 91820

Lead Department: Base Reuse and Transportation Planning

Project Type: Transportation

Brief Project Description:

By the end of the two-year CIP cycle, complete the right-of-way acquisition, planning, outreach, environmental review, permits and design for the Clement Avenue extension and the Clement Avenue/Tilden Way complete streets.

Project Description:

This gateway project in the Northern Waterfront Priority Development Area includes:

1) Acquisition of Union Pacific property at the eastern terminus of Clement Avenue and on Tilden Way to the Miller-Sweeney Bridge.
2) Extension of Clement Avenue to Tilden Way.
3) Creation of a complete street on the Union Pacific property, which will consider facilities for bicyclists and pedestrians so as to complete the proposed Cross Alameda Trail as well as to improve the truck and bus routes in the Northern Waterfront Priority Development Area so as to facilitate multimodal on/off island access with a proposed new Miller-Sweeney Lifeline Structure.

General Plan Consistency:

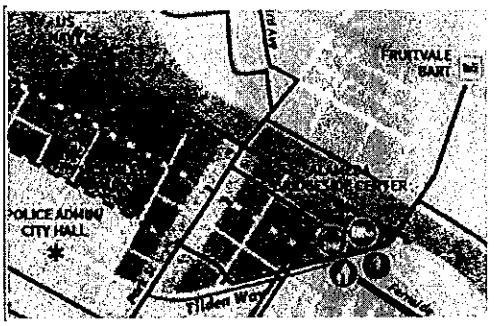
The Transportation Element of the General Plan Objective 4.1.1: Provide for the safe and efficient movement of people, goods, and services.

Results from 2015-17:

The City applied for and won an Alameda County Transportation Commission (Alameda CTC) Measure BB grant totaling $8.4 million, which the City Council approved.

2019-2027:

According to Alameda CTC, the City can begin to use the remaining $6.4 million in grant monies on July 1, 2019 for construction, which includes $826,000 in local match monies.



FUNDING SOURCE

Fund Type	Fund amount	
	FY 17-18	FY 18-19
DIF Transportation	$60,000	$202,000
Measure BB Grant	$488,000	$1,532,000
TOTAL FY 17-19	$2,282,000	

Total is for two year time period.

Notes:

Responsible Staff Member:
GAIL PAYNE
Title: Transportation Coordinator
Phone: 510-747-6892 **Email:** gpayne@alamedaca.gov

CITY OF ALAMEDA

CAPITAL IMPROVEMENT PROJECTS | FISCAL YEARS 2017-19

PUBLIC ART IN PUBLIC SPACES

CIP Number: 91830

Lead Department: Community Development Project Type: Public Art

Brief Project Description:
This program utilizes public art in-lieu fees from private development to fund the design and installation of physical public art in Alameda.

Project Description:

The design and installation of physical public art will contribute to a unique sense of community as well as public identity in Alameda, and enhance the visual and aesthetic quality of its places and landscapes.

This program will include the release of a Request for Proposals for physical public art in publically accessible locations in Alameda. Artwork may include sculpture, painting, mosaics, photography, crafts, mixed media and electronic arts, among other forms to be approved by the Public Art Commission.

General Plan Consistency:

The provision of public art is consistent with General Plan policies to support and enhance the cultural and historic character of the community.

Results from 2015-17:

Not applicable – this is the first year for this program.

Planned for 2019-2025:

This program is dependent on availability of funds from developer-paid in-lieu fees. Because in-lieu fees are paid at the discretion of developers in-lieu of meeting their onsite art obligation, it is impossible to predict the availability of future funds. Therefore, future programming is also dependent on fund availability.

FUNDING SOURCE

Fund Type	Fund amount	
	FY 17-18	FY 18-19
Public Art Fund (285)	$266,000	$112,500
TOTAL FY 17-19	$378,500	

Total is for two year time period.

Notes:

Responsible Staff Member
DEBBIE POTTER
Title: Community Development Director
Phone: 510-747-6890 **Email:** dpotter@alamedaca.gov

GET OUT YOUR MAGNIFYING GLASS

City of Alameda
Spending Plan FY 2017-2022

(In thousands) Funding Sources	Number	Totals					General				
		2017-18	2018-19	2019-20	2020-21	2021-22	2017-18	2018-19	2019-20	2020-21	2021-22
Rehabilitation											
Urban Forest - Trees	91802	$1,292	$1,292	$992	$702	$602					
Sewer Rehabilitation	99502	$6,003	$6,182	$6,559	$6,755	$6,958					
Sewer Pump Stations	91008	$5,405		$2,660							
Storm Water Management	91805	$563	$563								
Storm Water Pump Stations	91806										
Lagoon Maintenance	91807	$175	$175	$175	$175	$175					
Shoreline Maintenance	91817	$138	$138	$138	$138	$138					
City Buildings (reduced)	91809706	$2,625	$2,625	$750	$750	$750	$500	$500			
Parking	91816	$1,000	$400	$1,000	$400	$1,000					
Street, Park and Parking Lot Lighting	91822	$300	$300	$300	$300	$300	$300	$300	$300	$300	$300
Subtotal Rehabilitation		**$17,500**	**$11,675**	**$12,574**	**$9,220**	**$9,923**	**$800**	**$800**	**$300**	**$300**	**$300**
Transportation - Recurring Projects											
Sidewalks	91601	$1,250	$1,250	$990	$1,006	$1,022					
Pavement Management	91810	$4,054	$4,085	$4,352	$4,371	$4,496					
Traffic Signals, Calming, and Systems	91812	$1,050	$1,000	$1,068	$1,109	$1,152					
Signs, Pavement Markings, and Curb Painting	91811	$300	$300	$182	$184	$187					
Transportation - One-Time Projects											
Appezzato Parkway Dedicated Bus Lanes	91813	$675	$675	$7,650							
Cross Alameda Trail (Main to Constit.-revised)	91402	$3,358									
Cross Alameda Trail (Jean Sweeney)	91614	$900									
Seaplane Lagoon Ferry Terminal	91814	$500	$2,000	$15,700							
Central Ave Safety Improvements	91815	$257	$300	$11,644							
Otis Dr Traffic Calming and Safety Improv.	91818	$500									
Clement Avenue Safety Improvements	91819	$140	$501	$5,078							
Clement Ave and Tilden Way Complete St	91820	$548	$1,734	$7,226							
Subtotal Transportation		**$13,532**	**$11,845**	**$53,890**	**$6,670**	**$6,858**					
Parks and Other											
Playground Replacement	91621	$300	$150	$150	$150	$150					
Jean Sweeney Open Space Park (rev)	91309	$2,100									
Public Art	91830	$266	$113								
Subtotal Parks and Other		**$2,666**	**$263**	**$150**	**$150**	**$150**					
Total Spending Plan		**$33,698**	**$23,782**	**$66,614**	**$16,040**	**$16,931**	**$800**	**$800**	**$300**	**$300**	**$300**

City of Alameda
Spending Plan FY 2017-2022

(In thousands) Funding Sources	Number	215 Old Measure B					215.1 Measure B Streets & Roads				
		2017-18	2018-19	2019-20	2020-21	2021-22	2017-18	2018-19	2019-20	2020-21	2021-22
Rehabilitation											
Urban Forest - Trees	91802										
Sewer Rehabilitation	99502										
Sewer Pump Stations	91008										
Storm Water Management	91805										
Storm Water Pump Stations	91806										
Lagoon Maintenance	91807										
Shoreline Maintenance	91817										
City Buildings (reduced)	91809706										
Parking	91816										
Street, Park and Parking Lot Lighting	91822										
Subtotal Rehabilitation											
Transportation - Recurring Projects											
Sidewalks	91601										
Pavement Management	91810						$930	$1,555	$1,617	$1,622	$1,637
Traffic Signals, Calming, and Systems	91812						$75	$75	$70	$72	$74
Signs, Pavement Markings, and Curb Painting	91811						$50	$50	$30	$30	$31
Transportation - One-Time Projects											
Appezzato Parkway Dedicated Bus Lanes	91813										
Cross Alameda Trail (Main to Constit.-revised)	91402	$250					$315				
Cross Alameda Trail (Jean Sweeney)	91614										
Seaplane Lagoon Ferry Terminal	91814										
Central Ave Safety Improvements	91815						$100	$150			
Otis Dr Traffic Calming and Safety Improv.	91818						$150				
Clement Avenue Safety Improvements	91819										
Clement Ave and Tilden Way Complete St	91820										
Subtotal Transportation		**$250**					**$1,620**	**$1,830**	**$1,717**	**$1,724**	**$1,742**
Parks and Other											
Playground Replacement	91621										
Jean Sweeney Open Space Park (rev)	91309										
Public Art	91830										
Subtotal Parks and Other											
Total Spending Plan		**$250**					**$1,620**	**$1,830**	**$1,717**	**$1,724**	**$1,742**

City of Alameda
Spending Plan FY 2017-2022

(In thousands) Funding Sources	Number	215.11 Measure BB Streets & Roads					215.2 Measure B Bike & Ped				
		2017-18	2018-19	2019-20	2020-21	2021-22	2017-18	2018-19	2019-20	2020-21	2021-22
Rehabilitation											
Urban Forest - Trees	91802										
Sewer Rehabilitation	99502										
Sewer Pump Stations	91008										
Storm Water Management	91805										
Storm Water Pump Stations	91806										
Lagoon Maintenance	91807										
Shoreline Maintenance	91817										
City Buildings (reduced)	91809706										
Parking	91816										
Street, Park and Parking Lot Lighting	91822										
Subtotal Rehabilitation											
Transportation - Recurring Projects											
Sidewalks	91601										
Pavement Management	91810	$1,125	$1,455	$803	$1,600	$1,664					
Traffic Signals, Calming, and Systems	91812	$75	$75	$78	$81	$84					
Signs, Pavement Markings, and Curb Painting	91811	$50	$50	$52	$54	$56					
Transportation - One-Time Projects											
Appezzato Parkway Dedicated Bus Lanes	91813										
Cross Alameda Trail (Main to Constit.-revised)	91402	$311					$25				
Cross Alameda Trail (Jean Sweeney)	91614										
Seaplane Lagoon Ferry Terminal	91814										
Central Ave Safety Improvements	91815	$157		$844							
Otis Dr Traffic Calming and Safety Improv.	91818	$150									
Clement Avenue Safety Improvements	91819										
Clement Ave and Tilden Way Complete St	91820										
Subtotal Transportation		**$1,868**	**$1,580**	**$1,777**	**$1,735**	**$1,805**	**$25**				
Parks and Other											
Playground Replacement	91621										
Jean Sweeney Open Space Park (rev)	91309										
Public Art	91830										
Subtotal Parks and Other											
Total Spending Plan		**$1,868**	**$1,580**	**$1,777**	**$1,735**	**$1,805**	**$25**				

City of Alameda
Spending Plan FY 2017-2022

(In thousands) Funding Sources	Number	215.41 Measure BB Paratransit					211 Gas Tax				
		2017-18	2018-19	2019-20	2020-21	2021-22	2017-18	2018-19	2019-20	2020-21	2021-22
Rehabilitation											
Urban Forest - Trees	91802						$690	$690	$690	$430	$430
Sewer Rehabilitation	99502										
Sewer Pump Stations	91008										
Storm Water Management	91805										
Storm Water Pump Stations	91806										
Lagoon Maintenance	91807										
Shoreline Maintenance	91817										
City Buildings (reduced)	91809706										
Parking	91816										
Street, Park and Parking Lot Lighting	91822										
Subtotal Rehabilitation							**$690**	**$690**	**$690**	**$430**	**$430**
Transportation - Recurring Projects											
Sidewalks	91601						$375	$375	$390	$406	$422
Pavement Management	91810						$320	$300	$312	$324	$337
Traffic Signals, Calming, and Systems	91812						$400	$700	$850	$884	$919
Signs, Pavement Markings, and Curb Painting	91811						$200	$200	$100	$100	$100
Transportation - One-Time Projects											
Appezzato Parkway Dedicated Bus Lanes	91813										
Cross Alameda Trail (Main to Constit.-revised)	91402	$100									
Cross Alameda Trail (Jean Sweeney)	91614										
Seaplane Lagoon Ferry Terminal	91814										
Central Ave Safety Improvements	91815										
Otis Dr Traffic Calming and Safety Improv.	91818										
Clement Avenue Safety Improvements	91819										
Clement Ave and Tilden Way Complete St	91820										
Subtotal Transportation		**$100**					**$1,295**	**$1,575**	**$1,652**	**$1,714**	**$1,779**
Parks and Other											
Playground Replacement	91621										
Jean Sweeney Open Space Park (rev)	91309										
Public Art	91830										
Subtotal Parks and Other											
Total Spending Plan		**$100**					**$1,985**	**$2,265**	**$2,342**	**$2,144**	**$2,209**

City of Alameda
Spending Plan FY 2017-2022

(In thousands)		340					602				
Funding Sources	Number	Development Impact Fee					Sewer				
		2017-18	2018-19	2019-20	2020-21	2021-22	2017-18	2018-19	2019-20	2020-21	2021-22
Rehabilitation											
Urban Forest - Trees	91802										
Sewer Rehabilitation	99502						$6,003	$6,182	$6,559	$6,755	$6,958
Sewer Pump Stations	91008						$5,405		$2,660		
Storm Water Management	91805										
Storm Water Pump Stations	91806										
Lagoon Maintenance	91807										
Shoreline Maintenance	91817										
City Buildings (reduced)	91809706										
Parking	91816										
Street, Park and Parking Lot Lighting	91822										
Subtotal Rehabilitation							**$11,408**	**$6,182**	**$9,219**	**$6,755**	**$6,958**
Transportation - Recurring Projects											
Sidewalks	91601										
Pavement Management	91810						$300	$300	$312	$324	$337
Traffic Signals, Calming, and Systems	91812	$150	$150	$20	$20	$20					
Signs, Pavement Markings, and Curb Painting	91811										
Transportation - One-Time Projects											
Appezzato Parkway Dedicated Bus Lanes	91813										
Cross Alameda Trail (Main to Constit.-revised)	91402	$1,341									
Cross Alameda Trail (Jean Sweeney)	91614	$900									
Seaplane Lagoon Ferry Terminal	91814										
Central Ave Safety Improvements	91815		$150								
Otis Dr Traffic Calming and Safety Improv.	91818	$200									
Clement Avenue Safety Improvements	91819	$16	$58	$578							
Clement Ave and Tilden Way Complete St	91820	$60	$202	$826							
Subtotal Transportation		**$2,667**	**$560**	**$1,424**	**$20**	**$20**	**$300**	**$300**	**$312**	**$324**	**$337**
Parks and Other											
Playground Replacement	91621										
Jean Sweeney Open Space Park (rev)	91309										
Public Art	91830										
Subtotal Parks and Other											
Total Spending Plan		**$2,667**	**$560**	**$1,424**	**$20**	**$20**	**$11,708**	**$6,482**	**$9,531**	**$7,080**	**$7,296**

City of Alameda
Spending Plan FY 2017-2022

(In thousands) Funding Sources	Number	351 Urban Runoff					288 Vehicle Registration Fee				
		2017-18	2018-19	2019-20	2020-21	2021-22	2017-18	2018-19	2019-20	2020-21	2021-22
Rehabilitation											
Urban Forest - Trees	91802										
Sewer Rehabilitation	99502										
Sewer Pump Stations	91008										
Storm Water Management	91805	$563	$563								
Storm Water Pump Stations	91806										
Lagoon Maintenance	91807	$125	$125	$125	$125	$125					
Shoreline Maintenance	91817										
City Buildings (reduced)	91809706										
Parking	91816										
Street, Park and Parking Lot Lighting	91822										
Subtotal Rehabilitation		**$688**	**$688**	**$125**	**$125**	**$125**					
Transportation - Recurring Projects											
Sidewalks	91601										
Pavement Management	91810						$324	$325	$325	$338	$352
Traffic Signals, Calming, and Systems	91812										
Signs, Pavement Markings, and Curb Painting	91811										
Transportation - One-Time Projects											
Appezzato Parkway Dedicated Bus Lanes	91813										
Cross Alameda Trail (Main to Constit.-revised)	91402										
Cross Alameda Trail (Jean Sweeney)	91614										
Seaplane Lagoon Ferry Terminal	91814										
Central Ave Safety Improvements	91815										
Otis Dr Traffic Calming and Safety Improv.	91818										
Clement Avenue Safety Improvements	91819										
Clement Ave and Tilden Way Complete St	91820										
Subtotal Transportation							**$324**	**$325**	**$325**	**$338**	**$352**
Parks and Other											
Playground Replacement	91621										
Jean Sweeney Open Space Park (rev)	91309										
Public Art	91830										
Subtotal Parks and Other											
Total Spending Plan		**$688**	**$688**	**$125**	**$125**	**$125**	**$324**	**$325**	**$325**	**$338**	**$352**

City of Alameda
Spending Plan FY 2017-2022

(In thousands) Funding Sources	Number	274.1 Waste Fund					164 Construction Improvement Tax				
		2017-18	2018-19	2019-20	2020-21	2021-22	2017-18	2018-19	2019-20	2020-21	2021-22
Rehabilitation											
Urban Forest - Trees	91802						$500	$500	$200	$200	$100
Sewer Rehabilitation	99502										
Sewer Pump Stations	91008										
Storm Water Management	91805										
Storm Water Pump Stations	91806										
Lagoon Maintenance	91807										
Shoreline Maintenance	91817										
City Buildings (reduced)	91809706										
Parking	91816										
Street, Park and Parking Lot Lighting	91822										
Subtotal Rehabilitation							**$500**	**$500**	**$200**	**$200**	**$100**
Transportation - Recurring Projects											
Sidewalks	91601						$875	$875	$600	$600	$600
Pavement Management	91810	$150	$150	$156	$162	$169					
Traffic Signals, Calming, and Systems	91812										
Signs, Pavement Markings, and Curb Painting	91811										
Transportation - One-Time Projects											
Appezzato Parkway Dedicated Bus Lanes	91813										
Cross Alameda Trail (Main to Constit.-revised)	91402						$687				
Cross Alameda Trail (Jean Sweeney)	91614										
Seaplane Lagoon Ferry Terminal	91814										
Central Ave Safety Improvements	91815										
Otis Dr Traffic Calming and Safety Improv.	91818										
Clement Avenue Safety Improvements	91819										
Clement Ave and Tilden Way Complete St	91820										
Subtotal Transportation		**$150**	**$150**	**$156**	**$162**	**$169**	**$1,562**	**$875**	**$600**	**$600**	**$600**
Parks and Other											
Playground Replacement	91621										
Jean Sweeney Open Space Park (rev)	91309										
Public Art	91830										
Subtotal Parks and Other											
Total Spending Plan		**$150**	**$150**	**$156**	**$162**	**$169**	**$2,062**	**$1,375**	**$800**	**$800**	**$700**

City of Alameda
Spending Plan FY 2017-2022

(In thousands) Funding Sources	Number	318.1 Open Space Fund (Maintenance Only)					350 TIFF				
		2017-18	2018-19	2019-20	2020-21	2021-22	2017-18	2018-19	2019-20	2020-21	2021-22
Rehabilitation											
Urban Forest - Trees	91802	$50	$50	$50	$20	$20					
Sewer Rehabilitation	99502										
Sewer Pump Stations	91008										
Storm Water Management	91805										
Storm Water Pump Stations	91806										
Lagoon Maintenance	91807										
Shoreline Maintenance	91817										
City Buildings (reduced)	91809706										
Parking	91816										
Street, Park and Parking Lot Lighting	91822										
Subtotal Rehabilitation		**$50**	**$50**	**$50**	**$20**	**$20**					
Transportation - Recurring Projects											
Sidewalks	91601										
Pavement Management	91810										
Traffic Signals, Calming, and Systems	91812						$350		$50	$52	$54
Signs, Pavement Markings, and Curb Painting	91811										
Transportation - One-Time Projects											
Appezzato Parkway Dedicated Bus Lanes	91813										
Cross Alameda Trail (Main to Constit.-revised)	91402										
Cross Alameda Trail (Jean Sweeney)	91614										
Seaplane Lagoon Ferry Terminal	91814										
Central Ave Safety Improvements	91815										
Otis Dr Traffic Calming and Safety Improv.	91818										
Clement Avenue Safety Improvements	91819										
Clement Ave and Tilden Way Complete St	91820										
Subtotal Transportation							**$350**		**$50**	**$52**	**$54**
Parks and Other											
Playground Replacement	91621										
Jean Sweeney Open Space Park (rev)	91309										
Public Art	91830										
Subtotal Parks and Other											
Total Spending Plan		**$50**	**$50**	**$50**	**$20**	**$20**	**$350**		**$50**	**$52**	**$54**

City of Alameda
Spending Plan FY 2017-2022

(In thousands) Funding Sources	Number	224 Parking Meter					706 Facilities Maintenance				
		2017-18	2018-19	2019-20	2020-21	2021-22	2017-18	2018-19	2019-20	2020-21	2021-22
Rehabilitation											
Urban Forest - Trees	91802										
Sewer Rehabilitation	99502										
Sewer Pump Stations	91008										
Storm Water Management	91805										
Storm Water Pump Stations	91806										
Lagoon Maintenance	91807										
Shoreline Maintenance	91817										
City Buildings (reduced)	91809706						$2,125	$2,125	$750	$750	$750
Parking	91816	$600		$600		$600					
Street, Park and Parking Lot Lighting	91822										
Subtotal Rehabilitation		**$600**		**$600**		**$600**	**$2,125**	**$2,125**	**$750**	**$750**	**$750**
Transportation - Recurring Projects											
Sidewalks	91601										
Pavement Management	91810										
Traffic Signals, Calming, and Systems	91812										
Signs, Pavement Markings, and Curb Painting	91811										
Transportation - One-Time Projects											
Appezzato Parkway Dedicated Bus Lanes	91813										
Cross Alameda Trail (Main to Constit.-revised)	91402										
Cross Alameda Trail (Jean Sweeney)	91614										
Seaplane Lagoon Ferry Terminal	91814										
Central Ave Safety Improvements	91815										
Otis Dr Traffic Calming and Safety Improv.	91818										
Clement Avenue Safety Improvements	91819										
Clement Ave and Tilden Way Complete St	91820										
Subtotal Transportation											
Parks and Other											
Playground Replacement	91621										
Jean Sweeney Open Space Park (rev)	91309										
Public Art	91830										
Subtotal Parks and Other											
Total Spending Plan		**$600**		**$600**		**$600**	**$2,125**	**$2,125**	**$750**	**$750**	**$750**

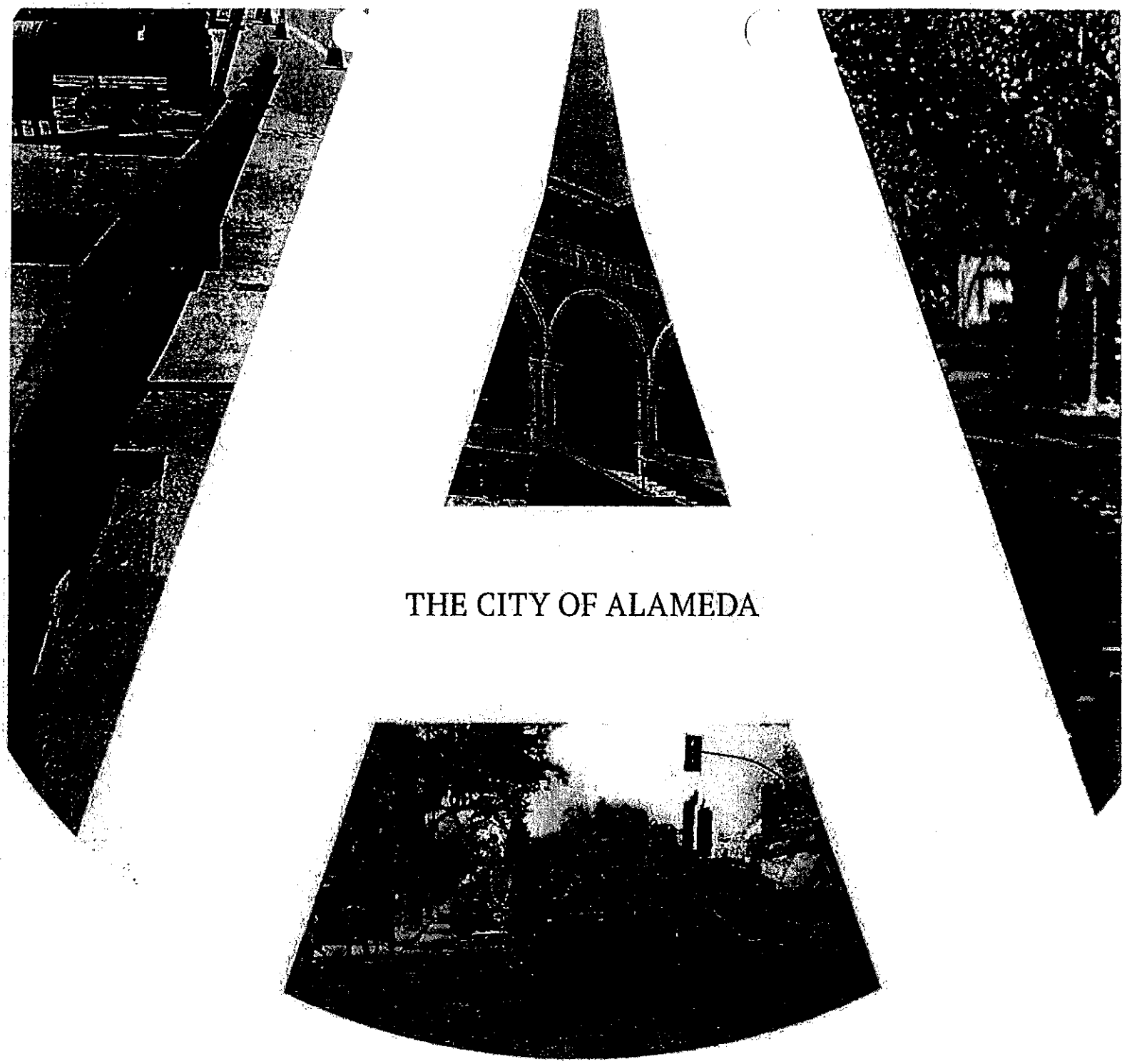
City of Alameda
Spending Plan FY 2017-2022

(In thousands) Funding Sources	Number	Miscellaneous Revenue Sources					Grants				
		2017-18	2018-19	2019-20	2020-21	2021-22	2017-18	2018-19	2019-20	2020-21	2021-22
Rehabilitation											
Urban Forest - Trees	91802	$52	$52	$52	$52	$52					
Sewer Rehabilitation	99502										
Sewer Pump Stations	91008										
Storm Water Management	91805										
Storm Water Pump Stations	91806										
Lagoon Maintenance	91807	$50	$50	$50	$50	$50					
Shoreline Maintenance	91817	$138	$138	$138	$138	$138					
City Buildings (reduced)	91809706										
Parking	91816	$400	$400	$400	$400	$400					
Street, Park and Parking Lot Lighting	91822										
Subtotal Rehabilitation		**$640**	**$640**	**$640**	**$640**	**$640**					
Transportation - Recurring Projects											
Sidewalks	91601										
Pavement Management	91810	$905							$827		
Traffic Signals, Calming, and Systems	91812										
Signs, Pavement Markings, and Curb Painting	91811										
Transportation - One-Time Projects											
Appezzato Parkway Dedicated Bus Lanes	91813						$675	$675	$7,650		
Cross Alameda Trail (Main to Constit.-revised)	91402	$329									
Cross Alameda Trail (Jean Sweeney)	91614										
Seaplane Lagoon Ferry Terminal	91814	$500	$2,000	$7,500					$8,200		
Central Ave Safety Improvements	91815								$10,800		
Otis Dr Traffic Calming and Safety Improv.	91818										
Clement Avenue Safety Improvements	91819						$124	$443	$4,500		
Clement Ave and Tilden Way Complete St	91820						$488	$1,532	$6,400		
Subtotal Transportation		**$1,734**	**$2,000**	**$7,500**			**$1,287**	**$2,650**	**$38,377**		
Parks and Other											
Playground Replacement	91621	$150					$150	$150			
Jean Sweeney Open Space Park (rev)	91309						$2,100				
Public Art	91830	$266	$113								
Subtotal Parks and Other		**$416**	**$113**				**$2,250**	**$150**			
Total Spending Plan		**$2,790**	**$2,753**	**$8,140**	**$640**	**$640**	**$3,537**	**$2,800**	**$38,377**		

City of Alameda
Spending Plan FY 2017-2022

(In thousands) Funding Sources	Number	Comments
Rehabilitation		
Urban Forest - Trees	91802	$32k/yr Dvpt. Agmt Ala. Landing, $20k/yr Golf Fund
Sewer Rehabilitation	99502	
Sewer Pump Stations	91008	
Storm Water Management	91805	
Storm Water Pump Stations	91806	
Lagoon Maintenance	91807	ALWHOA funding
Shoreline Maintenance	91817	HB Asses. Dst. 92-1(F.313)($87.5k/yr) and Tidelands
City Buildings (reduced)	91809706	CC Additional Appropriations
Parking	91816	WETA reimbursements (HB and Main Street)
Street, Park and Parking Lot Lighting	91822	
Subtotal Rehabilitation		
Transportation - Recurring Projects		
Sidewalks	91601	
Pavement Management	91810	Fund 835, AD 92-1 1998 Revenue Debt; ACTC grant
Traffic Signals, Calming, and Systems	91812	DIF Transportation
Signs, Pavement Markings, and Curb Painting	91811	
Transportation - One-Time Projects		
Appezzato Parkway Dedicated Bus Lanes	91813	Measure BB Named
Cross Alameda Trail (Main to Constit.-revised)	91402	DIF-Transpo, Transp. Development Act funding
Cross Alameda Trail (Jean Sweeney)	91614	DIF-Parks
Seaplane Lagoon Ferry Terminal	91814	Oth. Rev. = Ala Pt Dvpr., Grants = Measure BB
Central Ave Safety Improvements	91815	DIF-Transportation, ATP ($7.3M), ACTC ($3.5M)
Otis Dr Traffic Calming and Safety Improv.	91818	DIF-Transportation
Clement Avenue Safety Improvements	91819	DIF-Transportation, ACTC grant
Clement Ave and Tilden Way Complete St	91820	DIF-Transportation, Measure BB Grant
Subtotal Transportation		
Parks and Other		
Playground Replacement	91621	Bayport Assessment District (Fund 278), Grants
Jean Sweeney Open Space Park (rev)	91309	LWCF Grant ($2M), Rotary donation ($100k)
Public Art	91830	Public Art Fund (Fund 285)
Subtotal Parks and Other		
Total Spending Plan		

CITY OF Alameda



THE CITY OF ALAMEDA

A FUTURE TO BUILD ON

THE 2015-2025 CAPITAL BUDGET

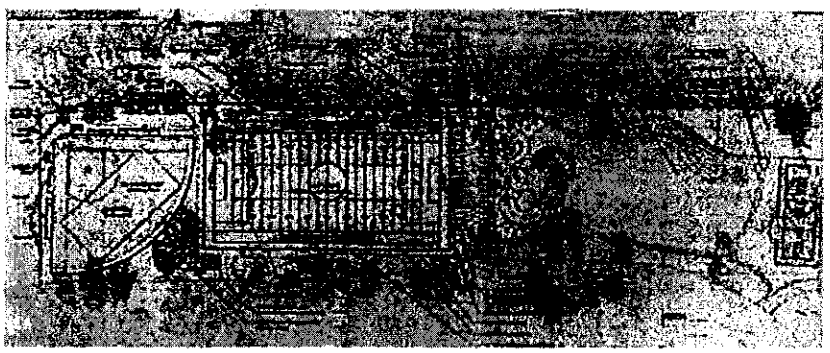
INTRODUCTION

This capital budget proposes to fund projects that maintain and improve Alameda's aged public infrastructure.

Public infrastructure includes the City's streets, sewers, storm drains, transportation, trees, and parks. While the plan is through 2025, the City Council will only allocate funds for 2015-2017 capital projects. This capital budget will be proposed, along with the City's operating budget, for approval by the City Council on June 2, 2015.

This budget reflects good news on many fronts, especially for Alameda's parks, streets, and sewers:

■ **Parks at Jean Sweeney Open Space Park and Estuary Park will be constructed** using a mix of developer fees and grants won by the Recreation and Parks Department.



■ **Street resurfacing will double** to nearly 9 miles in the next two years because voters approved a doubling of the sales tax dedicated to transportation (from .5% to 1%).

■ **A detailed, decades-long plan for sewer rehabilitation** depends on only modest cost-of-living adjustments in sewer rates.

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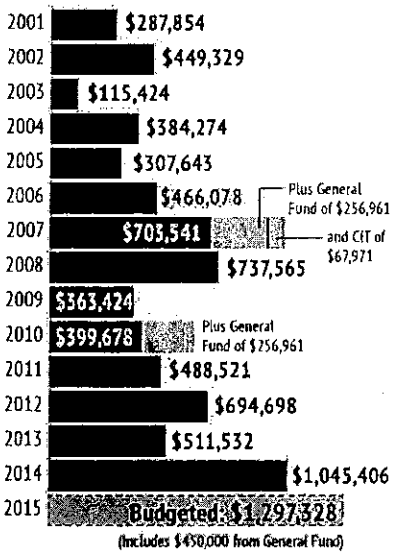
Sidewalk repair spending (2001-2015)

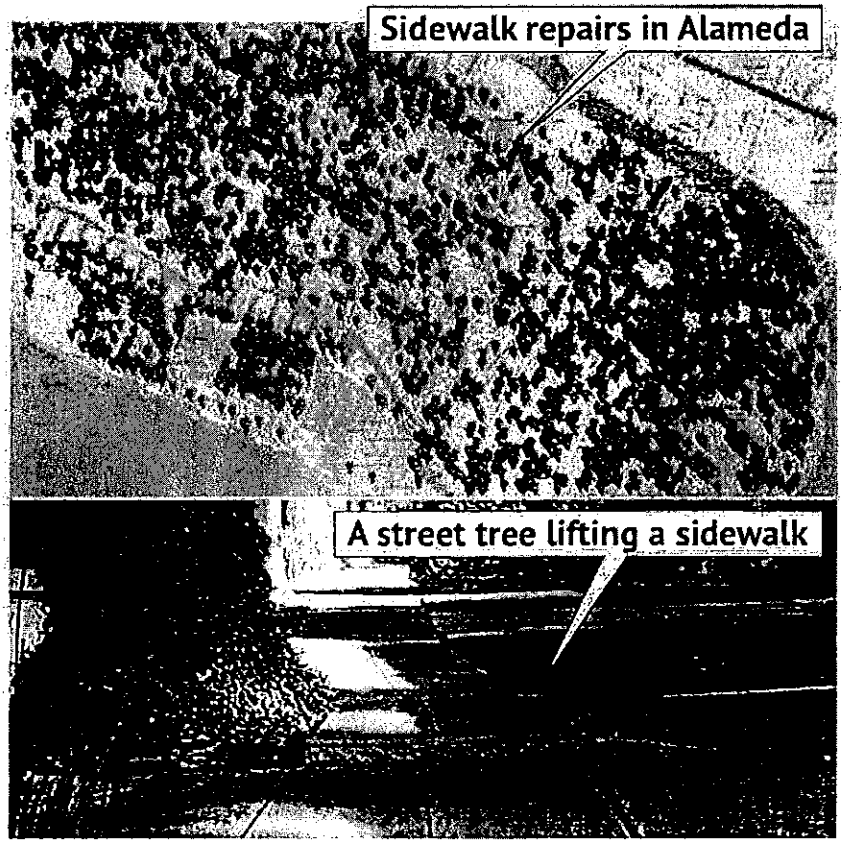


This budget also tackles the City's backlog of 7,000+ sidewalk repairs. The budget proposes supplementing sidewalk funds with an additional $1 million per year in General Funds. These additional funds will help offset years and years of underinvestment.

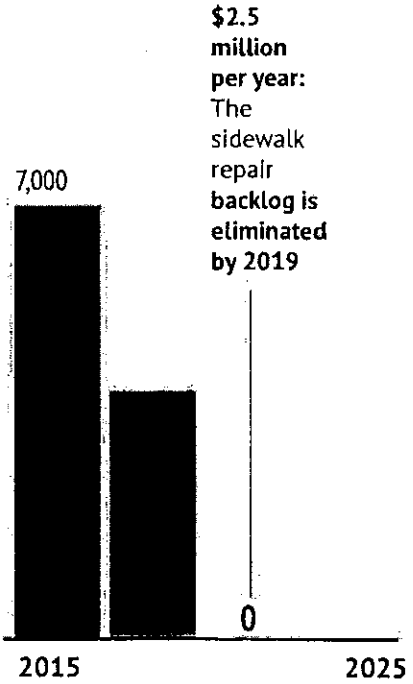
With $5 million in the next two years, the repair backlog will be cut in half. With that level of support through 2019, the sidewalk repair backlog will be totally eliminated. This backlog includes repairs on almost every block of the City, so this project has the opportunity of improving the quality of life for many Alamedans, their families, and especially those with disabilities who depend on well maintained sidewalks.

Solution to sidewalk repairs

The City has a backlog of 7,000 sidewalk repairs.
Every year, another 500 repairs are added to this list.



2019 Solution



The 2019 solution requires the funding already noted, plus $1 million per year from the General Fund.

Put simply, much of City's public infrastructure is poised to turn a corner with this capital budget.

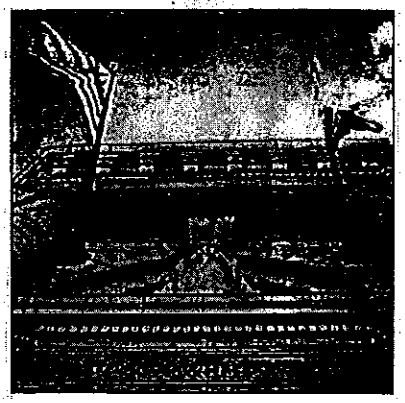
Challenges remain, especially with the City's buildings. The City's recent audit of its facilities, conducted by a third-party expert, found an $8 million backlog in deferred maintenance. This budget provides $1.5 million in repairs to a start tackling this backlog, but much more is needed and, by the next capital budget approval, the City will have a decade-long plan to tackle the backlog of facilities repairs.

Budgets are communication tools. Yet they often communicate poorly. This budget attempts to communicate more clearly the challenges, opportunities, and choices represented in maintaining and improving Alameda's public infrastructure.

As a result, the budget includes a much reduced number of capital projects focusing on projects that fit the broadly accepted definition of capital projects.

Many projects from former years were akin to maintenance and operations, so these have been moved to the operating budget.

Finally, the budget puts these projects in a longer term view by looking ahead at the next eight years (2017-2025) after these capital projects are implemented.

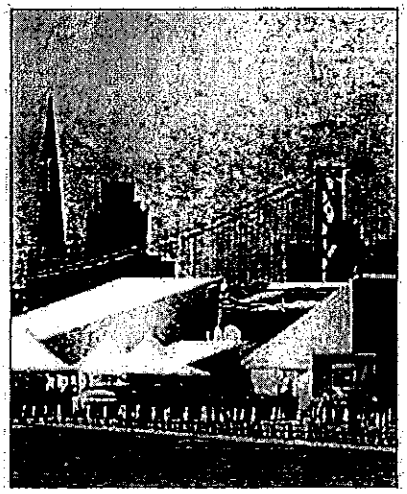


A Capital project is >$100,000 in cost and has 5 or more years of infrastructure life

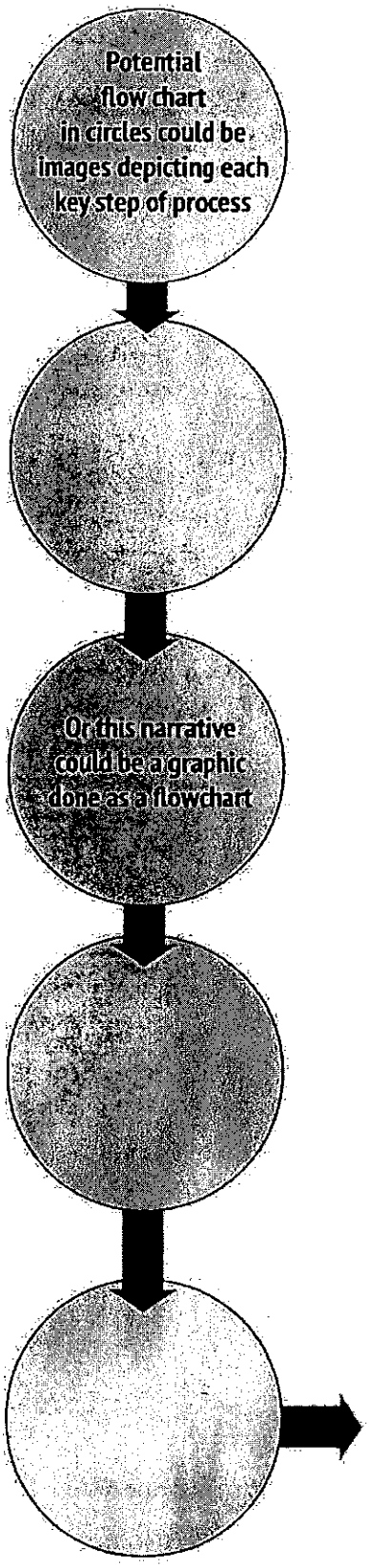
WHAT IS A CAPITAL PROJECT?

To be included in the capital budget, **a project must cost more than $100,000**, and usually much more, **and involve infrastructure with a useful life of at least, and typically many more, than five years.** Projects often involve significant design work, and some include regulatory permitting and/or a public process before construction can begin. Construction is often phased, too. A key distinction between capital and operating budget is that capital projects are approved in one year but their completion can take years. In contrast, operating budgets are typically focused on ongoing maintenance and are "use-it-or-lose-it" at year's end, with unspent funds returned to the original funding source.

WHAT ABOUT ALAMEDA POINT?



Alameda Point has a $600 million master infrastructure plan and conceptual financing plan, both approved by the City Council in 2014. These plans identify the need to replace Alameda Point's very deteriorated public infrastructure, and then ensure the replaced infrastructure is maintained. The replacement and maintenance of Alameda Point's infrastructure is proposed to be funded primarily by fees charged to new development and its future users. Since no developers have paid these fees yet, there are no capital projects for Alameda Point.



BUDGET PROCESS

The City's 2015-2017 capital budget will be approved by the City Council along with the City's operating budget.

Each two-year capital budget begins with Public Works convening an interdepartmental team comprised of City Manager, Fire, Information Technology, Library, Police, and Recreation and Parks.

Each department submits proposed projects. Public Works develops, and Finance approves, a projection of funds available for projects. Public Works gathers proposed projects for a draft list by mid-January.

Soon after, the Transportation Commission and Parks Commission provide input on the projects. With final approval by the City Manager's Office, Public Works assembles the input and alters the proposed projects based on input from City's department heads, Parks Commission, Transportation Commission, and public. In March, the Planning Board reviews and approves the draft capital projects for consistency with the City's General Plan.

The capital budget then becomes part of the submission to City Council for approval the first meeting in June.

With approval, each of these projects is assigned an accounting number, and Public Works and/or the responsible department manages the design, bidding, and construction of the project. For projects in which the full amount of money can't be allocated at the beginning of the two years, the project will be appropriated funds one year at a time, typically by splitting the overall appropriated amount in half and any funds remaining at the fiscal year's end are carried forward to the next year.

CONSISTENCY WITH CITY'S PLANS

The capital budget is consistent with Alameda's General Plan and various plans already approved by the City Council.

The proposed projects are consistent with the General Plan as it was written and approved in 1991, with revisions to the Transportation Element in 2009. The General Plan broadly directs that Alameda's existing structures and infrastructures should be improved, enhanced, and maintained. The Parks and Rehabilitation Projects are clearly consistent with that plan, as they maintain and improve existing infrastructure such as parks, City buildings, stormwater pipes and pumps, lagoons, sewer pipes and pumps, open space, parks, and street trees.

The Transportation projects support the Transportation Element of the General Plan, as they help maintain a safe, efficient transportation system, and expand opportunities for pedestrians and bicyclists.

This capital budget is informed by the following plans, which either have been approved by the City Council and/or are internal working documents:

- ADA Transition Plan Update: Facilities (2008)
- ADA Transition Plan Update: Mid-Block : Intersections : Pedestrian Signal (2008)
- Alameda [County] Community-Based Transportation Plan (2008)
- Bicycle Master Plan Update (2010)
- Complete Streets Resolution and Policy (2013)
- Consent Decree and Final Order between EPA and City (2014)
- Consideration List for Competitive Grants and Regional Funding (2013)
- Development Impact Fee Update (2014)
- Prioritized Transportation Implementation List (2013)
- Local Action Plan for Climate Protection (2008)
- Master Street Tree Plan (2010)
- Pedestrian Plan (2009)
- Park Master Plan (2012)
- Pavement Management Program (a.k.a. Metropolitan Transportation Commission's StreetSaver, updated yearly)
- Sewer System Management Plan (2015)
- Storm Drain Master Plan (2008, with Climate Change Impacts Addenda, 2009 and 2015)
- Storm Drain Pump Station Assessment (2011)
- Ten Year Facilities Plan (2015)

These plans are available at http://alamedaca.gov/public-works/capital-improvement-program-plans.

$54 million from various funding sources

about $70 million in available funds

FORECAST OF AVAILABLE FUNDS

The 2015-2017 Capital Budget appropriates nearly $54 million from various funding sources with approximately $70 million in available funds:

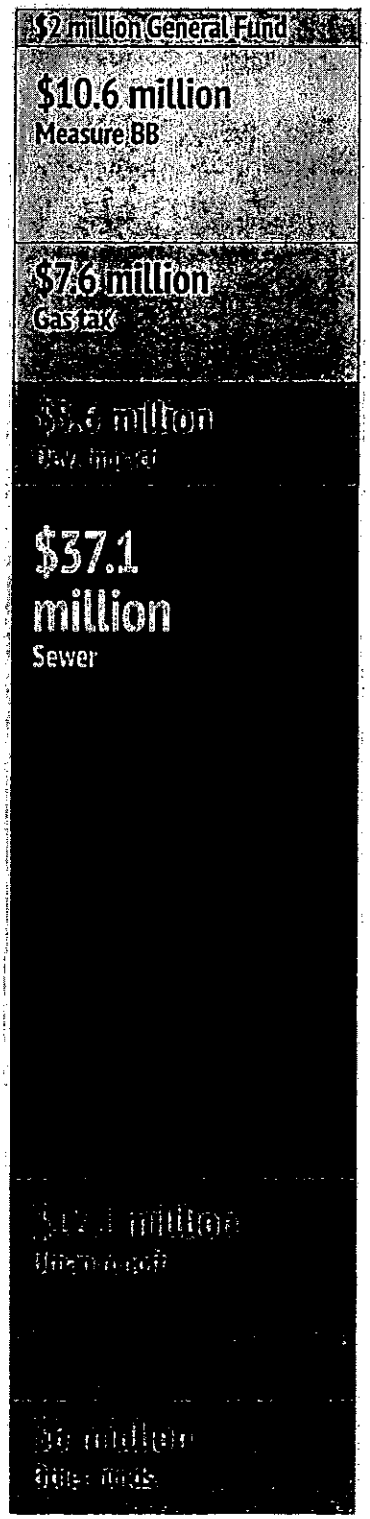
1. General Fund (Fund 001)
This budget proposes $2,029,000 in General Fund contribution over two years, primarily to reduce the City's backlog of sidewalk repairs.

2. Measure BB, Gas Tax, and Vehicle Registration Fee (Funds 215, 211 and 288 respectively): County Measure BB is a recently passed 1% sales tax dedicated to improving transportation infrastructure. The Gas Tax is similar but is collected at the pump and distributed by the State according to a complicated formula. The Vehicle Registration Fee was approved by the voters in November 2010 to fund local streets and roads, transit, local transportation technology, and bicycle and pedestrian projects. In the next two years, this budget proposes to use all of the projected revenue from these three funding sources—nearly $12 million—plus another $2 million in fund balance to make capital improvements for Alameda's pedestrians, bicyclists, transit users, and drivers.

3. Development Impact Fees (Fund 340): New residential and commercial development pays its fair share of the public infrastructure needed to support new development. The revenue from this fund is highly dependent on whether new development is approved, and has categorical restrictions to what it can be applied to. $1,687,000 from these funds is proposed to be used for the construction of new parks and transportation facilities.

$81 million

Estimated Funds available FY 2015-2017

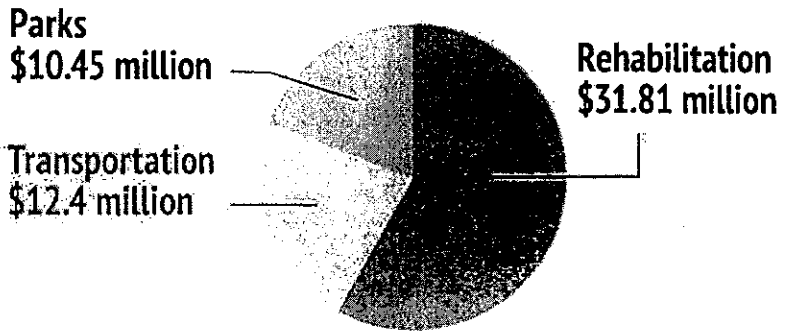


4. Sewer (Fund 602):
Alamedans are assessed a sewer fee on their property tax bill that funds maintenance of the City's sewer infrastructure, which is separate from the storm drain infrastructure. This fee helps reduce sewer overflows that leak into Alameda's public areas and/or the San Francisco Bay. The $20 million raised through this fee in the next two years plus $16 million in fund balance will be put to the first two years of a decades-long plan to rehabilitate the City's aged sewer infrastructure and ensure compliance with the recently settled suit involving the U.S. EPA, EBMUD, Alameda, and other East Bay cities.

5. Urban Runoff (Fund 351):
Alamedans are assessed an urban runoff fee on their property tax bill that funds maintenance of the City's stormwater infrastructure and efforts to ensure runoff is pollution-free before it enters the San Francisco Bay. This budget proposes use of $6,450,000 of these stormwater funds, leaving more than a $1 million in fund balance for 2017 and beyond.

6. Facility Maintenance Fund (Fund 706):
Funded by internal department charges, this fund will contribute $1.5 million over two years to a variety of facility maintenance projects such as replacement of failing roofs, HVAC, and other essential building components for City facilities.

2015-2017 Capital Budget Project Categories



PROJECT CATEGORIES

The 2015-2017 capital budget has three project categories: rehabilitation, parks, and transportation. Capital projects can take years to complete, as they are designed, gain regulatory approval, depend on additional funding (e.g., grants), and/or are constructed in phases. All projects proposed for this budget are new, while carryover projects are described at the end.

REHABILITATION PROJECTS

These projects preserve and maintain existing infrastructure including:

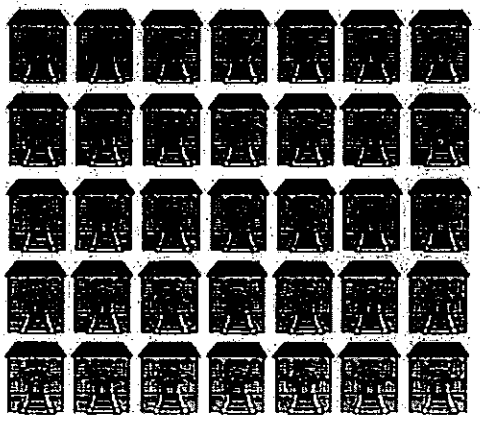
260 miles of sidewalks

125 miles of streets

130 miles of sewer and ...

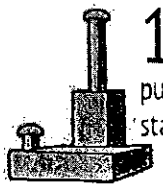
81 miles of storm drains

35 City-owned buildings



82 signalized intersections

19,305 street trees



10 pump stations

24 sewer pump stations

60 acres of landscaped medians and general grounds

Among other results, the following will be accomplished in the next two years:

3,800 sidewalk repairs completed

6+ miles of sanitary sewer pipe rehabilitated; design or construction of **16 pump stations**

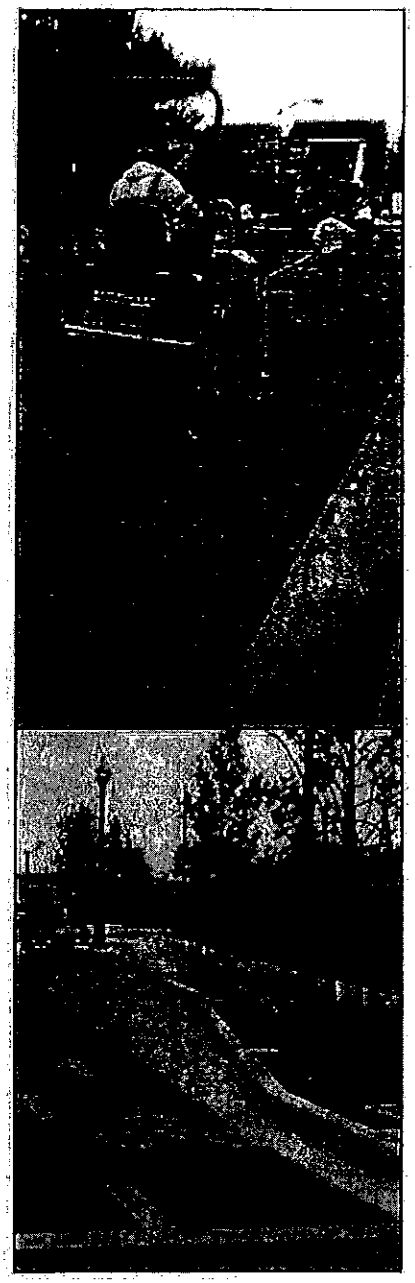
6,840 street trees trimmed

Reconstructing the Marina Village Park and pier

Making dozens of critical improvements to the City's facilities

Finalizing stormwater master plans for storm drain pipes, replacing six storm drain outfalls, rehabilitate culverts at four intersections, and installing 15+ full trash capture devices

All of these improvements are achieved with modest support from the General Fund, primarily the $2 million supplement for sidewalk repairs.

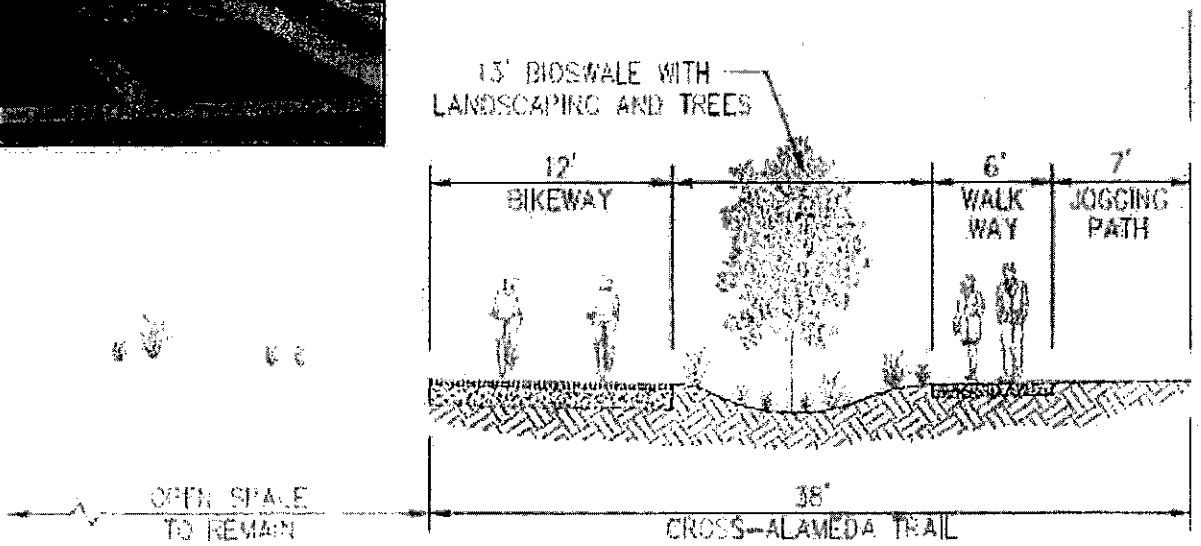


TRANSPORTATION PROJECTS

These projects maintain and improve Alameda's existing 125 miles of streets, 70 miles of striping, and 82 signalized intersections. They execute on the City's adoption of the complete streets concept by maintaining and improving infrastructure for all modes of transport, including pedestrians, bicycles, and transit. This budget allocates $7,704,000 to these projects and will accomplish the following in the next two years:

- Resurfacing 9 miles of street
- Improving 5 miles of bike paths and lanes
- Installing traffic calming measures at X locations
- Completing updates to the Bicycle and Pedestrian Master Plans
- Completing two Complete Street concept proposals

In addition, a nearly 1 mile portion of the Cross Alameda Trial will be constructed parallel to and south of Ralph Appezzato Memorial Parkway between Webster Street and Main Street. The trail will include a walkway, bike path, jogging path, among other amenities.



PARKS AND URBAN FORESTRY PROJECTS

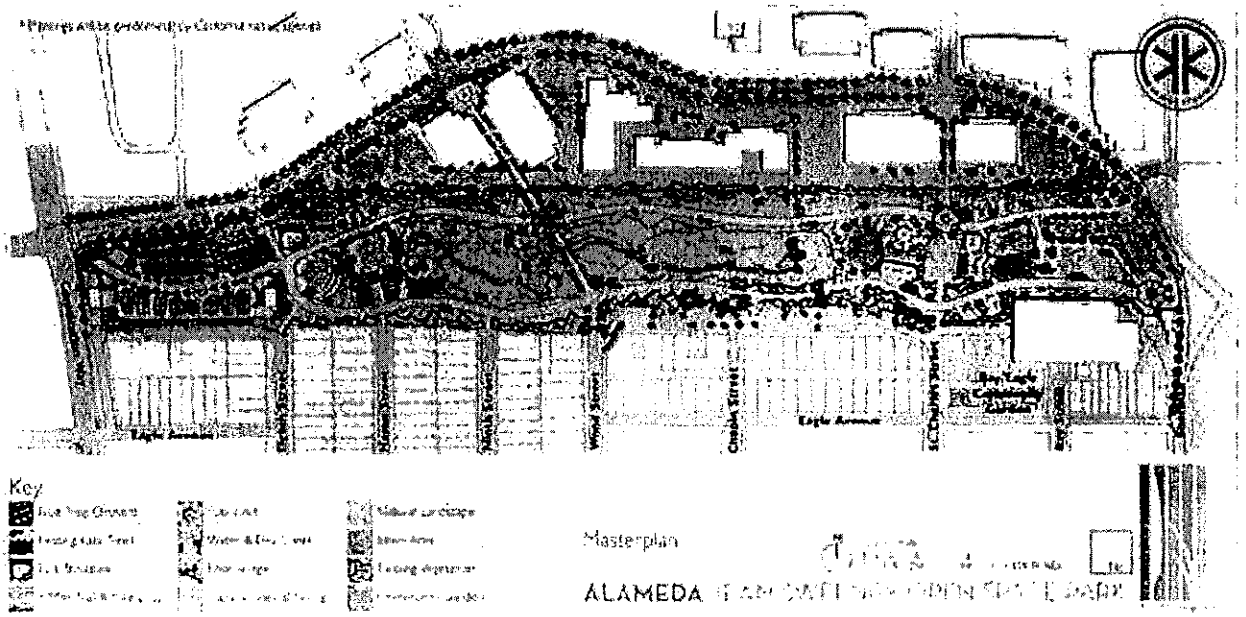
Alameda has popular and attractive parks. This budget will help ensure these parks are maintained and that new parks are constructed.

Parks projects typically involve construction of new parks or replacement of lights, courts, and/or equipment.

This budget appropriates $10,340,000 in park improvements, primarily from grants, developer payments, and the Development Impact Fee.

These improvements include:

- Design of the Encinal Boat Ramp renovation
- Replacement of playgrounds at Godfrey Park and Little John Park
- Construction of the first phase of Estuary Park
- Construction of the first phase of the Jean Sweeney Open Space Park



CARRYOVER PROJECTS

Due to capital projects taking more than a year to design, bid, and construct, some projects are carried over (or forward) from one fiscal year to the next. For example, projects for sewer pipeline replacement and street resurfacing are budgeted and contracted in year one, but the work typically happens over the course of a summer and invoices are paid well into year two. Thus, money appropriated by the City Council for year one enable the design and contracting to move forward, and then this money is carried forward from year one to year two to fund the construction.

Other projects are carried forward for several years because the design, bid, and construction take that long. Or these projects require regulatory approvals that have an extended timeline. For example, projects to improve Marina Village's park and replace a pier are awaiting lengthy process for approval from the San Francisco Bay Conservation and Development Commission, as both projects are near the shoreline.

For this capital budget, the carried over (or forward) projects are:

Resurfacing of 2014/2015 streets, occurring summer 2015;

Replacement of 2014/2015 sewers, occurring summer 2015;

Park Street signal upgrades between Blanding Avenue and Encinal Avenue;

Park Street pedestrian improvements at the Buena Vista Avenue intersection and the Lincoln Avenue intersection;

Arbor Street Storm Drain Pump Station design;

Storm Drain Video Data Collection, continuing through the fall of 2015;

Fire Station 3 and Emergency Operations Center;

Neptune Park Path Repair; and

Marina Village Park Renovation and Pier Repairs.

LOCATIONS

Most of the capital budget is dedicated to comprehensive programs that maintain and construct the public infrastructure throughout the City. Locations are typically identified based upon that piece of infrastructure's master plan with minor modifications to address input from the City Council, staff, or the public. To the extent possible, the project sheets underlying this capital budget include tentative locations, i.e., the street in which the sewer will be replaced. These lists can change as either conditions change or as more information is learned about the existing infrastructure.

ENVIRONMENTAL BENEFITS

This proposed capital budget will produce significant environmental benefits. The sewer project minimizes sewage's intrusion into Alameda's public areas or the San Francisco Bay. The stormwater project protects the City from flooding and removes trash, debris, and pollutants from the stormwater before it gets to the Bay. This budget's transportation and park investments will make Alameda more convenient and safer to bicycle, walk, or take transit, helping Alameda reduce its greenhouse gas emissions. Finally, planting, replacing, and maintaining street trees helps beautify Alameda and sequester harmful carbon emissions.

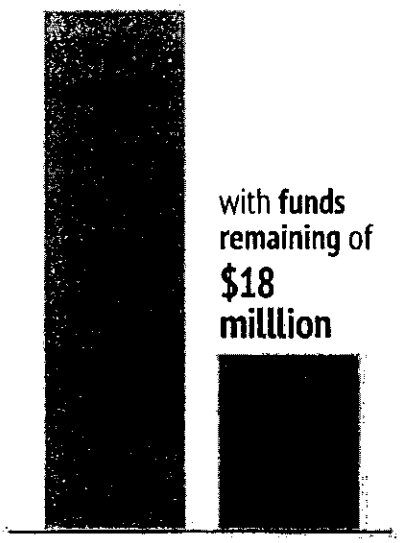
REMAINING FUNDS

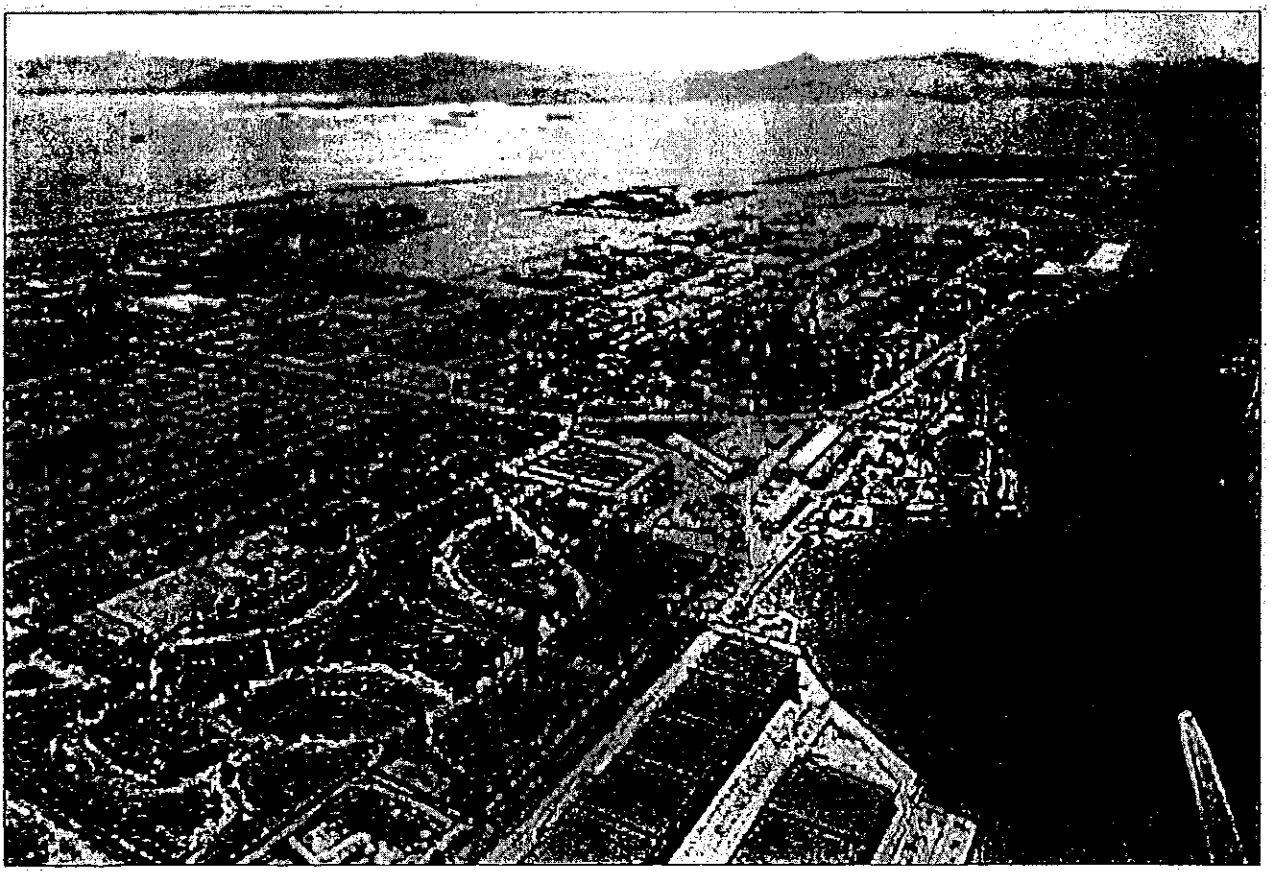
Even with this budget's increased investments in all transport modes, sewer replacement, and parks construction, each of the funding sources will remain in sound financial condition at the end of the two years.

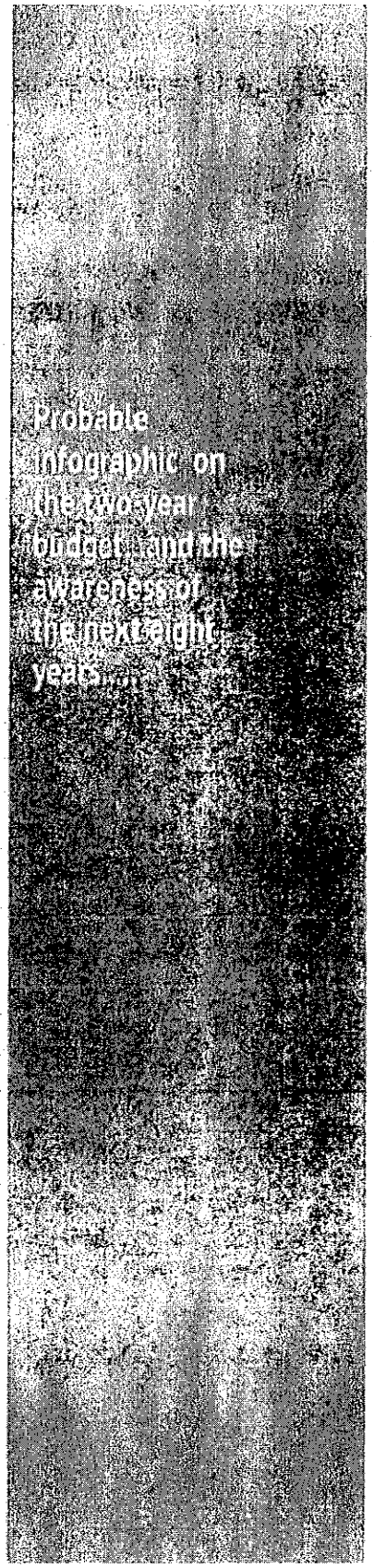
This budget proposes spending almost $56 million with funds remaining of $18 million at the end of two years.

The funds remaining, along with forecasted available funds for 2017-2019, will be the basis for the 2017-2019 capital budget.

Budget







2015-2017 CAPITAL IMPROVEMENT PROGRAM

This two-year budget is situated within a longer-term capital improvement program to maintain and improve its public infrastructure.

Over the next ten years, the City is in a great position to improve Alameda's sidewalks, streets, and sewers.

These assets have dedicated, dependable funding sources and, with approval of this budget, reliable plans for their improvement.

The City's urban forest asset is in a decent position to be maintained. Its biggest threat is its main funding source, the Gas Tax, which, while stable the last few years, might decline as vehicle miles possibly decrease and/or fuel economy increases.

The City's facilities and storm drain systems are in more mixed positions. Each has a dedicated funding source, but increases are likely in each in the next two to three years to ensure regulatory requirements and quality standards are met.

For more detail, each component of Alameda's public infrastructure, and the plans to maintain them, are described below.

Sidewalks

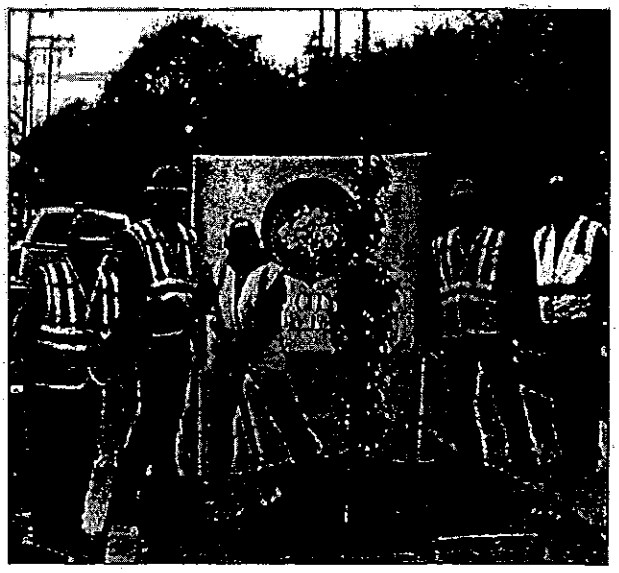
By spending $5 million over two years, Alameda can cut its backlog of 7,000 sidewalk repairs in half. This requires increasing contributions from Measure B ($1 million), Gas Tax ($1 million), Construction Improvement Tax ($1 million), and the General Fund ($1 million).

Every year, there are close to 500 new locations that are identified as in need of repair. By eliminating the backlog, Alameda can have a more stably funded sidewalk repair program in perpetuity, and it would require no further support from the General Fund.

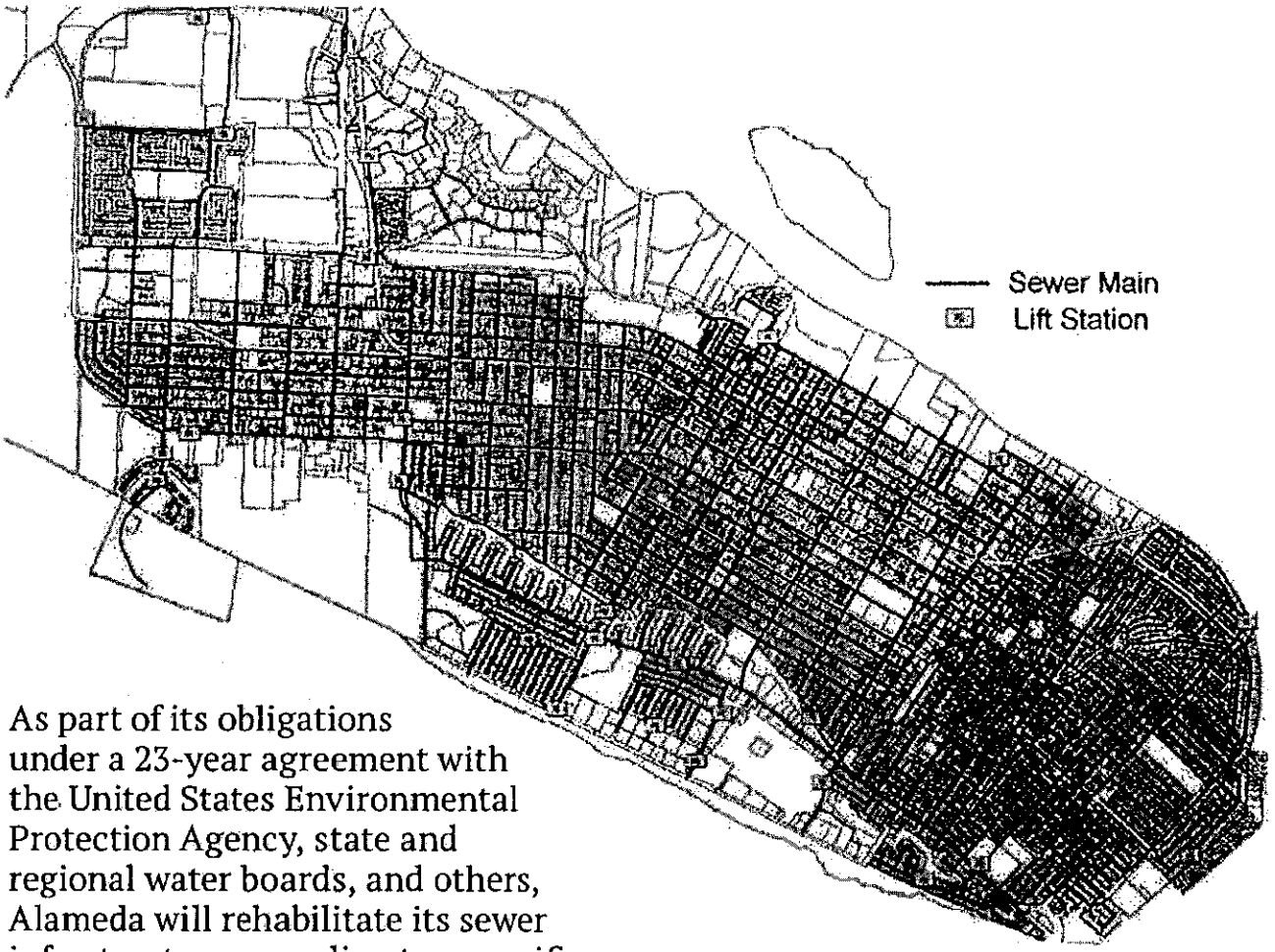
Urban Forest

The Master Street Tree Plan (2010) divides the city into five zones and recommends trimming one zone per year. Zones have between 3,340 and 4,200 trees each. In addition, this project includes maintenance of 60 acres of landscaped areas and medians in the public right of way.

To maintain the City's street trees, a budget of $1.5 million, adjusted for inflation, is probably sufficient through 2020. Funding is primarily through Gas Tax and supplemented with Construction Improvement Tax and other sources. In 2020, an update to the Master Street Tree Plan (2010) will be performed. The results of that update might change how the City maintains its urban forest and/or whether the current revenue sources are sufficient.



Sewers and Pump Stations



As part of its obligations under a 23-year agreement with the United States Environmental Protection Agency, state and regional water boards, and others, Alameda will rehabilitate its sewer infrastructure according to a specific, detailed, and comprehensive plan.

The City will rehabilitate three miles of sewer mains per year, including associated lower laterals and manholes, and renovate its 34 sanitary sewer pump stations. By June 2015, the City's Sewer Master Plan will be complete, and all of the City's sewer mains will have their risk assessed and prioritized for replacement over the next 20 years. Similarly, pump station renovation is prescribed and follows a decades-long plan.

Storm Drains, Pump Stations, and Lagoons

The City has completed several studies to assess the functionality of its storm drain system. Together, these show what facilities are undersized or damaged and the cause of flooding, and what facilities are most in need of upsizing or improving.

In the next ten years, the City will focus on reconstructing storm drain pipe where flooding is possible due to undersized pipes. In addition, outfalls will be assessed one by one and reconstructed as needed. These outfalls will include new controls to aid in maintenance, prevent tidal intrusion, and capture trash. With this complete, pipes upstream of the new outfalls will be upsized.

In addition, as recommended by a 2011 assessment, all 10 storm drain pump stations will be rehabilitated to meet current storm water volumes, building codes, and trash reduction requirements. The City's goal--and San Francisco Bay Regional Water Quality Control Board's (Water Board) requirement--is to eliminate the trash entering the Bay through its stormwater system to by 70% in 2017 and 100% in 2022. As this is a new area of regulation, there is much uncertainty. The Water Board, Alameda, and East Bay cities are currently working together to develop methods and measurement for meeting this goal.

The fees that maintain the stormwater

infrastructure have been flat for more than a decade and have not even adjusted for cost of living. For the work planned in 2015-2017, this fund will remain in good shape. However, as Water Board requirements develop and the City learns more about what it can do to adapt to sea level rise, an increase in rates in the next few years is likely.

The lagoons are considered to be part of the storm water system, providing detention of storm water before it enters the San Francisco Bay. The cost of maintaining the lagoons is shared by the Alameda West Lagoon Homeowners Association and the City. The north side of the lagoon - at one time the southern shoreline of Alameda - is lined with 100-year-old concrete seawalls. Where the seawalls support City streets, for example at La Jolla Dr, Powell St, and the end of Walnut Street, the City is responsible for maintaining and repairing the seawalls. At the current level of funding, it will take about 20 years to repair all of the seawalls. Other lagoon work includes repair of the weirs and pumps that regulate the flow through the lagoons.

Information Technology

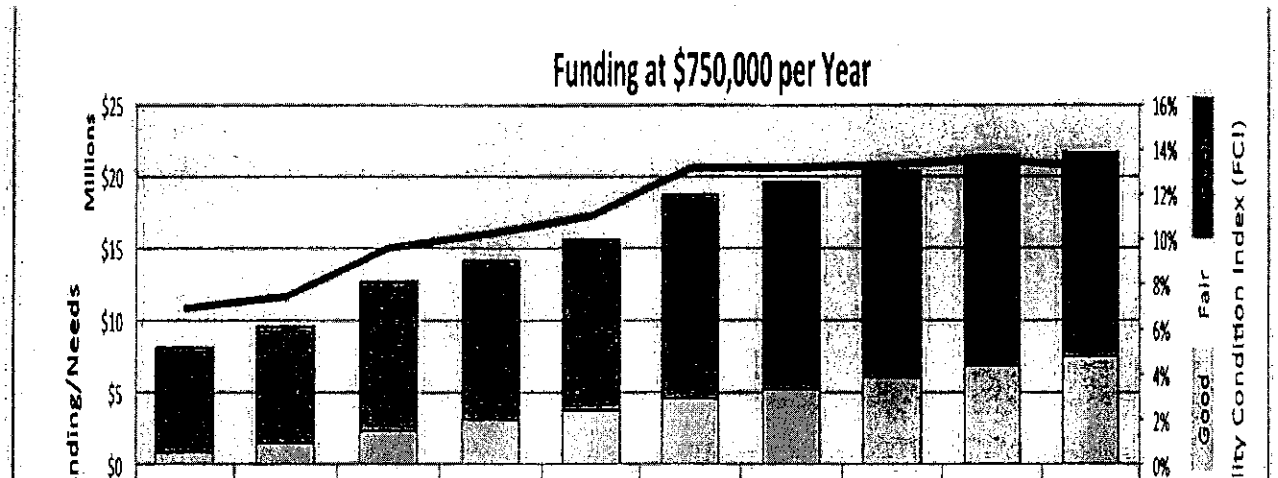
[WILL BE ENTERED IN NEXT ROUND--include Citywide GIS program ($700,000)expand library collections and technology ($200,000). These projects will likely be funded with a mix of General Funds, Development Impact Fees, and grants. Each is an approved project under the Development Impact Fee Nexus Study].

City Buildings

The City is convening an interdepartmental team to develop a detailed ten-year plan for improvements to its 35 buildings. This plan will be based on an already concluded, exhaustive review and recommendations by a third-party expert on facilities conditions. Those recommendations detail every building project by deficiency, priority, cost and description, and year for completion.

To improve the City's buildings from fair to a good condition will require an infusion of $8 million to pay for deferred maintenance. The City only began to set aside recurring money for facilities improvements in 2013 at $750,000 per year. As seen in the chart this level of funding results in the City's buildings moving from fair to poor in the next ten years.

Yet the City is unlikely to find $8 million to improve the buildings right away. Instead, the City's interdeparmental team will begin to prioritize those projects according to criticality, service to the public, and the building's use. After this, staff will return to the City Council in fall 2015 with options to fund facility improvements.



	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Unfunded	$7,381,992	$7,954,103	$10,341,068	$11,043,739	$11,831,306	$14,216,589	$14,179,435	$14,276,306	$14,565,871	$14,110,685
Funding	$750,000	$1,500,000	$2,250,000	$3,000,000	$3,750,000	$4,500,000	$5,250,000	$6,000,000	$6,750,000	$7,500,000
FCI - 4	7%	7%	10%	10%	11%	13%	13%	13%	14%	13%

There is some good news

Should there be new residential and commercial development in 2017-2025, some money may be raised major building expansions and new equipment. The following projects are already including in the list of improvements eligible for Development Impact Fees based on the fee's 2014 Nexus Study:

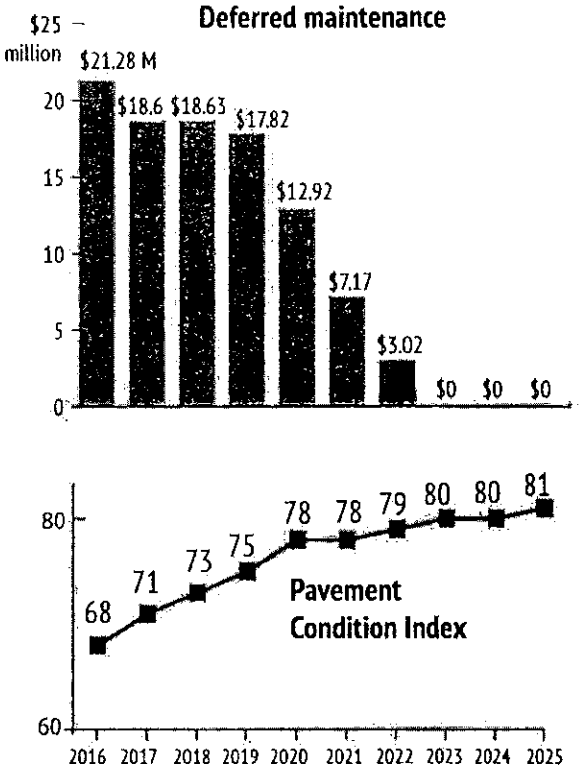
- Expanded library facilities ($500,000)
- Intensifying the use of the Carnegie Building ($1,500,000)
- New ambulance for Fire Station #3 ($500,000)
- Expanded work areas in Fire Stations #1 and #2 ($2,800,000)
- Upgrade emergency communication equipment ($1,000,000)
- Expanded work areas in the Police Station ($750,000)

Transportation

With additional money through passage of Measure BB, the City will significantly improve the condition of its streets by resurfacing ~45 miles of street in the next ten years. The Pavement Management Program of the Metropolitan Transportation Commission helps the City assess the Pavement Condition Index (PCI) of every public street. It also makes recommendations on the roads that require resurfacing versus adding a relatively inexpensive slurry coat to ten blocks of "good" condition streets.

Assuming spending of ~$4.5 million per year, the following PCIs will result:

Improving pavement condition



The precise locations of streets resurfaced or maintained is produced by the Pavement Management Program and coordinated with the City's sewer plan. The goal is to resurface streets in which the sewer main has already been replaced and other agencies (AMP, EBMUD, PG&E, telecoms, Public Works Transportation, and developers) have either already worked on the street and/or have no plans to for many years. Through this coordination, Alameda defends its newly resurfaced streets from intrusions.

Traffic signals are another important element of the transportation infrastructure.

Of the City's 82 signalized intersections, the following intersections are proposed to be have their signalization updated before 2025:

- Oak/Clement (new signal)
- Park/Pacific (new signal)
- Otis/Grand
- Central/8th
- Main/Singleton
- Pacific/Third
- Buena Vista/Sherman

Alameda's complete streets policy promotes all transportation modes, including bicycle and pedestrian. Improvements to pedestrian safety and new bikeways, lanes, and routes are included in a variety of transportation projects before 2015. For example, traffic calming measures help slow vehicle traffic to make it safer and more convenient for pedestrians and bicyclists. Traffic calming measures are proposed at the following locations:

- Fernside/San Jose (replace in-pavement lights with rectangular rapid flash beacon)
- Park/Pacific (replace in-pavement lights with rectangular rapid flash beacon)
- Westline/Portola (replace in-pavement lights with rectangular rapid flash beacon)
- Park Street Corridor (replace in-pavement lights with rectangular rapid flash beacon)
- Webster Street Corridor (replace in-pavement lights with rectangular rapid flash beacon)
- Park/San Antonion
- Fernside between High and Tilden
- Webster/Haight
- Lincoln/Linden
- Oak/Alameda

Other larger projects dependent on grant funding include the following:

Short Term (2017-2020)

1 Appezzato Pkwy (Main Street to Ferry Point) Multi-Modal & Bus Rapid Transit ($2.5M) Builds street infrastructure to support development of Alameda Point, and includes a bikeway. **Mode served:** Ped/ Bike/ Auto/ Truck / Transit

2 Blanding Avenue Track Removal and Bikeway ($.8M) Constructs bike lanes and routes between Tilden Way and Park Street. Mode served: Bike/ Auto

3 Central Avenue Complete Street (Pacific Avenue to Bay Trail entrance east of Fifth Street), $1.5M Extends the bikeway to the west end, improved access to schools. Mode served: Ped/ Bike/ Auto/ Truck / Transit

4 Central Avenue Realignment (Lincoln Avenue to Pacific Avenue), $3M Builds street infrastructure to support development of Alameda Point, and includes a bikeway Mode served: Ped/ Bike/ Auto/ Truck / Transit

5 Clement Avenue Complete St, includes Track Removal, $6M Removes railroad track, and has bikeway, pedestrian, transit, and other improvements. Mode served: Ped/ Bike/ Auto/ Truck / Transit

6 Clement Avenue West Extension, $5M Extends Clement Avenue west of Grand Street, and includes a bikeway. Mode served: Ped/ Bike/ Auto/ Truck / Transit

7 Clement Avenue East Extension to Tilden Way and ROW Acquisition, $5M Extends Clement between Broadway and Tilden Way, and includes bicycle lanes. Mode served: Ped/ Bike/ Auto/ Truck / Transit

8 Island Access Studies for Seismic Lifeline Tubes or BART to Alameda, $.5M Local match to study a seismic upgrade for the tubes and a potential BART station in Alameda. **Mode served:** Ped/ Bike/ Auto/ Truck / Transit

9 Main Street and Intersections (Pacific Avenue to Ralph Appezzato Pkwy), $2.5M Builds street infrastructure to support development of Alameda Point, and includes improved bikeway. Mode served: Ped/ Bike/ Auto/ Truck / Transit

10 Stargell Avenue (Main Street to Fifth Street) Queue Jump Lanes & Class I Trail, $4.75M Complete street with bikeway and bus corridor to accommodate Alameda Point development. Mode served: Ped/ Bike/ Auto/Transit

11 Tilden Way Phase 2, $2.8M Constructs a complete street for Tilden Way - improved sidewalks and bikeway. Mode served: Ped/ Bike/ Auto/ Truck / Transit

Short Term (2017-2020)

12 Bayview Shoreline Path Study, $.2M Feasibility study for improved shoreline path between Broadway/ Shoreline Drive and Towata Park. Mode served: Ped/ Bike

13 Central Ave. Complete St. (East of Fifth St. to Sherman St.) and Encinal High School/Third St Signal, Extends $2Mbikeway to the west end withimproved school route access and traffic signal at Central/Third. Mode served: Ped/ Bike/ Auto/ Truck / Transit

14 Ferry Terminal - New Alameda Point, $15M Provides a new ferry terminal at Sea Plane Lagoon - terminus of Ralph Appezato Parkway. Mode served: Ferry

15 Fruitvale (Miller Sweeney) Bridge Lifeline - City Match, $10M Emergency lifeline for Alameda to ensure that it functions after a major earthquake. Mode served: Ped/ Bike/ Auto/ Truck / Transit

16 I-880/Broadway /Jackson Multimodal Transportation and Circulation Improvements, $75M Improves Jackson Street on-ramp, Sixth Street frontage, bus rapid transit to 12th Street BART, etc. Mode served: Ped/ Bike/ Auto/ Truck / Transit

17 Main Street Realignment (Navy Way-Ferry Terminal-Appezzato Pkwy), $4M Improves street infrastructure to support development of Alameda Point. Mode served: Ped/ Bike/ Auto/ Truck / Transit

18 Mecartney Road Bike Lanes, $.4M Provides Class II bike lanes between Island Drive and Maitland Drive. Mode served: Ped/ Bike

19 Otis Drive Bikeway (Westline Drive to Willow Street), $.75M Provides a bikeway. Mode served: Ped/ Bike

20 Park Streetscape Improvements (Northern Park Street), $2.5M Pedestrian safety improvements between Lincoln Avenue and the Park Street Bridge. Mode served: Ped/ Bike

21 Shore Line Drive Path Repairs/Improvements), $2M Improves path between Broadway and Robert Crown Memorial State Beach. Mode served: Ped/ Bike

22 Webster Street Improvements (Pacific Avenue to Atlantic Avenue), $2.9M Provides streetscape improvements similar to other parts of Webster Street. Mode served: Ped/ Bike/ Auto/ Truck/ Transit

Parks

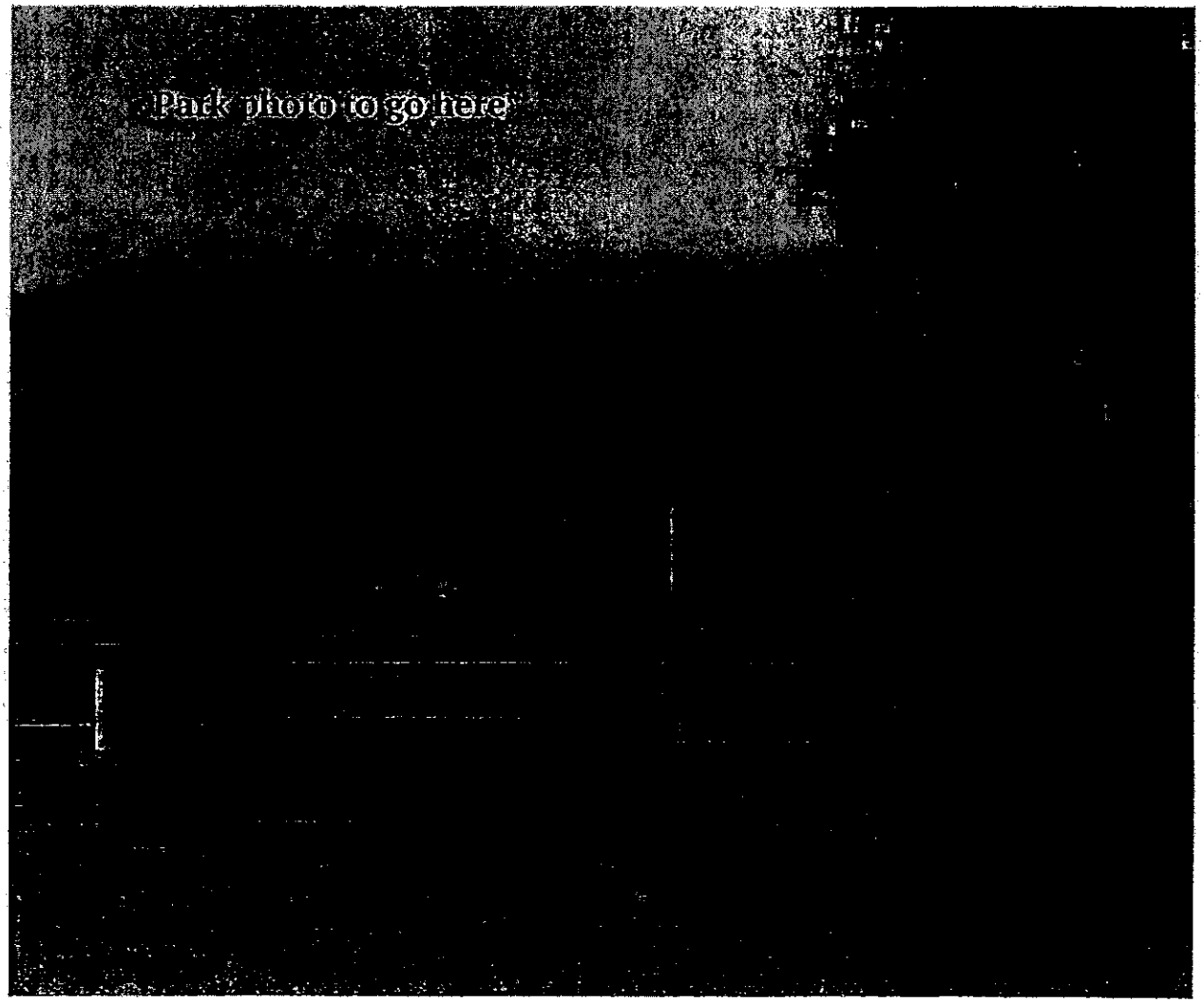
The City of Alame Recreation and continue its tradition of great, well-used parks. The Parks Commission has reviewed, revised, and approved the following prioritization of ~~parks and park facilities.~~

Parks are maintained primarily through General and Recreation~~al~~ Funds, and supplemented with cell tower revenues, whereas new park facilities are funded primarily by Development Impact Fees, specific developer agreements, Recreation Fund, grants, donations, the General Fund, and most often, a combination of all of these sources.

By 2021, construction of the Jean Sweeney Open Space Park, Estuary Park, and Encinal Boat Ramp renovation should be complete.

From 2017-2023, the Alameda Point Sports Complex ($20,050,000) will be planned and constructed.

From 2023-2025, Enterprise Park ($3,000,000) will be constructed.



PROJECT DESCRIPTION WORKSHEETS

LIST

LIST

LIST

LIST

PROJECT DESCRIPTION WORKSHEETS

LIST

LIST

LIST

LIST

MAIL

From:	Barbara Hawkins [bhawkins@alamedaca.gov]
To:	Jennifer Ott [jott@alamedaca.gov]
CC:	Amy Wooldridge [awooldridge@alamedaca.gov], Matthew Naclerio [mnaclerio@alamedaca.gov]
Subject:	EBRPD Prop WW
Created:	11-Jul-2013 16:16:16 UTC-07:00
Delivered:	11-Jul-2013 16:16:16 UTC-07:00
Stored:	14-Jul-2013 19:09:21 UTC-07:00
Tags:	
Status:	deleted,opened,read
Box Type:	received
Folder:	Amy Wooldridge Home > Trash
Message Id:	51DEDA50.ALAMEDA.ALAPNTPO.200.20000E9.1.763B8.1
Attachments:	TEXT.htm [Save] [Open] Measure_WW_Project_List_7-1-08b_BOARD_APPROVED.pdf [Save] [Open]

Jennifer,

Attached is the list of projects under Prop WW. There's $6.5 million for AP.

Barbara

East Bay Regional Park District

2008 Measure WW
Regional Parks Bond Extension Project List

Updated 7/1/2008

#	Location	Project	Description	Total $
1	Alameda Point	Trail expansion and development of regional recreation	$6.5 million to protect wildlife habitat, create regional recreation opportunities on San Francisco Bay, and extend the Bay Trail around Alameda Point in cooperation with City of Alameda. Restore shoreline areas including beach and dune grass habitat.	$ 6,550,000
2	Alamo Canal Trail	Construct trail undercrossing of highway 580	$630,000 to complete the key bicycle, pedestrian and equestrian trail connection under the 580-680 interchange, creating the first trail connection linking the communities of Dublin and Pleasanton.	$ 630,000
3	Anthony Chabot	Complete acquisition of park boundaries	$2 million to acquire last remaining open space to establish final park boundaries to buffer sensitive wildlife habitats and create new access for all users.	$ 2,025,000
4	Ardenwood	Improvement and renovation of park picnic and interpretive facilities	$2.2 million to improve facilities and increase opportunities for school classes and families to experience early California life at the historic Ardenwood Farm.	$ 2,250,000
5	Bay Point	Park expansion, marsh restoration and improved public access	$1.6 million to expand and restore wetlands to enhance habitat for Delta Smelt and other species. Provide water access to the Pittsburg/Bay Point shoreline. Establish the first section of the Great Delta Trail project linking the East Bay to the Delta and Central Valley.	$ 1,575,000
6	Bay Trail	Complete Bay Trail from Fremont to Martinez	$12.3 million to connect urban communities to shoreline access and wildlife viewing opportunities by completing the 86 mile Bay Trail along the East Bay shoreline. Acquire and develop trail links to close the remaining gaps between Martinez and Fremont.	$ 12,298,000
7	Bay Water Trail	Create boat launch, landing and camping sites from Fremont to the Delta	$5.9 million to establish safe and environmentally sound launch sites, wildlife viewing, camping, and other facilities to support the new Bay Water Trail, providing places for kayakers, canoers, and other small boats to travel the length of the East Bay shoreline and ultimately circumnavigate the Bay.	$ 5,890,000
8	Big Break Shoreline	Expand Delta Science Center	$2.6 million to enhance delta shoreline access and expand interpretative/educational opportunities for East Contra Costa County schools and families to experience the Delta in a natural setting. Protect and enhance habitat for the threatened California Black Rail and Giant Garter Snake, restore coastal prairie grassland.	$ 2,600,000

East Bay Regional Park District

2008 Measure WW
Regional Parks Bond Extension Project List

Updated 7/1/2008

#	Location	Project	Description	Total $
9	Black Diamond	Expand park and wildlife corridors. Complete visitor education facility and park improvements	$4.5 million to complete the underground trail and Mining Museum and to preserve important open space, enhance wetland and riparian habitat in partnership with the East Contra Costa County Habitat Conservation Plan.	$ 4,500,000
10	Briones	Preserve open space and improve public access	$7.8 million to preserve additional ridge top and hillside open space surrounding and near the park in partnership with other agencies. Improve Alhambra Valley and Buckeye Ranch access, develop staging area and trail connections for all users, renovate picnic areas and group camps.	$ 7,785,000
11	Byron Vernal Pools	Resource preservation	$3 million to acquire rare vernal pool habitat and wetlands near Byron to expand, preserve, protect and interpret rare species including Tiger Salamander, Fairy Shrimp and vernal pool wildflowers in partnership with the East Contra Costa County Habitat Conservation Plan.	$ 2,970,000
12	Calaveras Ridge Trail	Acquire and construct trail from Carquinez Strait to Sunol	$11.3 million to acquire open space and park corridor and construct this trail for all users connecting six regional parks along the 680 corridor serving all communities from Sunol to the Carquinez Strait.	$ 11,323,000
13	Carquinez Strait	Improve public access and expand park	$4.1 million to complete the shoreline scenic corridor between Martinez and Crockett. Expand outdoor recreation opportunities, preserve shoreline areas, and connect park trails for all users from historic Port Costa to the San Francisco Bay and Ridge Trails.	$ 4,050,000
14	Clayton Ranch	Expand park and wildlife corridors	$2 million to preserve open space and complete this critical wildlife corridor for Alameda Whipsnake, Red Legged Frog and rare plants between Mt. Diablo and Black Diamond Mines Regional Preserve in partnership with the East Contra Costa County Habitat Conservation Plan. Provide initial staging and new trail opportunities for all users.	$ 2,025,000
15	Concord Naval Weapons Station	Acquire open space and develop public access on former military base	$16 million to work in partnership with Concord and the National Park Service to acquire, restore and develop a major new regional park on the inland portion of former Concord Naval Weapons Station. Protect open space and wildlife habitat for Tiger Salamanders and Red Legged Frogs and restore Mt. Diablo Creek. Develop regional recreation facilities including picnic areas, trails for all users, parking and camp sites. Provide interpretive and education facilities and partner with the National Park Service to provide services in the area.	$ 15,950,000

East Bay Regional Park District

2008 Measure WW
Regional Parks Bond Extension Project List

Updated 7/1/2008

#	Location	Project	Description	Total $
16	Coyote Hills	Complete park boundaries, restore marsh, build public use facilities	$8.1 million to acquire remaining lands adjacent to Coyote Hills to complete park boundaries and preserve sensitive riparian wildlife habitat. Restore and expand existing marsh complex to include seasonal wetlands, coastal prairie grassland and reduce cattails. Enhance habitat for Salt Marsh Harvest Mouse and California Black Rail. Replace the aging visitor center with a state of the art facility to interpret the significant cultural and natural resources of the area. Add family camping opportunities at the reclaimed Dumbarton Quarry site and provide trail links to the Don Edwards Wildlife Refuge and Bay Trail.	$ 8,100,000
17	Crockett Hills	Expand park and improve public access	$4 million to acquire scenic open space to expand this park near the West County communities of Crockett, Hercules and Rodeo. Build new public access, trails for all users and camp sites easily accessible from Highway 4 and the Cummings Skyway.	$ 4,050,000
18	Crown Beach	Improve visitor center, restore beach, complete park boundary	$6.5 million to replace and expand the Crab Cove interpretive center, currently located in an outdated military building. Expand and restore Alameda Beach to increase space for beach recreation and protect the shoreline. Acquire appropriate surplus federal property if it becomes available.	$ 6,480,000
19	Deer Valley	Park acquisition and development	$3.6 million to establish a new park near the communities of Brentwood and Oakley. When matched with funding from the East Contra Costa County Habitat Conservation Plan, the park will preserve a regional wildlife corridor for San Joaquin Kit Fox, Tiger Salamander, and other threatened species between Los Vaqueros and Black Diamond and will preserve the rural ranching history of the area.	$ 3,600,000
20	Delta Access	Park expansion and development at Orwood Tract	$5 million to open a new regional park on the Delta providing swimming, boating, fishing, picnicking and camping close to East Contra Costa communities. Work with federal and state agencies to provide both Delta recreation and wildlife habitat for threatened California Black Rails, Giant Garter Snakes and migratory waterfowl.	$ 4,950,000
21	Delta Recreation	Develop new park at Jersey Island	$1 million for new public access, trails, family camping and picnicking in the Delta on Jersey Island and the San Joaquin River.	$ 1,000,000
22	Delta Trail	Establish the Great Delta Trail connecting Bay Point to Big Break to the Contra Costa County line	$4.1 million to provide a new trail for all users connecting the communities of Bay Point, Brentwood, Pittsburg, Antioch, and Oakley to the shoreline. Work with State and local agencies to develop the Great Delta Trail improving urban access to fishing and boating in the Delta.	$ 4,050,000

East Bay Regional Park District

2008 Measure WW
Regional Parks Bond Extension Project List

Updated 7/1/2008

#	Location	Project	Description	Total $
23	Diablo Foothills/ Castle Rock	Expand open space adjacent to Mt. Diablo State Park and improve Castle Rock picnic and recreation area	$7.2 million to preserve open space and habitat in central Contra Costa County adjacent to Mt. Diablo State Park, complete renovation of picnic areas, play areas, and trail access improvements for all users.	$ 7,200,000
24	Doolan Canyon/ Tassajara Hills	Establish new park and preserve open space and ridges	$5.7 million to acquire land for a new park preserving the last major undeveloped expanse of the Tassajara Hills north of the communities of Dublin and Pleasanton. Restore grassland and seasonal wetland habitat for Tiger Salamanders, Golden Eagles, Prairie Falcons and other species. Provide trails for all users, public access, and scenic resources, rolling hills and open grassland valleys.	$ 5,675,000
25	Dry Creek	Acquisition and Meyers Estate improvements	$6.7 million to acquire and preserve scenic ridge lands in the Union City Hills along Walpert Ridge, complete the renovation of the historic Meyers Estate and garden for intimate community gatherings. Complete multi-use Ridge Trail connections.	$ 6,700,000
26	Dublin Hills	Open space preservation and regional trail connections	$4.7 million to complete this new park along the ridgelines in the scenic west Dublin hills. Preserve wildlife corridor and connect community residents to regional trails for all users and nearby natural areas. Restore ponds and enhance riparian habitats and grasslands.	$ 4,725,000
27	Dunsmuir Heights Trail	Complete trail connection through Dunsmuir Heights to Anthony Chabot	$2.3 million to acquire and construct an urban open space and multi use trail corridor connecting Oakland and San Leandro neighborhoods to Anthony Chabot park through the Dunsmuir Heights area.	$ 2,350,000
28	East Bay Greenway Trail	Trail corridor protection partnerships with local cities	$400,000 to partner with local cities to secure public use of this abandoned rail right of way to serve urban residents from Oakland to Fremont.	$ 400,000
29	Eastshore State Park	Park expansion, restoration and development	$27 million to expand and restore this eight-mile long urban shoreline park adjacent to the East Bay communities of Oakland, Berkeley, Emeryville, Albany, and Richmond. Consistent with the Eastshore State Park General Plan, develop access improvements, restore upland and wetland areas to enhance wildlife habitat, and to complete east shore segments of the Bay Trail.	$ 27,000,000

East Bay Regional Park District

2008 Measure WW
Regional Parks Bond Extension Project List

Updated 7/1/2008

#	Location	Project	Description	Total $
30	Garin	Complete park acquisition and improve public access	$2.9 million to acquire and protect scenic ridges and wildlife habitat adjacent to Union City, Fremont and Hayward communities. Expand park trail system to improve recreational opportunities for all users and connect to the Ridge Trail.	$ 2,925,000
31	Garin to Pleasanton Ridge Trail	Acquire and construct trail connection	$2 million to acquire and construct trail connecting Garin Park to Pleasanton Ridge for hiking, biking and equestrian use.	$ 2,025,000
32	Gateway Shoreline	Park acquisition and development	$5.4 million to establish a new regional shoreline park as a bicycle trail hub connecting the new Bay Bridge bicycle access to the East Bay and the Bay Trail in cooperation with other agencies. This inter-modal node will include parking, promenade, fishing access, landscape improvements, and facilities to interpret the natural and historic resources of this site.	$ 5,400,000
33	Hayward Shoreline	Expand park and construct public access and education improvements	$4.5 million to restore and protect shoreline bird habitat, strengthen and repair levees along this shoreline to address climate change impacts, improve public trail access and cooperate on shoreline interpretive improvements with other state and local agencies. Dredge channels to improve water circulation and enhance habitat on islands for endangered Least Terns.	$ 4,500,000
34	Iron Horse to Mount Diablo Trail	Complete trail corridor	$1.4 million to complete trail corridors between Las Trampas, Sycamore Valley and Mount Diablo.	$ 1,350,000
35	Iron Horse Trail	Extend Iron Horse Trail north and south	$2.2 million to complete extensions north of Concord and south to Pleasanton of this 28 mile-long urban bicycle trail.	$ 2,250,000
36	Lake Chabot	Acquisition to complete park boundary	$1.8 million to preserve hillside areas, connect trails and add public access along the western park boundary.	$ 1,800,000
37	Las Trampas	Construct interpretive facility, acquire open space and construct public access improvements	$8.3 million to establish interpretive visitor facility and indoor meeting space to serve the increasing population in the San Ramon Valley. Develop access for all users to recently acquired properties in the Lafayette, Moraga and San Ramon Valley areas including staging, trails, and camping areas.	$ 8,325,000

East Bay Regional Park District

2008 Measure WW
Regional Parks Bond Extension Project List

Updated 7/1/2008

#	Location	Project	Description	Total $
38	Leona Open Space	Acquire land to complete park boundaries	$2.5 million to acquire remaining land to complete the park and improve public access.	$ 2,500,000
39	Marsh Creek Trail	Complete and open trail extension from Brentwood to Round Valley	$900,000 to complete the Marsh Creek Trail connecting the Brentwood area through the State Historic Park at Cowell Ranch to Round Valley Regional Preserve.	$ 900,000
40	Martin Luther King Jr. Shoreline	Expand Bay Trail, Tidewater and Shoreline Center facilities	$12.3 million to expand existing public use, shoreline access and Bay Trail improvements at the Tidewater and Shoreline Center areas of the Martin Luther King Jr. Shoreline.	$ 12,320,000
41	Mission Peak	Acquire open space and improve public access	$5.4 million to expand ridgeline corridor on Mission Ridge and improve trails and staging areas including Stanford Avenue.	$ 5,400,000
42	Morgan Territory	Complete park acquisition and improve public access	$8.1 million to expand wildlife corridors in partnership with the East Contra Costa Habitat Conservation Plan. Provide trails for all users and additional access to the ridge lands south of Mt. Diablo.	$ 8,100,000
43	North Richmond Shoreline	Acquire and restore Wildcat Creek and San Pablo Creek marshes	$3.6 million to preserve San Pablo and Wildcat Creek Marsh and creek deltas to protect and restore the two largest remaining marsh areas along the North Contra Costa Shoreline. Connect the trail corridor from the north Richmond Wetlands to Point Pinole. Develop appropriate public access for wildlife viewing and education programs.	$ 3,650,000
44	Oak Knoll to Ridge Trail	Develop trail connection from Oak Knoll to Redwood Park	$720,000 to join with the City of Oakland and community groups to create trail connections between the Oak Knoll redevelopment project and Leona Heights Open Space.	$ 720,000
45	Oakland Shoreline	Oakland shoreline acquisition, resource restoration and public access	$10.8 million to join with Oakland to develop new access for urban residents to the Oakland Shoreline. Cleanup and restore marshes to benefit nesting birds, improve water circulation through dredging, and construct improvements on shoreline sites along the Bay Trail from San Leandro Bay, through the Oakland Estuary, and north to connect to Gateway Shoreline Park. Assist with the City's Estuary Plan trail and access projects, including public use facilities.	$ 10,800,000

East Bay Regional Park District

2008 Measure WW
Regional Parks Bond Extension Project List

Updated 7/1/2008

#	Location	Project	Description	Total $
46	Ohlone	Acquire additional wilderness lands	$7.4 million to expand Alameda County's largest wilderness park, preserve park wilderness values, protect wildlife habitat and high mountain ridge resources. Develop trail loops and expand public access and camping opportunities. Restore failing ponds to support Tiger Salamander and Red Legged Frog populations.	$ 7,425,000
47	Oyster Bay	Complete public access improvements	$2.1 million to complete the development of this 200 acre urban shoreline park and Bay Trail connection by working with the City of San Leandro to provide recycled water for the irrigation of new turf meadows, construct picnic and play areas, parking, restrooms and landscaping.	$ 2,070,000
48	Pleasanton Ridge	Acquire and construct public access, trail and recreation and interpretive facilities	$13.7 million to acquire park land on scenic Pleasanton and Sunol ridges and Devaney canyon, complete bicycle loop trail system, construct parking, staging areas, access, picnic, camping and visitor facilities.	$ 13,725,000
49	Point Pinole	Construct new park access, visitor center, and maintenance amenities	$7.5 million to develop new Atlas Road access to the park with parking, picnic areas, meadows, play areas, environmental maintenance facility, and new visitor/interpretive center. The center will provide an introduction to the rich natural and cultural resources found at this site. Complete park boundary and wetland restoration. Enhance and restore wetland and coastal prairie habitats.	$ 7,540,000
50	Point San Pablo Peninsula	Acquire, preserve and make accessible new shoreline open space	$4.5 million to acquire and restore shoreline and complete Bay Trail spur north of the Richmond/San Rafael Bridge to provide new public access to this scenic north bay shoreline.	$ 4,450,000
51	Quarry Lakes	Expand recreation facilities	$4.5 million to complete the development of this regional recreation area by providing new turf meadows, picnic and play areas, restrooms and landscaping. Complete park boundaries in this urban recreation area.	$ 4,500,000
52	Rancho Pinole	Establish new park	$3.2 million to preserve open space in West Contra Costa County and establish a new park. Acquire land and provide access for all users in cooperation with Muir Heritage land trust to connect the Ridge Trail to Crockett Hills, Franklin Ridge and West County communities.	$ 3,150,000

East Bay Regional Park District

2008 Measure WW
Regional Parks Bond Extension Project List

Updated 7/1/2008

#	Location	Project	Description	Total $
53	Redwood	Expand park, protect habitat, construct interpretive and public use facilities	$5.2 million to acquire and restore Redwood Creek to protect rare native trout habitat; cooperate with the City of Oakland and Chabot Space and Science Center to support youth camping and facilities to interpret the historic and natural features of the East Bay's only native redwoods. Enhance Serpentine prairie for rare plants, improve Whipsnake habitat and rare Manzanita groves.	$ 5,200,000
54	Ridge Trail	Complete Bay Ridge Trail, Carquinez Strait to Mission Peak	$12.7 million to acquire and construct trail corridor segments to close gaps in the existing 25 mile long East Bay Ridge Trail alignment. Providing a continuous trail connection through 16 regional parks from Martinez to Fremont.	$ 12,690,000
55	Roberts	Renovate swimming pool	$1.4 million to update existing pool and facilities to accommodate regional swimming meets and events.	$ 1,350,000
56	Round Valley	Acquire open space, improve access	$7.2 million to expand park to protect this unique pristine valley. Acquire lands in cooperation with the East Contra Costa County Habitat Conservation Plan. Expand trail access for all users, staging, picnic and camping opportunities. Connect trail corridors to adjacent State Parks and to Morgan Territory Regional Preserve. Improve grasslands for Kit Fox and Golden Eagle habitat.	$ 7,200,000
57	San Pablo Bay	Preserve shoreline and provide bay trail access	$855,000 to acquire and restore the scenic San Pablo Bay shoreline to provide access and wildlife viewing to bayside natural resources. Provide Bay Trail amenities to enhance public use of the bay shoreline.	$ 855,000
58	Sibley / Huckleberry	Expand park and construct visitor amenities	$5.9 million to acquire additional open space south of Sibley Regional Preserve between Oakland, Orinda and Moraga. Expand trails including connection to Lake Temescal, construct new trailhead and develop new camping opportunities. Restore ponds and riparian habitat.	$ 5,900,000
59	Sunol	Renovate visitor center and expand park	$5 million to expand wilderness area to protect Alameda Creek watershed, preserve wildlife habitat, remove barriers to Steelhead migration and to renovate and/or replace the aging visitor center, picnic and campground facilities.	$ 4,950,000
60	Sycamore Valley Open Space	Acquisition and trail connections	$925,000 to acquire lands to complete open space boundaries and trail connections, both inside the park and to Mt. Diablo. Enhance Red Legged Frog habitat.	$ 925,000
61	Tassajara Creek Trail	Develop trail connections	$875,000 to acquire and develop the regional trail connecting Tassajara Creek in Dublin to Mt. Diablo. Cooperate with the Cities of Dublin, San Ramon and Contra Costa County to complete this trail.	$ 900,000

East Bay Regional Park District

2008 Measure WW
Regional Parks Bond Extension Project List

Updated 7/1/2008

#	Location	Project	Description	Total $
62	Tilden Park	Remodel visitor centers	$2 million to renovate and/or expand Tilden Park's visitor facilities at the Botanic Garden and Environmental Education Center for public interpretive programs, lectures and research.	$ 2,040,000
63	Urban Creeks	Acquire and restore creeks in urban core	$8 million to work with cities and community organizations to restore urban creeks and acquire creek easements, such as BART to Bay and other urban creek projects.	$ 8,040,000
64	Vargas Plateau	Expand park and develop public access	$7.6 million to expand park, develop access and construct parking, picnic areas, trails for all users, and camp sites at this new park. Preserve Alameda Creek watershed, extend the Ridge Trail, connect the park to Fremont and Sunol, protect hillside vistas and open space east of Fremont and south of Niles Canyon. Restore wetlands and enhance grasslands.	$ 7,649,000
65	Vasco Caves	Improve safe access to site	$ 4.7 million to expand the preserve to protect unique natural and cultural resources in partnership with the East Contra Costa County Habitat Conservation Plan. Improve habitat for Kit Fox, Golden Eagles and enhance wetlands. Provide suitable, guided public access, parking and visitor facilities.	$ 4,725,000
66	Wildcat Canyon	Acquire parkland and improve access	$900,000 to expand park boundaries along the San Pablo Ridge, improve access to park for all users.	$ 900,000
67	Wildcat Creek Trail	Richmond Parkway	$900,000 to work with the City of Richmond and Contra Costa County to safely re-open the Wildcat Creek Trail crossing under the Richmond Parkway to connect north Richmond communities to the bay shoreline.	$ 900,000

Subtotal, District Project List	**$348,750,000**
7% Reserve for unanticipated future needs or opportunities	$ 26,250,000
Total, District Project List	**$375,000,000**
Local Grant Program Amount	$ 125,000,000
Total Amount of Bond	**$500,000,000**

Message

From:	Amy Wooldridge [awooldridge@alamedaca.gov]
To:	VIRENDRA PATEL [vpatel@alamedaca.gov]
CC:	O'Brien, James [james@advancepdi.com]
Subject:	FW: Sweeney Park NEPA form for Caltrans
Created:	13-Apr-2015 11:41:38 UTC-07:00
Delivered:	13-Apr-2015 11:41:00 UTC-07:00
Stored:	14-Apr-2015 04:39:55 UTC-07:00
Tags:	
Status:	read
Box Type:	sent
Folder:	Amy Wooldridge > Sent Items
Message Id:	91af74c5073eff4ba186946cceb14d2e00000000010a#91af74c5073eff4ba186946cceb14d2e0000029b3c3a
Attachments:	TEXT.htm [Save] [Open]
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	NES_MI_final.docx [Save] [Open]
	NES_MI_final aw edits.docx [Save] [Open]

A text version of the message is not available. Please refer to TEXT.htm.

Natural Environment Study

(Minimal Impacts)

1925 Sherman Street, City of Alameda

Alameda County, California

April 2015

STATE OF CALIFORNIA
Department of Transportation

Prepared By: Environmental Science Associates (ESA)

Prepared For: California Department of Transportation

1.0 Summary

This Natural Environment Study – Minimal Impacts (NES-MI) was prepared for the City of Alameda, Recreation and Park Department (City) for the Jean Sweeney Open Space Park (project). The City proposes to develop a new 22-acre community park on the former Alameda Beltline Railroad property, which is owned by the City. The Biological Study Area (BSA) for this NES-MI includes all areas within the project limits and a 500-foot buffer area. The BSA is located on the north east side of Alameda Island in Alameda County, California.

The purpose of this project is to construct a new community park and open space in northern Alameda which would primarily support passive recreation, with some active recreation uses by developing walking and bike trails, a community garden, natural playgrounds, open lawn, picnic areas, and natural open space.

This report identifies the potential for project impacts to biological resources, including sensitive communities, jurisdictional wetlands, and special-status plant and wildlife species. It also provides avoidance and minimization measures to reduce project impacts. In March 2015, the California Transportation Commission of the California Department of Transportation (Caltrans) allocated funds from the Active Transportation Program (ATP) to support the development of the project (Caltrans, 2015).

No jurisdictional drainages or wetlands, or sensitive communities occur within or immediately adjacent to the BSA; therefore, no regulatory permitting would be required for these resources.

The BSA is not within any U.S. Fish and Wildlife Service (USFWS) designated critical habitat and is not within any approved or proposed Habitat Conservation Plan (HCPs) or Natural Community Conservation Plans (NCCPs). The BSA contains suitable nesting habitat for resident migratory birds and/or raptors (birds of prey) protected under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CF&G Code). Also, there is potential for large trees and the yard house, the single remaining building located at the eastern end of the rail yard, in the BSA to support special-status bat species.

Avoidance and minimization measures would be required to minimize impacts to common and special-status birds and bats species, in addition to migratory birds, if construction activities take place during the avian nesting season from February 15 to September 1. Avoidance and minimization measures would also be provided for potential adverse impacts to mature coast live oak (*Quercus agrifolia*) trees identified in the BSA.

2.0 Introduction

2.1 Project Location

The project site is located at 1925 Sherman Street in the City of Alameda, south of Atlantic Avenue, as illustrated in **Figure 1**. The project site is approximately 2 miles south and west of Oakland and approximately 12 miles from San Francisco (10 miles by ferry). Access to the project site is provided by Atlantic Avenue (running east-west), Constitution Way, running north-south on the west, Sherman Street, running north-south on the east, and multiple residential streets along the southern boundary.

Figure 2 shows the BSA boundaries including the project site footprint and 500-foot buffer. The project site is directly adjacent to single family and multi-family residential units to the south, as well as the Marina Village Business Park to the north. To the west of the project site is the Webster Square Shopping Center. The Bay Eagle Community Garden is located southeast of the site. A parking lot is located adjacent to the eastern boundary, beyond which the Northern Waterfront General Plan Amendment planning area is located, including the site of the former Del Monte warehouse which is planned for redevelopment as future residential units and retail space.

2.2 Project Description

The proposed project would include removal of remnant building foundations and infrastructure, and require remediation activities for known instances of soil contamination. Park construction would include landscaping, benches, hardscape walkways, lighting, playground structures, parking spaces, a seasonal water feature, walking and biking trails, and a community garden. Active uses would generally be located towards the perimeter of the park, surrounding passive uses in the central area. The park would incorporate sustainable design and water management policies.

Park Development Project

The overall project construction schedule is expected to begin in fall 2015. In addition to the construction phases outlined here, the actual development of the park may be completed in stages as funding is available:

- **Soil remediation** constituents would remain in areas planned for hardscape or greenscape installation, which would serve as a cap.
- **Grading and drainage** improvements as necessary to prepare the site. The proposed project would require trenching, and minor cut and fill as part of construction.
- **Park construction** would be completed in stages as funding is identified and would include a 90-day plant establishment. The general park features are described below.

Park Features

The new park would include six recreation use types for Sweeney Park following an extensive community input process. These include:

1. Walking and bike trails;
2. Natural open space;
3. Picnic areas;
4. Community garden;
5. Natural playgrounds; and
6. Open lawn areas.

Access and Circulation

The design of the proposed project would construct the more active uses on the outside edges of the property, with the quieter, more serene areas constructed in the main central area. The Cross Alameda Trail (CAT), a City Council-approved pedestrian and bicycle trail running the length of Alameda Island, would be located on the northern edge of the property, away from the existing residential neighborhoods. There would also be a tree buffer along the southern edge, to act as a natural visual and sound barrier for the residential area. New parking lots would be located on the northwest and east sides of the property, with 120 total spaces, in order to provide enough available space to draw all parking away from residential areas.

Park Design and Amenities

The park would include features and amenities that support passive recreation, as well as education opportunities. Existing oak trees and other vegetation would be retained along the perimeter of the park, providing a natural vegetated buffer, and in clustered areas in the center of the park throughout the walking/biking paths and in surrounding natural landscape areas. A water feature would be located in the center of the park running from east to west intersecting the walking trails. The water feature would be seasonal for storm water detention and include a frog pond, dry creek beds, and five bridge crossings.

Both the east and west ends would feature restrooms and natural playgrounds. Educational opportunity areas would be offered on the west side of the park, including an outdoor classroom near a demonstration garden, fruit tree orchard, and butterfly garden. The east side would feature the "great lawn" area, a gazebo, covered picnic pavilion, main plaza with trellis feature, and a grassy hill. This area would be offered to the community as rental space; amplified sound would not be permitted. Other amenities would include plaza areas with art, a demonstration garden, and various lawn areas. Picnic tables and benches would be scattered throughout the property and along trails.

A two-acre community garden is proposed for the far western side of the property. The garden would follow the recommendation of the Alameda Point Collaborative's feasibility study, and could include up to 250 plots, a central gathering area, common tool sheds and compost areas.

The project would also include the restoration of the historic yard house on the eastern edge of the project site. The yard house may be restored and would be operated as a concession stand and model railroad museum. The park would include a small maintenance building and yard behind the yard house that would be used to store equipment and materials needed to care for the proposed park.

Environmental Preservation and Protection

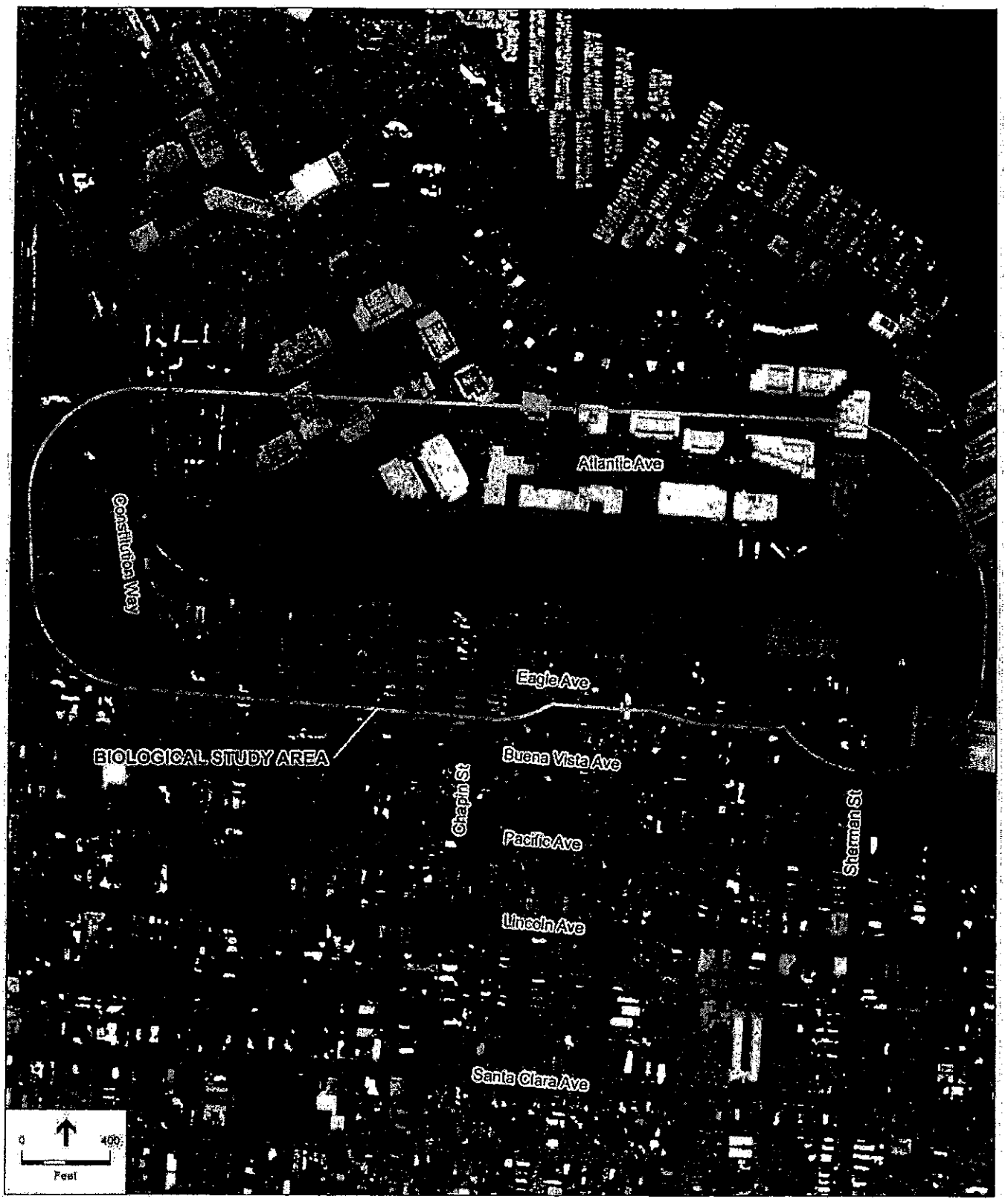
The design of the proposed park is intended to provide environmental protection, minimize greenhouse gases, and improve environmental quality on the site and within the area. These goals will be accomplished through the inclusion of the following features:

- Retain existing live oak trees and use Oak Tree Fund to plant additional live oak trees.
- Goal to reuse all existing concrete onsite, or as much as is reasonably feasible.
- Park and trail lighting will utilize LED and/or solar lighting technology.
- Plantings throughout the park will consist predominantly of California native plants.
- Landscaping will follow "Bay-Friendly" planting guidelines.
- Solar powered trash compactors will be installed.
- All storm water will be filtered onsite through the use of bioswales and a seasonal creek.
- Adds critical connection points to the Cross Alameda Trail for bicyclists and pedestrians.
- Will include educational and historic signage.
- Possible preservation and adaptive reuse of the Alameda Rail Yard House.

SOURCE: ESA; ESRI

Jean Sweeney Open Space Park , 140118

Figure 1
Project Location Map



SOURCE: ESA; ESRI

Jean Sweeney Open Space Park , 140118

Figure 2

Project Biological Study Area

3.0 Study Methods

A review of pertinent literature, online database searches for special-status species, aerial photo interpretation, a reconnaissance-level biological field survey, and a wetland delineation were conducted for the project within the BSA. The limits of the BSA are shown in Figure 2.

3.1 Studies Required

Prior to the completion of the biological study, the impact area was reviewed and compared to the topographic map and aerial photographs. The BSA encompassed the proposed impact area and immediately surrounding habitat.

3.2 Literature Review

Special-status species lists were derived from the California Natural Diversity Data Base (CNDDB) (CDFW 2015), U.S. Fish and Wildlife Service (USFW, 2015), and California Native Plant Society (CNPS, 2015) database searches of Oakland West, Oakland East, Richmond and San Leandro U.S. Geological Survey 7.5-minute quadrangles. The primary sources of data referenced for this study are as follows and can be found in **Appendix A**:

- USFWS Online Inventory of Federally Threatened and Endangered Species (USFWS, 2015)
- CNDDB Rare Find online program (CDFW, 2015)
- CNPS Online Inventory of Rare and Endangered Plants (CNPS, 2015)

A list of special-status species with potential to occur derived from the above sources and reconnaissance survey is presented in the following section.

3.3 Reconnaissance Survey

Wildlife biologist Rachel Danielson of Environmental Science Associates (ESA) conducted a reconnaissance-level field survey of the BSA on April 25, 2014 to verify existing biological conditions, assess vegetation and wildlife habitats, and identify potential for special-status plant and animal species[1] to occur onsite. Ms. Danielson has over six years of experience conducting wildlife surveys and resource management and is adept at environmental compliance. Project work limits and the 500-foot buffer area, where accessible, were evaluated by foot to verify environmental conditions as well as habitat suitability for special-status species. General habitat conditions were noted, incidental species observations were recorded and site photos were taken.

[1] The term "special-status" species includes those species that are listed and receive specific protection defined in federal or state endangered species legislation, as well as species not formally listed as Threatened or Endangered, but designated as "Rare" or "Sensitive" on the basis of adopted policies and expertise of state resource agencies or organizations, or local agencies such as counties, cities, and special districts.

On March 17, 2015, ESA biologists Chris Rogers and Rachel Danielson conducted a wetland delineation of the proposed project site to identify the extent of wetlands that may be regulated as jurisdictional waters of the State. Mr. Rogers has specific Corps' wetland delineation training and has over 25 years experience assessing waters and wetlands under regulatory agency jurisdiction.

4.0 Environmental Setting

The project site is located in the Bay Area-Delta Bioregion, as defined by the State's Natural Communities Conservation Program. This bioregion consists of a variety of natural communities that range from the open waters of the Bay and Delta, to salt and brackish marshes, to chaparral and oak woodlands. The temperate climate is Mediterranean in nature, with relatively mild, generally wet winters and warm, dry summers. The high diversity of vegetation and wildlife found in Alameda County, which reflects that of the region as a whole, is a result of soils, topography, and microclimate diversity that combine to promote relatively high levels of endemism[2]. This, in combination with the rapid pace of development in the region, has resulted in a relatively high degree of endangerment for local flora and fauna.

The project area is located on the north east side of Alameda Island, adjacent to the Oakland-Alameda Estuary, which is part of the larger San Francisco Bay Estuary. The San Francisco Estuary is designated as a Western Hemisphere Shorebird Reserve Network of international importance, with more than one million shorebirds using regional wetlands each winter. Between 300,000 and 900,000 shorebirds pass through San Francisco Bay during spring and fall migration periods, more than 50 percent of the diving ducks in the Pacific Flyway winter in the shallow wetlands of the Bay, and several species breed in regional wetlands during the summer (Goals Project 1999).

4.1 Description of the Existing Biological and Physical Conditions in the Study Area

The BSA incorporates all areas of project activities (project footprint) and a 500-foot buffer around the project footprint. The 500-foot buffer is designed to account for project disturbances to potential special status species such as raptors. CDFW buffers for nesting raptors are commonly 250 to 500 feet from construction activities; the higher buffer is for sensitive species within undisturbed habitats. Taking into account the high level of existing disturbances surrounding the BSA, a 500-foot buffer adequately considers potential project impacts to raptors and nesting birds. This buffer also accounts for potential disturbances to special-status bats moving through the area.

[2] *Endemism* refers to the degree to which organisms or taxa are restricted to a geographical region or locality and are thus individually characterized as endemic to that area.

4.2 Physical Conditions

The project site consists of three parcels that are zoned Open Space and designated in the City of Alameda General Plan as Parks and Public Open Space, respectively. The project site is an unpaved roughly rectangular property with a single remaining building located at the eastern end of the rail yard that served as the former yard house. The site has remnant concrete foundations from several other structures, including a former maintenance building, and concrete pits. Much of the site is covered with ballast rock. The topography of the site is defined by soil stockpiles and elongated east-west oriented areas of higher ground about three to four feet higher than the central rail yard area, along the northern and southern margins of the project site; asphalt and concrete rubble protrudes from the soil stockpiles and elevated areas in many places.

4.3 Biological Conditions in the Study Area

The project site occurs in a highly urbanized context on Alameda Island and is surrounded by urban infill comprised of residential neighborhoods, commercial office parks, and light industry. Wildlife species utilizing urban areas must be able to tolerate the presence of humans and their activities and are typically generalists, capable of utilizing the limited food sources available, such as garbage and horticultural plants and their fruit.

Urban wildlife species found in the Alameda area include common raven (*Corvus corax*), northern mockingbird (*Mimus polyglottos*), raccoon (*Procyon lotor*), striped skunk (*Mephitis mephitis*), Norway rat (*Rattus norvegicus*), Virginia opossum (*Didelphis virginiana*), and feral cats. Several exceptions to the generalist rule are red-tailed hawk (*Buteo jamaicensis*), which prey on rodents, and Cooper's hawk (*Accipiter cooperii*) and peregrine falcon (*Falco peregrinus anatum*), which prey almost exclusively on small to medium sized birds. Several of the trees found along the perimeter of the project site and the yard house could provide nesting habitat for birds protected under the MBTA or CF&G Code or roosting habitat for special-status bats.

Much of the site consists of non-native grassland with a thriving population of pampas grass (*Cortaderia jubata*) hummocks throughout the property with acacia (*Acacia* sp.) trees scattered along the north boundary and lining the south boundary. Grassland species that characterize the proposed project site include non-native slender oat (*Avena barbata*), rip-gut brome (*Bromus diandrus*), foxtail barley (*Hordeum murinum*), rat-tail fescue (*Festuca myuros*), cheeseweed mallow (*Malva parviflora*), storks beak (*Erodium* sp.), perennial sweet-pea (*Lathyrus latifolius*), stinkwort (*Dittrichia graveolens*), and curly dock (*Rumex crispus*). An extensive bramble of Himalayan blackberry (*Rubus armeniacus*) occurs at the site midpoint along the abandoned rail tracks which run along the south side of the site. Native saltgrass (*Distichlis spicata*), coyote bush (*Baccharis pilularis*), and coast live oak trees occur sporadically amongst the non-native vegetation. This vegetation community can provide cover, foraging, and nesting habitat for a variety of bird species as well as reptiles and small mammals, especially those that are tolerant of disturbance and human presence.

Birds commonly found in such areas include non-native species such as English sparrow (*Passer domesticus*) and European starling (*Sturnus vulgaris*) as well as birds native to the area, including

American robin (*Turdus migratorius*), house finch (*Haemorhous mexicanus*), and western scrub jay (*Aphelocoma californica*). The project site also provides foraging and nesting habitat for California horned lark (*Eremophila alpestris actia*), a species included on the CDFW Watch List, and loggerhead shrike (*Lanius ludovicianus*), a California Species of Special Concern.

The March 2015 wetland delineation confirmed no potentially jurisdictional waters of the State or of the U.S., including wetlands, occur within the BSA. Jurisdictional wetlands and other waters of the United States and waters of the State occur to the north and northeast of the project site in Alaska Basin and the Oakland Estuary. Project activities are not planned to occur within these jurisdictional features, nor would they be indirectly affected by the proposed project.

4.4 Habitat Connectivity

Alameda Island and surrounding Bay waters provide habitat for a diversity of birds, with some species as year-round residents, other species as winter residents, and still others passing through along the Pacific Flyway during spring and fall migrations. Avian diversity in urbanized areas is highest where relatively large sized, diverse patches of habitat remain. Trees, shrubs, grasslands, and buildings within the BSA provide foraging and nesting habitat for a variety of birds as well as patches of habitat for potential use by migrants as stop-over sites.

4.5 Regional Species and Natural Communities of Concern

Natural communities are assemblages of plant species that occur together in the same area and are defined by species composition and relative abundance. There are no natural communities of concern within the BSA and project activities will occur within previously disturbed habitats, such as non-native grasslands, parking lots, and residential, commercial and industrial areas.

Table 1 in **Appendix B** provides a list of special-status species that have been documented from, or have potential to occur in suitable habitat within the BSA. The table also includes the rationale for each species potential for occurrence. These lists include occurrences documented by the California Natural Diversity Database (CNDDB) (CDFW, 2015), the California Native Plant Society (CNPS) Electronic Inventory (CNPS, 2015), and the United States Fish and Wildlife Service (USFWS) database (USFWS, 2015); the complete lists are included in Appendix A.

Based on review of the biological literature of the region, information presented in previous environmental documentation, and an evaluation of the habitat conditions of the proposed project site, many of these species were eliminated from Table 1 because (1) the project site does not and/or never has provided suitable habitat for the species, or (2) the known range for a particular species is outside of the project site.

4.6 Special-Status Plant Species

The CNDDB documents two extant occurrences of special-status plant species within the City of Alameda, which include the robust spineflower (*Chorizanthe robusta* var. *robusta*) and Kellogg's horkelia (*Horkelia cuneata* ssp. *sericea*). These species occur on sandy soils in coastal dunes and coastal

scrub communities, neither of which is present within the project site. All Alameda County records for the latter species are quite old, none more recent than the 1890's. The other special-status plants listed in the CNDDB and USFWS database searches also require specialized supportive vegetation communities or geological substrates which are not present within the project site. Table 1 summarizes special-status plants compiled in the regional project area based on a literature review and general species requirements. Avoidance and minimization measures are not required for special-status plant species.

4.7 Special-Status Animal Species

The project will not occur in aquatic environments, thus, special-status fish and marine mammals are not considered in this analysis. The following special-status animal species were determined to have a moderate to high potential to occur at or in the vicinity of the project site:

Cooper's hawk (*Accipiter cooperi*) range over most of North America and may be seen throughout California, most commonly as a winter migrant. Nesting pairs have declined throughout the lower-elevation, more populated parts of the state. Cooper's hawk generally forage in open woodlands and wooded margins and nests in tall trees, often in riparian areas. Cooper's hawk is known to nest locally in Bay Area urban neighborhoods and five occupied nests were documented in the April 2013 in Alameda (City of Alameda 2013a and b). This species likely forages for avian prey in and around the project area and may nest in mature trees in the project area as well. Cooper's hawks are on the CDFW Watchlist and are protected under Section 3503.5 of the CF&G Code.

White-tailed kite (*Elanus leucurus*) is listed as Fully Protected[3] species under the CF&G Code. This species forages in wetlands and open brushlands, usually near water and streams. Oak woodlands, valley oak or live oak, or trees along marsh edges are used for nesting sites. The nest made by this species is a frail platform of sticks, leaves, weed stalks, and similar materials located in tree or bush. A combination of habitats is essential, including open grasslands, meadows or marshes for foraging, and isolated dense topped trees for perching and nesting. The destruction of wetlands is a primary threat to this species. The Alameda County Breeding Bird Atlas shows few breeding locations for this species near San Francisco Bay. However, white-tailed kites have successfully nested in a light industrial neighborhood near Arrowhead Marsh in Oakland and they could nest in mature trees within the project area.

California horned lark (*Eremophila alpestris actia*) was, until recently, listed by the State of California as a Species of Special Concern but is currently on the CDFW Watch List due to a perceived reduction in threat to the species. However, this passerine is still protected under CF&G Code Section 3503, which prohibits the taking or destroying of nests or eggs of nearly all birds. It is usually found in open habitat, such as grassland and agricultural areas, where trees and shrubs are absent and has been observed from sea level to above treeline in grasslands, deserts and alpine dwarf-scrub habitat. Horned lark uses grasses, shrubs, forbs,

[3] A California fully protected species cannot be taken at any time, except, under certain circumstances, in association with a species recovery plan.

rocks, litter, clods of soil, and other surface irregularities for cover from predators. The California horned lark typically nests in dry grasslands and rangelands that provide low, sparse cover (e.g., grazed, mowed, or barren areas without trees and shrubs) between March and July and forages in open grasslands where insects and seeds are abundant. The species has been documented on the bare hills of Hayward over 10 miles south of the BSA (Golden Gate Audubon Society, 2015).

Peregrine falcon (*Falco peregrinus*), listed as Fully Protected under the CF&G Code, was removed from the federal list of threatened and endangered species in 1999 and the State list of threatened and endangered species in 2008 due to recovery. Peregrines are known throughout California and are year-around residents along the Pacific coast. The peregrine is a specialist, preying primarily on mid-sized birds, such as pigeons and doves, in flight. Occasionally these birds will take insects and bats. Although typical nesting sites for the species are tall cliffs, preferably over or near water, peregrines are also known to use urban sites, including the Bay Bridge and tall buildings in San Francisco and San Jose, and throughout the Bay Area. Peregrine falcons nest annually on the Fruitvale Bridge between Oakland and Alameda and in other urban sites throughout the Bay Area. Peregrines are also known to use structures at the Port of Oakland for roosting (but are not known to nest there). In recent years, peregrines have been one of the top predators at the California least tern colony during the breeding season (DVA, 2013).

Loggerhead shrike (*Lanius ludovicianus*) is a California Species of Special Concern that is found throughout California in open habitats, such as grasslands or, occasionally, agricultural fields, using shrubs, trees, posts, fences, and utility lines for perching. Habitats with little to no human disturbance are preferred and edges of denser habitats are sometimes used. Insecticides and habitat loss have caused population decreases for this species. Suitable foraging and nesting habitat is present in the project area for this species.

Osprey (*Pandion haliaetus*) are a former California Species of Special Concern and nesting osprey are currently on the CDFW Watchlist. Ospreys are also protected under Section 3503.5 of the CF&G Code. These large fish-eating raptors can be found around nearly any water body, including salt marshes, rivers, ponds, reservoirs, estuaries, and oceans. Historically, ospreys nested throughout much of California but by the 1960's much of the osprey population declined in central and southern California area. This decline was attributed to human persecution, habitat alteration, and DDT use. The osprey prefers to nest within sight of permanent water and readily builds its nest on manmade structures, such as telephone poles, channel markers, duck blinds, and nest platforms designed especially for it. A nesting pair has bred successfully within the project area at the end of Breakwater Island and, more recently, on one of the MARAD ships moored in Seaplane Lagoon (City of Alameda 2013a and b). The nest failed in 2013 (City of Alameda 2013b).

Double-crested cormorant (*Phalacrocorax auritus*) is a former Species of Special Concern in California and its nesting colonies are still considered a resource of conservation concern by the CDFW. A yearlong resident along the entire coast of California, the species is fairly common to locally very common along

the coast and in estuaries and salt ponds. The species forages mainly on fish, crustaceans, and amphibians. It sometimes feeds cooperatively in flocks of up to 600, often with pelicans, and nests in colonies of a few to hundreds of pairs (Zeiner et al., 1990). There are known breeding colonies within the Bay on Yerba Buena and Alcatraz Islands, as well as the Richmond-San Rafael and Bay Bridges. The species forages and roosts within the project area.

Caspian tern (*Sterna caspia*),whose nesting colonies are listed as a sensitive resource on the California Special Animals List, are common to very common along the California coast and at scattered locations inland, from April through early August. They nest in colonies on sandy estuarine shores, on levees in salt ponds, and on islands in alkali and freshwater lakes. Breeding adults often fly substantial distances to forage in lakes, rivers, and fresh and saline emergent wetland habitats. Caspian terns nest west of the project area in the West Wetland of the Northwest Territories but may and forage in the surrounding waters of the project area.

California least tern (*Sternula antillarum browni*) is federally and State-listed as endangered and is also a state Fully Protected species under the CF&G Code. The California least tern is the smallest tern in North America and it forages over open water or protected bays, skimming low over the water or diving for small fish. The California least tern breeds on sandy beaches along the coast of California south to Mexico, and winters in Mexico, Central America, and south to South America. The majority of current nesting colonies and the population are found in southern California, with smaller populations in the San Francisco Bay Area and in Baja California (DVA, 2013). The California least tern was first documented nesting at the former NAS Alameda in 1976, while the air station and its runways were still active. Since that time and the closure of NAS Alameda, the colony has grown to be the largest in the San Francisco Bay Area (DVA, 2013). The majority of least terns typically arrive at Alameda by late April. Least terns nest almost entirely within the fenced tern colony on the Federal Property with the exception of occasional instances of terns attempting to nest outside of the fenced area. Terns also fledge to and roost outside of the fenced colony. Least terns use the adjacent open waters of San Francisco Bay, nearby Seaplane Lagoon, and the Oakland-Alameda Estuary for foraging. Tern foraging primarily occurs in the waters south and west of the colony (DVA, 2013). The colony at Alameda is the largest in the Bay, with the second largest occurring at Hayward Regional Shoreline, about 14 miles southeast of the project area (Reinsche et al., 2012).

American kestrel (*Falco sparverius*), red-tailed hawk (*Buteo jamaicensis*), red-shouldered hawk (*Buteo lineatus*), and great horned owl (*Bubo virginianus*) may forage and nest in the mature trees south of the project site in Little John Park. California gull (*Larus californicus*) may occur in the project area on a transient basis.

Townsend's big-eared bat (*Corynorhinus townsendii*) is distributed along the Pacific coast from British Columbia south to central Mexico and east into the Great Plains, with isolated populations occurring in the central and eastern United States. It has been reported in a wide variety of habitat types ranging from

sea level to over 7,000 feet elevation. Habitat associations include coniferous forests, mixed mesophytic forests, deserts, native prairies, riparian communities, active agricultural areas, and coastal habitat types. While its distribution is strongly correlated with the availability of caves and cave-like roosting habitat, including abandoned mines, the species has also been reported to utilize buildings, bridges, rock crevices and hollow trees as roost sites. Over 90 percent of the species' diet consists of moths. The species has been reported from the northern Alameda Island shoreline roosting in buildings (City of Alameda, 2010) and may occur in the project area, most likely only on a transient basis.

5.0 Project Impacts

The project site is in close proximity to busy streets and is highly disturbed from nearby residential, commercial, and industrial activities. The proposed project would have minimal impacts on biological resources.

Special Status and Migratory Birds. Special-status and migratory bird species have the potential to occur in the vicinity of the BSA and associated construction activities, including the removal of existing vegetation, could disrupt occupied nests within the BSA. Implementation of avoidance and minimization measures, identified in Section 6.0 of this document, would reduce potential project-related impacts on these species to a minimal level.

Breeding bird species are protected under the Migratory Bird Treaty Act (MBTA) and CF&G Code Section 3500. Breeding birds are protected under Section 3503 of the CF&G Code, and raptors are protected under Section 3503.5. In addition, both Section 3513 of the CF&G Code and the Federal Migratory Bird Treaty Act (16 USC, Sec. 703 Supp. I, 1989) prohibit the killing, possession, or trading of migratory birds. Finally, Section 3800 of the CF&G Code prohibits the taking of non-game birds, which are defined as birds occurring naturally in California that are neither game birds nor fully protected species.

In general, CDFW recommends a 250-foot construction exclusion zone around the nests of active passerine songbirds during the breeding season, and a 500-foot buffer for nesting raptors. These buffer distances are considered initial starting distances once a nest has been identified, and are sometimes revised downward to 100 feet and 250 feet, respectively, based on site conditions and the nature of the work being performed. These buffer distances may also be modified if obstacles such as buildings or trees obscure the construction area from active bird nests, or existing disturbances (i.e. an adjacent, heavily trafficked thoroughfare) create an ambient background disturbance similar to the proposed disturbance.

Special Status and Common Roosting Bats. The proposed project has the potential to affect special-status and common roosting bat species, including the Townsend's big-eared bat, during renovation of the yard house. Bats have the potential to roost in existing vacant or underutilized buildings, other man-made structures, and trees within or near the project site. Bats and other non-game mammals are protected by Section 4150 of the CF&G Code.

Maternity roosts are those that are occupied by pregnant females or females with non-flying young. Non-breeding roosts are day roosts without pregnant females or non-flying young. Destruction of an occupied, non-breeding bat roost, resulting in the death of bats; disturbance that causes the loss of a maternity colony of bats (resulting in the death of young); or destruction of hibernacula[4] are prohibited under the

[4] Hibernaculum refers to the winter quarters of a hibernating animal.

CF&G Code and would be considered a significant impact (although hibernacula are generally not formed by bat species in the Bay Area due to sufficiently high temperatures year round). This may occur due to direct or indirect disturbances. Direct disturbance includes tree removal, building removal, or roost destruction by any other means. Indirect disturbance to bat species could result in behavioral alterations due to construction-associated noise or vibration, or increased human activity in area. The proposed project would involve site remediation and grading, renovation of the yard house, and tree and vegetation removal prior to construction of the new park and associated facilities. Prior to the issuance of construction permits, the City shall ensure the project applicant implements mitigation measures listed in Section 6.0 of this document, which would reduce the impacts to special-status and common roosting bat species to a minimal level.

Tree Protection. Mature coast live oak trees are present in the project site and could be impacted by project construction. Although project design intends to preserve all coast live oak trees identified on the project site, removal or damage to trees resulting from the proposed project would be considered a significant impact. With the implementation of mitigation measures identified in Section 6.0 of this document, potential project-related impacts on trees are reduced to a minimal level.

6.0 Mitigation Measures

Nesting Birds. Since construction of the proposed project may potentially impact nesting special-status, and common resident and migratory birds, avoidance and minimization measures are recommended to decrease potential impacts to nesting birds. To the extent practicable, construction activities including vegetation and tree removal, site remediation and grading, building renovation of the former yard house, 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, a preconstruction survey for nesting birds shall be conducted by a qualified biologist.

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. Surveys shall be performed in accessible areas within 500 feet of the project site and include suitable habitat within line of sight as access is available. 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.

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. Buffer distances will consider physical and visual barriers between the active nest and project activities, existing noise sources and disturbance, as well as sensitivity of the bird species to disturbance. Modification of standard buffer distances, 250 feet for active passerine nests and 500 feet for active raptor nests, will be determined by a

qualified biologist in coordination with CDFW. No building renovation, vegetation removal, or ground-disturbing activities including remediation or grading 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.

Special Status and Common Roosting Bats. Potential direct and indirect disturbances to bats shall be identified by locating colonies and instituting avoidance and minimization measures prior to construction. No more than two weeks in advance of initiation of building renovation activities onsite or initiation of construction within 100 feet of trees or structures providing potential bat roosting sites, a qualified biologist shall conduct pre-construction surveys for bat roosts. No activities that could disturb active roosts shall proceed prior to the completed surveys.

If a maternity colony is located within the project site during pre-construction surveys, the project shall be redesigned to avoid impacts if feasible, and a no-disturbance buffer acceptable in size to the CDFW shall be created around the roost. Bat roosts (maternity or otherwise) initiated during construction are generally presumed to be unaffected by increased noise, vibration, or human activity, and no buffer is necessary as long as roost sites are not directly altered or destroyed. However, the "take" of individuals is still prohibited at any time.

If there is a maternity colony present and the project cannot be redesigned to avoid removal of the tree or structure inhabited by the bats, removal of that tree or renovation of that structure shall not commence until after young are flying (i.e., after July 31, confirmed by a qualified bat biologist) or before maternity colonies form the following year (i.e. prior to March 1).

If a non-maternity roost must be removed as part of the project, the non-maternity roost shall be evicted prior to building renovation by a qualified biologist, using methods such as making holes in the roost to alter the air-flow or creating one-way funnel exits for the bats.

If significant (e.g., maternity roosts or large non-maternity roost sites) bat roosting habitat is destroyed during building renovation/tree 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.

Tree Protection. The City shall ensure that prior to project development and throughout each phase of project activities that have the potential to result in impacts on coast live oak trees located within the project site, the project applicant shall take the following steps to avoid direct and indirect impacts to any coast live oak trees greater than 10 inches dbh (diameter at breast height):

- A Tree Protection Zone shall be established around each tree to be preserved prior to construction. No grading, excavation, construction or storage of materials shall occur within that zone. Tree Protection Zones shall be established with fencing at the tree dripline in all directions, and remain until construction is complete. Street trees will not be fenced to allow continued vehicle and pedestrian access as necessary. The lower 8-10' of protected street tree trunks shall be wrapped with straw wattles (or a similar material). Should excavation be necessary around street tree roots in support of street and sidewalk improvements, or should root pruning be necessary, excavation and root pruning shall be monitored by a certified arborist.

- Street tree canopy shall be pruned to allow construction and access clearance, under the supervision of a certified arborist, and prior to demolition of existing buildings. Demolition adjacent protected street trees shall be monitored by a certified arborist.

- Should protected trees become damaged during construction, tree condition shall be evaluated by a certified arborist and appropriate treatments shall be applied.

- Where feasible, underground utilities, drain lines or irrigation lines shall be routed outside tree protection zones to avoid root damage.

7.0 Conclusions & Regulatory Determination

If any federally or state listed species are found within the BSA during nesting surveys and impacts to them cannot be avoided, formal consultation with the USFWS and/or CDFW may be required for these resources. With regard to onsite tree protection, the City of Alameda Municipal Code section 23-3.2 would protect trees potentially affected by the proposed project within public property of the BSA.

Construction of the project is not anticipated to impact any state or federally listed plant species, result in any impacts to a potentially jurisdictional drainage feature or wetland, or affect any USFWS-designated Critical Habitat. The need for any CDFW and USFWS consultation would be conditional upon findings resulting from biological surveys prescribed in the above avoidance and minimization measures.

No wetlands or other waters of the U.S. or of the State are present within the project area; therefore, permits would not be required from the U.S. Army Corps of Engineers, Regional Water Quality Control Board, or CDFW, which regulate such issues. The project site is not located in an area regulated by the Bay Conservation and Development Commission, which includes San Francisco Bay and a 100-foot wide shoreline band.

With the implementation of the above avoidance and minimization measures, impacts as a result of the proposed project would be minimal.

6.0 References

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Appendix A

1. USFWS Online Inventory of Federally Threatened and Endangered Species
2. California Natural Diversity Database Special-Status Species List
3. CNPS Inventory of Rare and Endangered Plants List

Selected Elements by Scientific Nal

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad is (Oakland East (3712272) or Oakland West (3712273) or Richmond (3712283) or San Leandro (3712262))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Accipiter cooperii Cooper's hawk	ABNKC12040	None	None	G5	S4	WL
Ambystoma californiense California tiger salamander	AAAAA01180	Threatened	Threatened	G2G3	S2S3	SSC
Amsinckia lunaris bent-flowered fiddleneck	PDBOR01070	None	None	G2?	S2?	1B.2
Antrozous pallidus pallid bat	AMACC10010	None	None	G5	S3	SSC
Aquila chrysaetos golden eagle	ABNKC22010	None	None	G5	S3	FP
Archoplites interruptus Sacramento perch	AFCQB07010	None	None	G2G3	S1	SSC
Arctostaphylos pallida pallid manzanita	PDERI04110	Threatened	Endangered	G1	S1	1B.1
Astragalus tener var. tener alkali milk-vetch	PDFAB0F8R1	None	None	G2T2	S2	1B.2
Athene cunicularia burrowing owl	ABNSB10010	None	None	G4	S3	SSC
California macrophylla round-leaved filaree	PDGER01070	None	None	G2	S2	1B.1
Calystegia purpurata ssp. saxicola coastal bluff morning-glory	PDCON040D2	None	None	G4T2T3	S2S3	1B.2
Carex comosa bristly sedge	PMCYP032Y0	None	None	G5	S2	2B.1
Centromadia parryi ssp. congdonii Congdon's tarplant	PDAST4R0P1	None	None	G3T2	S2	1B.1
Charadrius alexandrinus nivosus western snowy plover	ABNNB03031	Threatened	None	G3T3	S2	SSC
Chloropyron maritimum ssp. palustre Point Reyes salty bird's-beak	PDSCR0J0C3	None	None	G4?T2	S2	1B.2
Chorizanthe cuspidata var. cuspidata San Francisco Bay spineflower	PDPGN04081	None	None	G2T1	S1	1B.2
Chorizanthe robusta var. robusta robust spineflower	PDPGN040Q2	Endangered	None	G2T1	S1	1B.1
Cicindela hirticollis gravida sandy beach tiger beetle	IICOL02101	None	None	G5T2	S1	
Circus cyaneus northern harrier	ABNKC11010	None	None	G5	S3	SSC
Clarkia concinna ssp. automixa Santa Clara red ribbons	PDONA050A1	None	None	G5?T3	S3	4.3

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Clarkia franciscana Presidio clarkia	PDONA050H0	Endangered	Endangered	G1	S1	1B.1
Corynorhinus townsendii Townsend's big-eared bat	AMACC08010	None	Candidate Threatened	G3G4	S2	SSC
Danaus plexippus monarch butterfly	IILEPP2010	None	None	G5	S3	
Dipodomys heermanni berkeleyensis Berkeley kangaroo rat	AMAFD03061	None	None	G3G4T1	S1	
Dirca occidentalis western leatherwood	PDTHY03010	None	None	G2	S2	1B.2
Egretta thula snowy egret	ABNGA06030	None	None	G5	S4	
Elanus leucurus white-tailed kite	ABNKC06010	None	None	G5	S3S4	FP
Emys marmorata western pond turtle	ARAAD02030	None	None	G3G4	S3	SSC
Eriogonum luteolum var. caninum Tiburon buckwheat	PDPGN083S1	None	None	G5T2	S2	1B.2
Eucyclogobius newberryi tidewater goby	AFCQN04010	Endangered	None	G3	S2S3	SSC
Euphydryas editha bayensis Bay checkerspot butterfly	IILEPK4055	Threatened	None	G5T1	S1	
Extriplex joaquinana San Joaquin spearscale	PDCHE041F3	None	None	G2	S2	1B.2
Fissidens pauperculus minute pocket moss	NBMUS2W0U0	None	None	G3?	S1	1B.2
Fritillaria liliacea fragrant fritillary	PMLIL0V0C0	None	None	G2	S2	1B.2
Geothlypis trichas sinuosa saltmarsh common yellowthroat	ABPBX1201A	None	None	G5T2	S2	SSC
Gilia capitata ssp. chamissonis blue coast gilia	PDPLM040B3	None	None	G5T2	S2	1B.1
Helianthella castanea Diablo helianthella	PDAST4M020	None	None	G2	S2	1B.2
Helminthoglypta nickliniana bridgesi Bridges' coast range shoulderband	IMGASC2362	None	None	G3T1	S1	
Hemizonia congesta ssp. congesta congested-headed hayfield tarplant	PDAST4R065	None	None	G5T1T2	S1S2	1B.2
Heteranthera dubia water star-grass	PMPON03010	None	None	G5	S1	2B.2
Hoita strobilina Loma Prieta hoita	PDFAB5Z030	None	None	G2	S2	1B.1

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Holocarpha macradenia Santa Cruz tarplant	PDAST4X020	Threatened	Endangered	G1	S1	1B.1
Horkelia cuneata var. sericea Kellogg's horkelia	PDROS0W043	None	None	G4T2	S2?	1B.1
Hydroprogne caspia Caspian tern	ABNNM08020	None	None	G5	S4	
Lasionycteris noctivagans silver-haired bat	AMACC02010	None	None	G5	S3S4	
Lasiurus cinereus hoary bat	AMACC05030	None	None	G5	S4	
Lasthenia conjugens Contra Costa goldfields	PDAST5L040	Endangered	None	G1	S1	1B.1
Laterallus jamaicensis coturniculus California black rail	ABNME03041	None	Threatened	G3G4T1	S1	FP
Layia carnosa beach layia	PDAST5N010	Endangered	Endangered	G2	S2	1B.1
Leptosiphon rosaceus rose leptosiphon	PDPLM09180	None	None	G1	S1	1B.1
Masticophis lateralis euryxanthus Alameda whipsnake	ARADB21031	Threatened	Threatened	G4T2	S2	
Meconella oregana Oregon meconella	PDPAP0G030	None	None	G2G3	S1	1B.1
Melospiza melodia pusillula Alameda song sparrow	ABPBXA301S	None	None	G5T2?	S2?	SSC
Melospiza melodia samuelis San Pablo song sparrow	ABPBXA301W	None	None	G5T2?	S2?	SSC
Microcina leei Lee's micro-blind harvestman	ILARA47040	None	None	G1	S1	
Microtus californicus sanpabloensis San Pablo vole	AMAFF11034	None	None	G5T1T2	S1S2	SSC
Monolopia gracilens woodland woollythreads	PDAST6G010	None	None	G2G3	S2S3	1B.2
Northern Coastal Salt Marsh Northern Coastal Salt Marsh	CTT52110CA	None	None	G3	S3.2	
Northern Maritime Chaparral Northern Maritime Chaparral	CTT37C10CA	None	None	G1	S1.2	
Nycticorax nycticorax black-crowned night heron	ABNGA11010	None	None	G5	S4	
Nyctinomops macrotis big free-tailed bat	AMACD04020	None	None	G5	S3	SSC
Phalacrocorax auritus double-crested cormorant	ABNFD01020	None	None	G5	S4	WL

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Plagiobothrys chorisianus var. chorisianus Choris' popcornflower	PDBOR0V061	None	None	G3T2Q	S2	1B.2
Plagiobothrys diffusus San Francisco popcornflower	PDBOR0V080	None	Endangered	G1Q	S1	1B.1
Polygonum marinense Marin knotweed	PDPGN0L1C0	None	None	G2Q	S2	3.1
Rallus longirostris obsoletus California clapper rail	ABNME05016	Endangered	Endangered	G5T1	S1	FP
Rana boylii foothill yellow-legged frog	AAABH01050	None	None	G3	S2S3	SSC
Rana draytonii California red-legged frog	AAABH01022	Threatened	None	G2G3	S2S3	SSC
Reithrodontomys raviventris salt-marsh harvest mouse	AMAFF02040	Endangered	Endangered	G1G2	S1S2	FP
Rynchops niger black skimmer	ABNNM14010	None	None	G5	S2	SSC
Sanicula maritima adobe sanicle	PDAPI1Z0D0	None	Rare	G2	S2	1B.1
Scapanus latimanus parvus Alameda Island mole	AMABB02031	None	None	G5T1Q	S1	SSC
Serpentine Bunchgrass Serpentine Bunchgrass	CTT42130CA	None	None	G2	S2.2	
Sorex vagrans halicoetes salt-marsh wandering shrew	AMABA01071	None	None	G5T1	S1	SSC
Spirinchus thaleichthys longfin smelt	AFCHB03010	Candidate	Threatened	G5	S1	SSC
Sternula antillarum browni California least tern	ABNNM08103	Endangered	Endangered	G4T2T3Q	S2	FP
Streptanthus albidus ssp. peramoenus most beautiful jewelflower	PDBRA2G012	None	None	G2T2	S2	1B.2
Stuckenia filiformis ssp. alpina slender-leaved pondweed	PMPOT03091	None	None	G5T5	S3	2B.2
Suaeda californica California seablite	PDCHE0P020	Endangered	None	G1	S1	1B.1
Taxidea taxus American badger	AMAJF04010	None	None	G5	S3	SSC
Trachusa gummifera San Francisco Bay Area leaf-cutter bee	IIHYM80010	None	None	G1	S1	
Trifolium hydrophilum saline clover	PDFAB400R5	None	None	G2	S2	1B.2
Tryonia imitator mimic tryonia (=California brackishwater snail)	IMGASJ7040	None	None	G2	S2	

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Valley Needlegrass Grassland	CTT42110CA	None	None	G3	S3.1	
Valley Needlegrass Grassland						
Xanthocephalus xanthocephalus	ABPBXB3010	None	None	G5	S3	SSC
yellow-headed blackbird						

Record Count: 85

United States Department of the Interior

FISH AND WILDLIFE SERVICE

Sacramento Fish and Wildlife Office
2800 Cottage Way, Room W-2605
Sacramento, California 95825

April 6, 2015

Document Number: 150406125425

Elizabeth Hill
Environmental Science Associates
550 Kearny Street
Suite 800
San Francisco , Ca 94108

Subject: Species List for Jean Sweeney Open Space Park

Dear: Ms. Hill

We are sending this official species list in response to your April 6, 2015 request for information about endangered and threatened species. The list covers the California counties and/or U.S. Geological Survey 7½ minute quad or quads you requested.

Our database was developed primarily to assist Federal agencies that are consulting with us. Therefore, our lists include all of the sensitive species that have been found in a certain area *and also ones that may be affected by projects in the area*. For example, a fish may be on the list for a quad if it lives somewhere downstream from that quad. Birds are included even if they only migrate through an area. In other words, we include all of the species we want people to consider when they do something that affects the environment.

Please read Important Information About Your Species List (below). It explains how we made the list and describes your responsibilities under the Endangered Species Act.

Our database is constantly updated as species are proposed, listed and delisted. If you address proposed and candidate species in your planning, this should not be a problem. However, we recommend that you get an updated list every 90 days. That would be July 05, 2015.

Please contact us if your project may affect endangered or threatened species or if you have any questions about the attached list or your responsibilities under the Endangered Species Act. A list of Endangered Species Program contacts can be found http://www.fws.gov/sacramento/es/Branch-Contacts/es_branch-contacts.htm.

Endangered Species Division

U.S. Fish & Wildlife Service

Sacramento Fish & Wildlife Office

Federal Endangered and Threatened Species that Occur in or may be Affected by Projects in the Counties and/or U.S.G.S. 7 1/2 Minute Quads you requested

Document Number: 150406125425

Current as of: April 6, 2015

Quad Lists

Listed Species

Invertebrates

Branchinecta lynchi
vernal pool fairy shrimp (T)

Incisalia mossii bayensis
San Bruno elfin butterfly (E)

Speyeria callippe callippe
callippe silverspot butterfly (E)

Fish

Acipenser medirostris
green sturgeon (T) (NMFS)

Eucyclogobius newberryi
tidewater goby (E)

Hypomesus transpacificus
delta smelt (T)

Oncorhynchus kisutch
coho salmon - central CA coast (E) (NMFS)

Oncorhynchus mykiss
Central California Coastal steelhead (T) (NMFS)
Central Valley steelhead (T) (NMFS)
Critical habitat, Central California coastal steelhead (X) (NMFS)

Oncorhynchus tshawytscha
Central Valley spring-run chinook salmon (T) (NMFS)
Critical habitat, winter-run chinook salmon (X) (NMFS)
winter-run chinook salmon, Sacramento River (E) (NMFS)

Amphibians

Ambystoma californiense
California tiger salamander, central population (T)

Rana draytonii
California red-legged frog (T)
Critical habitat, California red-legged frog (X)

Reptiles

Masticophis lateralis euryxanthus
Alameda whipsnake [=striped racer] (T)
Critical habitat, Alameda whipsnake (X)

Birds

Charadrius alexandrinus nivosus
western snowy plover (T)

Coccyzus americanus occidentalis
Western yellow-billed cuckoo (T)

Pelecanus occidentalis californicus

California brown pelican (E)

Rallus longirostris obsoletus
California clapper rail (E)

Sternula antillarum (=Sterna, =albifrons) browni
California least tern (E)

Mammals

Reithrodontomys raviventris
salt marsh harvest mouse (E)

Plants

Arctostaphylos pallida
pallid manzanita (=Alameda or Oakland Hills manzanita) (T)

Chorizanthe robusta var. robusta
robust spineflower (E)

Clarkia franciscana
Presidio clarkia (E)

Holocarpha macradenia
Critical habitat, Santa Cruz tarplant (X)
Santa Cruz tarplant (T)

Lasthenia conjugens
Contra Costa goldfields (E)

Layia carnosa
beach layia (E)

Suaeda californica
California sea blite (E)

Quads Containing Listed, Proposed or Candidate Species:

SAN LEANDRO (447B)

OAKLAND EAST (465C)

RICHMOND (466A)

OAKLAND WEST (466D)

County Lists

Alameda County

Listed Species

Invertebrates

Branchinecta conservatio
Conservancy fairy shrimp (E)

Branchinecta longiantenna
Critical habitat, longhorn fairy shrimp (X)
longhorn fairy shrimp (E)

Branchinecta lynchi
Critical habitat, vernal pool fairy shrimp (X)
vernal pool fairy shrimp (T)

Desmocerus californicus dimorphus
valley elderberry longhorn beetle (T)

Euphydryas editha bayensis
bay checkerspot butterfly (T)

Icaricia icarioides missionensis
mission blue butterfly (E)

Incisalia mossii bayensis
San Bruno elfin butterfly (E)

Lepidurus packardi
Critical habitat, vernal pool tadpole shrimp (X)
vernal pool tadpole shrimp (E)

Speyeria callippe callippe
callippe silverspot butterfly (E)

Fish

Acipenser medirostris
green sturgeon (T) (NMFS)

Eucyclogobius newberryi
tidewater goby (E)

Hypomesus transpacificus
Critical habitat, delta smelt (X)
delta smelt (T)

Oncorhynchus kisutch
coho salmon - central CA coast (E) (NMFS)

Oncorhynchus mykiss
Central California Coastal steelhead (T) (NMFS)
Central Valley steelhead (T) (NMFS)
Critical habitat, Central California coastal steelhead (X) (NMFS)
Critical habitat, Central Valley steelhead (X) (NMFS)

Oncorhynchus tshawytscha
Central Valley spring-run chinook salmon (T) (NMFS)
Critical habitat, winter-run chinook salmon (X) (NMFS)
winter-run chinook salmon, Sacramento River (E) (NMFS)

Amphibians

Ambystoma californiense
California tiger salamander, central population (T)
Critical habitat, CA tiger salamander, central population (X)

Rana draytonii
California red-legged frog (T)
Critical habitat, California red-legged frog (X)

Reptiles

Masticophis lateralis euryxanthus
Alameda whipsnake [=striped racer] (T)
Critical habitat, Alameda whipsnake (X)

Thamnophis gigas

giant garter snake (T)

Thamnophis sirtalis tetrataenia
San Francisco garter snake (E)

Birds

Charadrius alexandrinus nivosus
western snowy plover (T)

Coccyzus americanus occidentalis
Western yellow-billed cuckoo (T)

Pelecanus occidentalis californicus
California brown pelican (E)

Rallus longirostris obsoletus
California clapper rail (E)

Sternula antillarum (=Sterna, =albifrons) browni
California least tern (E)

Mammals

Reithrodontomys raviventris
salt marsh harvest mouse (E)

Vulpes macrotis mutica
San Joaquin kit fox (E)

Plants

Amsinckia grandiflora
Critical habitat, large-flowered fiddleneck (X)
large-flowered fiddleneck (E)

Arctostaphylos pallida
pallid manzanita (=Alameda or Oakland Hills manzanita) (T)

Chorizanthe robusta var. robusta
robust spineflower (E)

Clarkia franciscana
Presidio clarkia (E)

Cordylanthus palmatus
palmate-bracted bird's-beak (E)

Holocarpha macradenia
Critical habitat, Santa Cruz tarplant (X)
Santa Cruz tarplant (T)

Lasthenia conjugens
Contra Costa goldfields (E)
Critical habitat, Contra Costa goldfields (X)

Layia carnosa
beach layia (E)

Suaeda californica
California sea blite (E)

Key:

(E) *Endangered* - Listed as being in danger of extinction.
(T) *Threatened* - Listed as likely to become endangered within the foreseeable future.
(P) *Proposed* - Officially proposed in the Federal Register for listing as endangered or threatened.
(NMFS) Species under the Jurisdiction of the National Oceanic & Atmospheric Administration Fisheries Service. Consult with them directly about these species.
Critical Habitat - Area essential to the conservation of a species.
(PX) *Proposed Critical Habitat* - The species is already listed. Critical habitat is being proposed for it.
(C) *Candidate* - Candidate to become a proposed species.
(V) Vacated by a court order. Not currently in effect. Being reviewed by the Service.
(X) *Critical Habitat* designated for this species

Important Information About Your Species List

How We Make Species Lists

We store information about endangered and threatened species lists by U.S. Geological Survey 7½ minute quads. The United States is divided into these quads, which are about the size of San Francisco.

The animals on your species list are ones that occur within, **or may be affected by** projects within, the quads covered by the list.

- Fish and other aquatic species appear on your list if they are in the same watershed as your quad or if water use in your quad might affect them.
- Amphibians will be on the list for a quad or county if pesticides applied in that area may be carried to their habitat by air currents.
- Birds are shown regardless of whether they are resident or migratory. Relevant birds on the county list should be considered regardless of whether they appear on a quad list.

Plants

Any plants on your list are ones that have actually been observed in the area covered by the list. Plants may exist in an area without ever having been detected there. You can find out what's in the surrounding quads through the California Native Plant Society's online Inventory of Rare and Endangered Plants.

Surveying

Some of the species on your list may not be affected by your project. A trained biologist and/or botanist, familiar with the habitat requirements of the species on your list, should determine whether they or habitats suitable for them may be affected by your project. We recommend that your surveys include any proposed and candidate species on your list. See our Protocol and Recovery Permits pages.

For plant surveys, we recommend using the Guidelines for Conducting and Reporting Botanical Inventories. The results of your surveys should be published in any environmental documents prepared for your project.

Your Responsibilities Under the Endangered Species Act

All animals identified as listed above are fully protected under the Endangered Species Act of 1973, as amended. Section 9 of the Act and its implementing regulations prohibit the take of a federally listed wildlife species. Take is defined by the Act as "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect" any such animal.

> Take may include significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding, or shelter (50 CFR §17.3).

Take incidental to an otherwise lawful activity may be authorized by one of two procedures:

- If a Federal agency is involved with the permitting, funding, or carrying out of a project that may result in take, then that agency must engage in a formal consultation with the Service.

  During formal consultation, the Federal agency, the applicant and the Service work together to avoid or minimize the impact on listed species and their habitat. Such consultation would result in a biological opinion by the Service addressing the anticipated effect of the project on listed and proposed species. The opinion may authorize a limited level of incidental take.

- If no Federal agency is involved with the project, and federally listed species may be taken as part of the project, then you, the applicant, should apply for an incidental take permit. The Service may issue such a permit if you submit a satisfactory conservation plan for the species that would be affected by your project.

  Should your survey determine that federally listed or proposed species occur in the area and are likely to be affected by the project, we recommend that you work with this office and the California Department of Fish and Game to develop a plan that minimizes the project's direct and indirect impacts to listed species and compensates for project-related loss of habitat. You should include the plan in any environmental documents you file.

Critical Habitat

When a species is listed as endangered or threatened, areas of habitat considered essential to its conservation may be designated as critical habitat. These areas may require special management considerations or protection. They provide needed space for growth and normal behavior; food, water, air, light, other nutritional or physiological requirements; cover or shelter; and sites for breeding, reproduction, rearing of offspring, germination or seed dispersal.

Although critical habitat may be designated on private or State lands, activities on these lands are not restricted unless there is Federal involvement in the activities or direct harm to listed wildlife.

If any species has proposed or designated critical habitat within a quad, there will be a separate line for this on the species list. Boundary descriptions of the critical habitat may be found in the Federal Register. The information is also reprinted in the Code of Federal Regulations (50 CFR 17.95). See our Map Room page.

Candidate Species

We recommend that you address impacts to candidate species. We put plants and animals on our candidate list when we have enough scientific information to eventually propose them for listing as threatened or endangered. By considering these species early in your planning process you may be able to avoid the problems that could develop if one of these candidates was listed before the end of your project.

Species of Concern

The Sacramento Fish & Wildlife Office no longer maintains a list of species of concern. However, various other agencies and organizations maintain lists of at-risk species. These

lists provide essential information for land management planning and conservation efforts. More info

Wetlands

If your project will impact wetlands, riparian habitat, or other jurisdictional waters as defined by section 404 of the Clean Water Act and/or section 10 of the Rivers and Harbors Act, you will need to obtain a permit from the U.S. Army Corps of Engineers. Impacts to wetland habitats require site specific mitigation and monitoring. For questions regarding wetlands, please contact Mark Littlefield of this office at (916) 414-6520.

Updates

Our database is constantly updated as species are proposed, listed and delisted. If you address proposed and candidate species in your planning, this should not be a problem. However, we recommend that you get an updated list every 90 days. That would be July 05, 2015.

Source: CNPS, Rare Plant Program. 2015. Inventory of Rare and Endangered Plants (online edition, v8-02). California Native Plant Society, Sacramento, CA. Website http://www.rareplants.cnps.org [accessed 07 April 2015].

Scientific Name	Common Name	Rare Plant Rank	CESA	FESA	CA Endemic
Amsinckia lunaris	bent-flowered fiddleneck	1B.2	None	None	T
Androsace elongata ssp. acuta	California androsace	4.2	None	None	F
Arabis blepharophylla	coast rockcress	4.3	None	None	T
Arctostaphylos franciscana	Franciscan manzanita	1B.1	None	FE	T
Arctostaphylos imbricata	San Bruno Mountain manzanita	1B.1	CE	None	T
Arctostaphylos montana ssp. ravenii	Presidio manzanita	1B.1	CE	FE	T
Arctostaphylos montaraensis	Montara manzanita	1B.2	None	None	T
Arctostaphylos pacifica	Pacific manzanita	1B.2	CE	None	T
Arctostaphylos pallida	pallid manzanita	1B.1	CE	FT	T
Arenaria paludicola	marsh sandwort	1B.1	CE	FE	F
Aspidotis carlotta-halliae	Carlotta Hall's lace fern	4.2	None	None	T
Astragalus nuttallii var. nuttallii	ocean bluff milk-vetch	4.2	None	None	T
Astragalus tener var. tener	alkali milk-vetch	1B.2	None	None	T
Atriplex joaquinana	San Joaquin spearscale	1B.2	None	None	T
Balsamorhiza macrolepis	big-scale balsamroot	1B.2	None	None	T
Calamagrostis ophitidis	serpentine reed grass	4.3	None	None	T
California macrophylla	round-leaved filaree	1B.1	None	None	F
Calochortus pulchellus	Mt. Diablo fairy-lantern	1B.2	None	None	T
Calochortus tiburonensis	Tiburon mariposa lily	1B.1	CT	FT	T
Calochortus umbellatus	Oakland star-tulip	4.2	None	None	T
Calystegia purpurata ssp. saxicola	coastal bluff morning-glory	1B.2	None	None	T
Carex comosa	bristly sedge	2B.1	None	None	F
Castilleja affinis var. neglecta	Tiburon paintbrush	1B.2	CT	FE	T
Castilleja ambigua var. ambigua	johnny-nip	4.2	None	None	F
Centromadia parryi ssp. congdonii	Congdon's tarplant	1B.1	None	None	T
Centromadia parryi ssp. parryi	pappose tarplant	1B.2	None	None	T
Chloropyron maritimum ssp. palustre	Point Reyes bird's-beak	1B.2	None	None	F
Chorizanthe cuspidata var. cuspidata	San Francisco Bay spineflower	1B.2	None	None	T
Chorizanthe robusta var. robusta	robust spineflower	1B.1	None	FE	T
Cirsium andrewsii	Franciscan thistle	1B.2	None	None	T
Cirsium occidentale var. compactum	compact cobwebby thistle	1B.2	None	None	T
Clarkia concinna ssp. automixa	Santa Clara red ribbons	4.3	None	None	T
Clarkia franciscana	Presidio clarkia	1B.1	CE	FE	T
Collinsia corymbosa	round-headed Chinese-houses	1B.2	None	None	T
Collinsia multicolor	San Francisco collinsia	1B.2	None	None	T
Dirca occidentalis	western leatherwood	1B.2	None	None	T
Equisetum palustre	marsh horsetail	3	None	None	F
Eriogonum luteolum var. caninum	Tiburon buckwheat	1B.2	None	None	T
Eriophorum gracile	slender cottongrass	4.3	None	None	F
Erysimum franciscanum	San Francisco wallflower	4.2	None	None	T
Fissidens pauperculus	minute pocket moss	1B.2	None	None	F
Fritillaria liliacea	fragrant fritillary	1B.2	None	None	T
Gilia capitata ssp. chamissonis	blue coast gilia	1B.1	None	None	T

Gilia millefoliata	dark-eyed gilia	1B.2	None	None	F
Grindelia hirsutula var. maritima	San Francisco gumplant	3.2	None	None	T
Helianthella castanea	Diablo helianthella	1B.2	None	None	T
Hemizonia congesta ssp. congesta	congested-headed hayfield tarplant	1B.2	None	None	T
Hesperevax sparsiflora var. brevifolia	short-leaved evax	1B.2	None	None	F
Hesperolinon congestum	Marin western flax	1B.1	CT	FT	T
Heteranthera dubia	water star-grass	2B.2	None	None	F
Hoita strobilina	Loma Prieta hoita	1B.1	None	None	T
Holocarpha macradenia	Santa Cruz tarplant	1B.1	CE	FT	T
Horkelia cuneata var. sericea	Kellogg's horkelia	1B.1	None	None	T
Iris longipetala	coast iris	4.2	None	None	T
Juglans californica	Southern California black walnut	4.2	None	None	T
Lasthenia conjugens	Contra Costa goldfields	1B.1	None	FE	T
Lathyrus jepsonii var. jepsonii	Delta tule pea	1B.2	None	None	T
Layia carnosa	beach layia	1B.1	CE	FE	T
Leptosiphon acicularis	bristly leptosiphon	4.2	None	None	T
Leptosiphon rosaceus	rose leptosiphon	1B.1	None	None	T
Lessingia germanorum	San Francisco lessingia	1B.1	CE	FE	T
Lessingia hololeuca	woolly-headed lessingia	3	None	None	T
Malacothamnus arcuatus	arcuate bush-mallow	1B.2	None	None	T
Meconella oregana	Oregon meconella	1B.1	None	None	F
Micropus amphibolus	Mt. Diablo cottonweed	3.2	None	None	T
Microseris paludosa	marsh microseris	1B.2	None	None	T
Monardella antonina ssp. antonina	San Antonio Hills monardella	3	None	None	T
Monardella sinuata ssp. nigrescens	northern curly-leaved monardella	1B.2	None	None	T
Monolopia gracilens	woodland woolythreads	1B.2	None	None	T
Pentachaeta bellidiflora	white-rayed pentachaeta	1B.1	CE	FE	T
Piperia michaelii	Michael's rein orchid	4.2	None	None	T
Plagiobothrys chorisianus var. chorisianus	Choris' popcorn-flower	1B.2	None	None	T
Plagiobothrys diffusus	San Francisco popcorn-flower	1B.1	CE	None	T
Polemonium carneum	Oregon polemonium	2B.2	None	None	F
Polygonum marinense	Marin knotweed	3.1	None	None	T
Ranunculus lobbii	Lobb's aquatic buttercup	4.2	None	None	F
Sanicula maritima	adobe sanicle	1B.1	CR	None	T
Silene verecunda ssp. verecunda	San Francisco campion	1B.2	None	None	T
Stebbinsoseris decipiens	Santa Cruz microseris	1B.2	None	None	T
Streptanthus albidus ssp. peramoenus	most beautiful jewel-flower	1B.2	None	None	T
Streptanthus glandulosus ssp. niger	Tiburon jewel-flower	1B.1	CE	FE	T
Stuckenia filiformis ssp. alpina	slender-leaved pondweed	2B.2	None	None	F
Suaeda californica	California seablite	1B.1	None	FE	T
Symphyotrichum lentum	Suisun Marsh aster	1B.2	None	None	T
Trifolium amoenum	two-fork clover	1B.1	None	FE	T
Trifolium hydrophilum	saline clover	1B.2	None	None	T
Triphysaria floribunda	San Francisco owl's-clover	1B.2	None	None	T
Triquetrella californica	coastal triquetrella	1B.2	None	None	F
Viburnum ellipticum	oval-leaved viburnum	2B.3	None	None	F

Appendix B - Special-Status Species Considered in Evaluation of Jean Sweeney Open Space Park Project Site

TABLE 1
SPECIAL-STATUS SPECIES CONSIDERED IN EVALUATION OF JEAN SWEENEY OPEN SPACE PARK PROJECT SITE

Common Name *Scientific Name*	Listing Status USFWS/ CDFW/Other	General Habitat	Potential for Species Occurrence Within Project Site
		Species Listed or Proposed for Listing	
Plants			
Pallid manzanita *Arctostaphylos pallida*	FT/CE/1B.1	Broadleafed upland forest, closed-cone coniferous forest, chaparral, cismontane woodland, coastal scrub. Requires fire for reproduction. 185-465 m.	**Absent.** Suitable habitat not found onsite. Project area is outside species' known distribution.
Robust spineflower *Chorizanthe robusta var. robusta*	FE/--/1B.1	Cismontane woodland, coastal dunes, coastal scrub, sandy terraces and bluffs or in loose sand. 3-120 m.	**Absent.** Project site vegetation is dominated by non-native plants and suitable habitat for species is not present. Local occurrences are historical and species is thought to be extirpated from project area.
Presidio clarkia *Clarkia franciscana*	FE/CE/1B.1	Coastal scrub, valley and foothill grassland, and serpentine outcrops in grassland or scrub. 20-335 m.	**Absent.** Suitable habitat not found onsite. Project area is outside species' known distribution.
Santa Cruz tarplant *Holocarpha macradenia*	FT/CE/1B.1	Coastal prairie, valley and foothill grassland. Found on light, sandy soil or sandy clay; often with non-natives. 10-260 m.	**Absent.** Project site vegetation is dominated by non-native plants. Local occurrences are historical and species is thought to be extirpated from project area.
Contra Costa goldfields *Lasthenia conjugens*	FE/--/1B.1	Valley and foothill grassland, vernal pools, cismontane woodland, swales, low depressions, in open grassy areas. 1-445 m.	**Low.** Project site vegetation is dominated by non-native plants. Project area is out of the current known distribution of the species.
Beach layia *Layia carnosa*	FE/CE/1B.1	On sparsely vegetated, semi-stabilized coastal dunes and coastal scrub. 0-60 m.	**Absent.** Project site vegetation is dominated by non-native plants and suitable habitat for species is not present.
San Francisco popcorn-flower *Plagiobothrys diffusus*	--/CE/1B.1	Coastal prairie, valley and foothill grasslands. 60-360 m.	**Low.** Project site vegetation is dominated by non-native plants and suitable habitat for species is not present.
Adobe sanicle *Sanicula maritima*	--/CR/1B.1	Meadows and seeps, valley and foothill grassland, chaparral, coastal prairie. Found on moist clay or ultramafic soils. 30-240 m.	**Absent.** Project site vegetation is dominated by non-native plants. Local occurrences are historical and species is thought to be extirpated from project area.
California seablite *Suaeda californica*	FE/--/1B.1	Margins of coastal salt marshes and swamps. 0-5 m.	**Absent.** Project site vegetation is dominated by non-native plants. Local occurrences are historical and natural populations are thought to be extirpated from project area.
Invertebrates			
Vernal pool fairy shrimp *Branchinecta lynchi*	FT/--	Ephemeral freshwater vernal pools.	**Absent.** Suitable habitat not found onsite. No local occurrence records.

TABLE 1 (Continued)
SPECIAL-STATUS SPECIES CONSIDERED IN EVALUATION OF JEAN SWEENEY OPEN SPACE PARK PROJECT SITE

Common Name *Scientific Name*	Listing Status USFWS/ CDFW/Other	General Habitat	Potential for Species Occurrence Within Project Site
		Species Listed or Proposed for Listing (cont.)	
Invertebrates (cont.)			
Bay checkerspot butterfly *Euphydryas editha bayensis*	FT/--	Restricted to native grasslands on outcrops of serpentine soil in the vicinity of San Francisco Bay. *Plantago erecta* is the primary host plant; *Castilleja exserta*, and *C. densiflora* are the secondary host plants.	**Absent.** Suitable habitat and host plants not found onsite.
San Bruno elfin butterfly *Incisalia mossii bayensis*	FE/--	Inhabits rocky outcrops and cliffs in coastal scrub on the SF peninsula. *Sedum spathulifolium* is known to be host plant.	**Absent.** Suitable habitat and host plants not found onsite.
Callippe silverspot butterfly *Speyeria callippe callippe*	FE/--	Found in native grasslands with *Viola pedunculata* as larval food plant.	**Absent.** Suitable habitat and host plant not found in the project area.
Amphibians and Reptiles			
Alameda whipsnake *Masticophis lateralis euryxanthus*	FT/CT	Restricted to valley-foothill hardwood habitat of the coast ranges between Monterey and north San Francisco Bay. Inhabits south-facing slopes and ravines where shrubs form a vegetative mosaic with oak trees and grasses.	**Absent.** Suitable habitat not found onsite.
California red-legged frog *Rana draytonii*	FT/CSC	Lowlands and foothills in or near permanent sources of deep water with dense, shrubby or emergent riparian vegetation. Requires 11-20 weeks of permanent water for larval development. Must have access to aestivation habitat.	**Absent.** Suitable habitat not found onsite. No recent records of the species west of the East Bay hills.
California tiger salamander *Ambystoma californiense*	FT/CT	Central Valley DPS listed as threatened. Santa Barbara and Sonoma Counties DPS listed as endangered. Needs underground refuges, especially ground squirrel burrows and vernal pools or other seasonal water sources for breeding	**Absent.** Suitable habitat not found onsite. No recent records of the species west of the East Bay hills.
Birds			
Golden eagle *Aquila chrysaetos*	BCC/FP	Rolling foothills, mountain areas, sage-juniper flats, and desert. Cliff-walled canyons and large trees in open areas provide nesting habitat.	**Absent.** Suitable habitat not found onsite.
Western snowy plover *Charadrius alexandrinus nivosus*	FT/CSC	Sandy beaches, salt pond levees and shores of large alkali lakes. Needs sandy, gravelly or friable soils for nesting.	**Absent.** Suitable habitat not found onsite.
Western yellow-billed cuckoo *Coccyzus americanus occidentalis*	FT/--	Nests almost always in willows and forages in cottonwoods. The majority of the cuckoos are concentrated along the upper Sacramento River.	**Absent.** Suitable habitat not found onsite.
White-tailed kite *Elanus leucurus*	--/FP	Rolling foothills and valley margins with scattered oaks and river bottomlands or marshes next to deciduous woodland. Open grasslands, meadows, or marshes for foraging close to isolated, dense-topped trees for nesting and perching.	**Moderate.** Species may occur over the project site on a transient basis.
American peregrine falcon *Falco peregrinus anatum*	DL/DL&FPS	Woodlands, coastal habitats, riparian areas, coastal and inland waters, human made structures that may be used as nest or temporary perch sites.	**Moderate.** Nests regularly nearby at the Fruitvale Bridge between Oakland and Alameda. Could occur in the project area on a transient basis.

TABLE 1 (Continued)
SPECIAL-STATUS SPECIES CONSIDERED IN EVALUATION OF JEAN SWEENEY OPEN SPACE PARK PROJECT SITE

Common Name *Scientific Name*	Listing Status USFWS/ CDFW/Other	General Habitat	Potential for Species Occurrence Within Project Site
		Species Listed or Proposed for Listing (cont.)	
Birds (cont.)			
California black rail *Laterallus jamaicensis coturniculus*	BCC/CT&FP	Inhabits freshwater marshes, wet meadows and shallow margins of saltwater marshes bordering larger bays. Needs water depths of about 1 inch that does not fluctuate during the year and dense vegetation for nesting habitat.	**Absent.** Suitable habitat not found onsite.
California brown pelican *Pelicanus occidentalis californicus*	DL/DL&FPS	Nests on protected islets near freshwater lakes and marine waters.	**Low.** May forage and roost in Alaska Basin or the Oakland-Alameda Estuary north and east of the project area.
Ridgway's rail *Rallus obsoletus*	FE/CE&FP	Salt-water and brackish marshes traversed by tidal sloughs in the vicinity of San Francisco Bay. Associated with abundant growths of pickleweed, but feeds away from cover on invertebrates from mud-bottomed sloughs.	**Absent.** Suitable habitat not found onsite.
California least tern *Sternula antillarum browni*	FE/CE&FP	Nests along the coast from San Francisco Bay south to northern Baja California. Colonial breeder on bare or sparsely vegetated, flat substrates: sand beaches, alkali flats, land fills, or paved areas.	**Moderate.** May occur over the project area on a transient basis and forage in Alaska Basin. Nesting colony is located on Federal Facilities lands to west of project area.
Mammals			
Salt-marsh harvest mouse *Reithrodontomys raviventris*	FE/CE&FP	Only in the saline emergent wetlands of San Francisco Bay and its tributaries. Found primarily in pickleweed (*Salicornia* spp.). Does not burrow, builds loosely organized nests. Requires higher areas for flood escape.	**Absent.** Suitable habitat not found onsite.
		Other Special-Status Species	
Plants			
Bent-flowered fiddleneck *Amsinckia lunaris*	--/--/1B.2	Cismontane woodland, valley and foothill grassland. 50-500 m.	**Absent.** Project site vegetation is dominated by non-native plants and suitable habitat for species is not present.
Alkali milk-vetch *Astragalus tener* var. *tener*	--/--/1B.2	Alkali playa and flats, valley, annual, and foothill grassland, vernal pools, low ground, and flooded lands. 1-170 m.	**Absent.** Project site vegetation is dominated by non-native plants and suitable habitat for species is not present. Local occurrences are historical and species is thought to be extirpated from project area.
San Joaquin spearscale *Atriplex joaquinana*	--/--/1B.2	Chenopod scrub, alkali meadow, valley and foothill grassland. In seasonal alkali wetlands or alkali sink scrub with species such as *Distichlis spicata* and *Frankenia*. 1-250 m.	**Absent.** Project site vegetation is dominated by non-native plants and suitable habitat for species is not present. Local occurrences are historical and species is thought to be extirpated from project area.
Round-leaved filaree *California macrophylla*	--/--/1B.1	Cismontane woodland, valley and foothill grassland. Clay soils. 15-1,200 m.	**Absent. Absent.** Project site vegetation is dominated by non-native plants and suitable habitat for species is not present. Local occurrences are historical and species is thought to be extirpated from project area.

TABLE 1 (Continued)
SPECIAL-STATUS SPECIES CONSIDERED IN EVALUATION OF JEAN SWEENEY OPEN SPACE PARK PROJECT SITE

Common Name *Scientific Name*	Listing Status USFWS/ CDFW/Other	General Habitat	Potential for Species Occurrence Within Project Site
		Other Special-Status Species	
Plants (cont.)			
Coastal bluff morning-glory *Calystegia purpurata* ssp. *saxicola*	--/--/1B.2	Coastal dunes and coastal scrub. 15-105 m.	**Absent.** Suitable habitat not found onsite. Project area is outside species' known distribution.
Bristly sedge *Carex comosa*	--/--/2B.1	Marshes and swamps, lake margins, wet places. 5-1005 m.	**Absent.** Suitable habitat not found onsite.
Congdon's tarplant *Centromadia parryi* ssp. *congdonii*	--/--/1B.1	Valley and foothill grassland. Alkaline soils, sometimes described as heavy white clay. 1-230 m.	**Absent.** Project site vegetation is dominated by non-native plants. Local occurrences are historical and species is thought to be extirpated from project area.
Point Reyes bird's-beak *Chloropyron maritimus* ssp. *palustris*	--/--/1B.2	Coastal salt marsh usually with *Salicornia*, *Distichlis*, *Jaumea*, *Spartina*, etc. 0-15 m.	**Absent.** Suitable habitat not found onsite. Local occurrences are historical and species is thought to be extirpated from project area.
San Francisco Bay spineflower *Chorizanthe cuspidata* var. *cuspidata*	--/--/1B.2	Coastal bluff scrub, coastal dunes, coastal prairie, coastal scrub, on sandy soil on terraces and slopes. 5-550 m.	**Absent.** Project site vegetation is dominated by non-native plants. Local occurrences are historical and species is thought to be extirpated from project area.
Western leatherwood *Dirca occidentalis*	--/--/1B.2	Broadleaf upland forest, chaparral, closed-cone coniferous forest, cismontane woodland, north coast coniferous forest, riparian for and woodland. on brushy slopes, mesic sites; mostly in mixed evergreen and foothill woodland communities. 30-550 m.	**Absent.** Suitable habitat not found in the project area.
Tiburon buckwheat *Eriogonum luteolum var. caninum*	--/--/1B.2	Chaparral, valley and foothill grassland, cismontane woodland, coastal prairie. Found on serpentine soils; sandy to gravelly sites. 0-700 m.	**Absent.** Suitable habitat not found onsite—no serpentine soils.
Fragrant fritillary *Fritillaria liliacea*	--/--/1B.2	Coastal scrub, valley and foothill grassland, coastal prairie. Often on serpentine; usually on clay soils, in grassland. 3-410 m.	**Absent.** Project site vegetation is dominated by non-native plants. Local occurrences are historical and species is thought to be extirpated from project area.
Blue coast gilia *Gilia capitata* ssp. *chamissonis*	--/--/1B.1	Coastal dunes, coastal scrub. 2-200 m.	**Absent.** Suitable habitat not found in project area.
Diablo helianthella *Helianthella castanea*	--/--/1B.2	Broadleaved upland forest, chaparral, cismontane woodland, coastal scrub, riparian woodland, valley and foothill grassland. Usually in chaparral/oak woodland interface in rocky, azonal soils. Often in partial shade. 25-1,150 m.	**Absent.** Project site vegetation is dominated by non-native plants. Local occurrences are historical and species is thought to be extirpated from project area.

TABLE 1 (Continued)
SPECIAL-STATUS SPECIES CONSIDERED IN EVALUATION OF JEAN SWEENEY OPEN SPACE PARK PROJECT SITE

Common Name *Scientific Name*	Listing Status USFWS/ CDFW/Other	General Habitat	Potential for Species Occurrence Within Project Site
		Other Special-Status Species (cont.)	
Plants (cont.)			
White seaside tarplant *Hemizonia congesta* ssp. *congesta*	--/--/1B.2	Coastal scrub, valley and foothill grassland, on grassy valleys and hills, often in fallow fields. 25-200 m.	**Absent.** Project site vegetation is dominated by non-native plants.
Loma Prieta hoita *Hoita strobilina*	--/--/1B.1	Chaparral, cismontane woodland, riparian woodland. Serpentine and mesic sites.	**Absent.** Suitable habitat not found in project area—no serpentine soils.
Kellogg's horkelia *Horkelia cuneata* ssp. *sericea*	--/--/1B.1	Openings in closed-cone coniferous forest, coastal scrub, chaparral, old dunes, coastal sandhills. 10-200 m.	**Absent.** Suitable habitat not found in project area.
Rose leptosiphon *Leptosiphon rosaceus*	--/--/1B.1	Coastal bluff scrub. 0-100 m.	**Absent.** Suitable habitat not found in the project area.
Oregon meconella *Meconella oregana*	--/--/1B.1	Coastal prairie, coastal scrub in open, moist places. 250-500 m.	**Absent.** Suitable habitat not found in the project area.
Woodland woolythreads *Monolopia gracilens*	--/--/1B.2	Serpentine soils in broadleafed upland forest, chaparral, cismontane woodland, valley and foothill grassland. 100-1200 m.	**Absent.** Suitable habitat not found in the project area.
Choris' popcorn-flower *Plagiobothrys chorisianus* var. *chorisianus*	--/--/1B.2	Mesic sites in chaparral, coastal scrub, coastal prairie. 15-100 m.	**Absent.** Suitable habitat not found in the project area.
Most beautiful jewel-flower *Streptanthus albidus* ssp. *peramoenus*	--/--/1B.2	Chaparral, valley and foothill grassland, cismontane woodland, serpentine outcrops, and on ridges and slopes. 120-730 m.	**Absent.** Suitable habitat not found in the project area.
Slender-leaved pondweed *Stuckenia filiformis*	--/--/2.2	Marshes and swamps, in shallow, clear water of lakes and drainage channels. 15-2,310 m.	**Absent.** Suitable habitat not found in the project area.
Saline clover *Trifolium depauperatum var. hydrophilum*	--/--/1B.2	Marshes and swamps, valley and foothill grassland, vernal pools. Mesic, alkaline sites. 0-300 m.	**Absent.** Project site vegetation is dominated by non-native plants. No suitable habitat found onsite.
Invertebrates			
Sandy beach tiger beetle *Cicindela hirticollis gravida*	--/*	Inhabits areas adjacent to non-brackish water along the coast of California from San Francisco Bay to northern Mexico. Clean, dry, light-colored sand in the upper zone. Subterranean larvae prefer moist sand not affected by wave action.	**Absent.** Suitable habitat not found onsite.
Monarch butterfly *Danaus plexippus*	--/*	Winter roost sites extend along the coast from northern Mendocino to Baja California, Mexico. Roosts located in wind-protected tree groves (eucalyptus, Monterey pine, cypress), with nectar and water sources nearby.	**Low.** May occur in the project site on a transient basis. Suitable habitat for wintering monarch aggregates is not found onsite.
Bridges' coast range shoulderband *Helminthoglypta nickliniana bridgesi*	--/*	Inhabits open hillsides of Alameda and Contra Costa counties. Tends to colonize under tall grasses and weeds.	**Absent.** Suitable habitat not found in project area.
Lee's micro-blind harvestman *Microcina leei*	--/*	Xeric habitats in the San Francisco Bay region. Found beneath sandstone rocks in open oak grassland.	**Absent.** Suitable habitat not found in project area.

TABLE 1 (Continued)
SPECIAL-STATUS SPECIES CONSIDERED IN EVALUATION OF JEAN SWEENEY OPEN SPACE PARK PROJECT SITE

Common Name *Scientific Name*	Listing Status USFWS/ CDFW/Other	General Habitat	Potential for Species Occurrence Within Project Site
		Other Special-Status Species (cont.)	
Invertebrates cont.			
San Francisco Bay Area leaf-cutter bee *Trachusa gummifera*	--/*	Unknown.	**Low.** While exact habitat requirements of this species are unknown, there are no records of this species from the project area, and essentially no native habitat there.
Mimic tryonia (=California brackishwater snail) *Tryonia imitator*	--/*	Inhabits coastal lagoons, estuaries and salt marshes, from Sonoma County south to San Diego County. Found only in permanently submerged areas in a variety of sediment types; able to withstand a wide range of salinities.	**Absent.** Suitable habitat not found in project area. Historical collection from Lake Merritt in Oakland but believed extirpated from that site.
Amphibians and Reptiles			
Western pond turtle *Emys marmorata*	--/CSC	A thoroughly aquatic turtle of ponds, marshes, rivers, streams and irrigation ditches with aquatic vegetation. Needs basking sites and suitable (sandy banks or grassy open fields) upland habitat for egg-laying.	**Absent.** Suitable habitat not found in project area.
Foothill yellow-legged frog *Rana boylii*	--/CSC	Partly-shaded, shallow streams and riffles with a rocky substrate in a variety of habitats. Needs at least some cobble-sized substrate for egg-laying. Needs at least 15 weeks to attain metamorphosis.	**Absent.** Suitable habitat not found in project area.
Birds			
Cooper's hawk *Accipiter cooperi*	--/CDFW WL&3503.5	Woodland, chiefly of open, interrupted or marginal type. Nest sites are mainly in riparian growths of deciduous trees but also relatively common in urban areas.	**Moderate.** Nests have been documented on Alameda Island. Mature stands of trees within the project site offers suitable foraging and nesting habitat.
Great egret *Ardea alba*	--/* (rookery site)	Nest colonially in groves of trees. Rookery sites located near marshes, tide-flats, irrigated pastures, and margins of rivers and lakes.	**Low.** No suitable foraging habitat in the project area. Possible nesting substrate is present in mature trees onsite though no established rookery is known. May occur over the project area on a transient basis.
Great blue heron *Ardea herodias*	--/* (rookery site)	Colonial nester in tall trees, cliff sides, and sequestered spots on marshes. Rookery sites in close proximity to foraging areas: marshes, lake margins, tide-flats, rivers and streams, wet meadows.	**Low.** No suitable foraging habitat in the project area. Possible nesting substrate is present in mature trees onsite though no established rookery is known. May occur over the project area on a transient basis.
Burrowing owl *Athene cunicularia*	--/CSC	Open, dry annual or perennial grasslands, deserts and scrublands characterized by low-growing vegetation. Subterranean nester, dependent upon burrowing mammals, most notably, the California ground squirrel.	**Low.** Suitable foraging and nesting habitat is not found onsite. This species occurs in the Northwest Territories and the Federal Property. Species has been observed regularly on the Federal Property and has been reported nesting in grasslands adjacent to West Beach Landfill Wetland.

TABLE 1 (Continued)
SPECIAL-STATUS SPECIES CONSIDERED IN EVALUATION OF JEAN SWEENEY OPEN SPACE PARK PROJECT SITE

Common Name *Scientific Name*	Listing Status USFWS/ CDFW/Other	General Habitat	Potential for Species Occurrence Within Project Site
Other Special-Status Species (cont.)			
Birds (cont.)			
Great horned owl *Bubo virginianus*	--/3503.5	Often uses abandoned nests of corvids or squirrels; nests in large oaks, conifers, eucalyptus.	**Moderate.** May occur in the project area on a transient basis. Species could nest in mature trees within the project vicinity.
Red-tailed hawk *Buteo jamaicensis*	--/3503.5	Usually nests in large trees, often in woodland or riparian deciduous habitats. Also known to nest in urban parks and neighborhoods. Forages over open grasslands and scrublands.	**Moderate.** Species is ubiquitous throughout the region. May nest in mature trees and forage throughout the project area.
Red-shouldered hawk *Buteo lineatus*	--/3503.5	Usually nests in large trees, often in woodland or riparian deciduous habitats. Forages over open grasslands and woodlands.	**Moderate.** Relatively common throughout the East Bay Area. May nest in mature trees and forage throughout the project vicinity.
Northern harrier *Circus cyaneus*	--/CSC	Coastal salt and fresh-water marsh. Nests and forages in grasslands. Nests on ground in shrubby vegetation, usually at marsh edge; nest built of a large mound of sticks in wet areas.	**Low.** No suitable foraging or nesting habitat found onsite.
Snowy egret *Egretta thula*	--/* (rookery site)	Colonial nester, with nest sites situated in protected beds of dense tules. Rookery sites situated close to foraging areas: marshes, tidal-flats, streams, wet meadows, and borders of lakes.	**Low.** No suitable foraging habitat in the project area. Possible nesting substrate is present in mature trees onsite though no established rookery is known. May occur over the project area on a transient basis.
California horned lark *Eremophila alpestris actia*	--/CDFW WL (nesting)	Short-grass prairie, annual grasslands, coastal plains, and open fields.	**Moderate.** The species has been observed nesting in grassland habitat west of the project area on in the Northwest Territories. Suitable foraging and nesting habitat is present onsite.
American kestrel *Falco sparverius*	--/3503.5	Frequents generally open grasslands, pastures, and fields; primarily a cavity nester in large trees near open areas.	**Moderate.** Suitable foraging habitat is present onsite. May nest in mature trees in the project vicinity.
Saltmarsh common yellowthroat *Geothlypis trichas sinuosa*	BCC/CSC	Resident of the San Francisco Bay region, in fresh and salt water marshes. Requires thick, continuous cover down to water surface for foraging; tall grasses, tule patches, willows for nesting.	**Absent.** No suitable habitat is found in the project area.
Caspian tern *Hydroprogne caspia*	BCC/* (nesting colony)	Nests on sandy or gravely beaches and shell banks in small colonies inland and along the coast. Inland fresh-water lakes and marshes; also, brackish or salt waters of estuaries and bays.	**Moderate.** May forage in nearby Alaska Basin and the Oakland-Alameda Estuary. Nesting colony located at west of the project site at West Beach Landfill Wetland. May occur over the project area on a transient basis.

TABLE 1 (Continued)
SPECIAL-STATUS SPECIES CONSIDERED IN EVALUATION OF JEAN SWEENEY OPEN SPACE PARK PROJECT SITE

Common Name *Scientific Name*	Listing Status USFWS/ CDFW/Other	General Habitat	Potential for Species Occurrence Within Project Site
		Other Special-Status Species (cont.)	
Birds (cont.)			
Loggerhead shrike *Lanius ludovicianus*	--/CSC	Occurs in semi-open country with utility posts, wires, and trees to perch on. Nests in bushes and trees.	**Moderate.** Has been confirmed as breeding in the Northwest Territories and/or Federal Property. Suitable foraging and nesting habitat is present onsite.
California gull *Larus californicus*	--/* (nesting colony)	Breeds primarily at lakes and marshes in interior western North America from Canada south to eastern California and Colorado. Birds that breed inland are migratory, most moving to the Pacific coast in winter. More recently, the species has been breeding in large numbers at the salt ponds of south San Francisco Bay. They nest in colonies, sometimes with other bird species.	**Low.** Known to nest within the Federal Property and/or the Northwest Territories but not within the project site. Forage in adjacent Bay waters. Likely to occur in the project area on a transient basis.
Alameda song sparrow *Melospiza melodia pusillula*	BCC/CSC	Resident of salt marshes bordering central eastern San Francisco Bay. Inhabits pickleweed marshes; nests low in *Grindelia* (high enough to escape high tides) and in pickleweed.	**Absent.** No suitable habitat found onsite. Known to nest and forage in the Northwest Territories.
San Pablo song sparrow *Melospiza melodia samuelis*	BCC/CSC	Resident of salt marshes bordering San Pablo Bay. Inhabits pickleweed marshes; nests low in *Grindelia* bushes (high enough to escape high tides) and in pickleweed.	**Low.** No suitable habitat found onsite. Project area outside known range of this subspecies. Possibly present on a transient basis during migratory or dispersal periods.
Black-crowned night heron *Nycticorax nycticorax*	--/* (rookery site)	Colonial nester, usually in trees, occasionally in tule patches. Rookery sites located adjacent to foraging areas: lake margins, mud-bordered bays, marshy spots.	**Low.** No suitable foraging habitat in the project area. Possible nesting substrate is present in mature trees onsite though no established rookery is known. May occur over the project area on a transient basis.
Osprey *Pandion haliaetus*	--/3503.5	Forages and breeds near rivers, lakes, and marine environments.	**High.** May forage in the project area. Nesting pair known to the Northwest Territories. Nest site most recently located in vicinity of USS Hornet. Only known breeding location in Alameda County.
Double-crested cormorant *Phalacrocorax auritus*	--/* (rookery site)	Colonial nester on coastal cliffs, offshore islands, and along lake margins in the interior of the state. Nests along coast on sequestered islets, usually on ground with sloping surface, or in tall trees along lake margins.	**High.** Forage in waters around project site. Possible nesting substrate is present in mature trees onsite though no established rookery is known.
Black skimmer *Rynchops niger*	BCC/CSC	Nests on gravel bars, low islets, and sandy beaches, in unvegetated sites.	**Low.** Fairly common on Bay waters but few observations around Alameda Island. Transient individuals may forage in the waters offsite. No suitable nesting habitat found in the project area.
Barn owl *Tyto alba*	--/3503.5	Found in open and partly open habitats, especially grasslands. Nests in tree cavities or buildings.	**Low.** May forage over open space in the project area. Suitable nesting habitat available in and mature trees. However, no observation records on Alameda Island.

TABLE 1 (Continued)
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Common Name *Scientific Name*	Listing Status USFWS/ CDFW/Other	General Habitat	Potential for Species Occurrence Within Project Site
Yellow-headed blackbird *Xanthocephalus xanthocephalus*	--/CSC	Nests in freshwater emergent wetlands with dense vegetation and deep water, often along borders of lakes or ponds. Nests only where large insects are abundant, nesting timed with maximum emergence of aquatic insects.	**Low.** Suitable habitat not present. Transient individuals may pass through project site.
Mammals			
Pallid bat *Antrozous pallidus*	--/CSC	Deserts, grasslands, shrublands, woodlands and forests. Most common in open, dry habitats with rocky areas for roosting. Roosts must protect bats from high temperatures. Very sensitive to disturbance of roosting sites.	**Low.** Habitat generally unsuitable for this species, although may migrate through the project area.
Townsend's big-eared bat *Corynorhinus townsendii*	--/CSC	Mesic sites. Roosts in caves and open, hanging from walls and ceilings. Very sensitive to human disturbance.	**Moderate.** Documented occurrences of this species roosting in buildings along Alameda's north shore; may roost in vacant project site building.
Berkeley kangaroo rat *Dipodomys heermanni berkeleyensis*	--/*	Open grassy hilltops and open spaces in chaparral and blue oak/digger pine woodlands. Needs fine, deep, well-drained soil for burrowing.	**Absent.** Suitable habitat not found onsite.
Silver-haired bat *Lasionycteris noctivagans*	--/*/WBWG-M	Primarily a coastal and montane forest dweller. Roosts in hollow trees, beneath exfoliating bark, abandoned woodpecker holes and rarely under rocks. Needs drinking water.	**Low.** Habitat generally unsuitable for this species, although may migrate through the project area.
Hoary bat *Lasiurus cinereus*	--/*/WBWG-M	Prefers open habitats or habitat mosaics, with access to trees for cover and open areas or habitat edges for feeding. Roosts in dense foliage of medium to large trees. Feeds primarily on moths.	**Low.** May roost in trees onsite, particularly during migration periods in spring and fall.
San Pablo vole *Microtus californicus sanpabloensis*	--/CSC	Salt marshes of San Pablo Creek, on the south shore of San Pablo Bay. Constructs burrow in soft soil. Feeds on grasses, sedges and herbs. Forms a network of runways leading from the burrow.	**Absent.** Project area is outside known species' distribution range.
Big free-tailed bat *Nyctinomops macrotis*	--/CSC/ WBWG-M	Low-lying arid areas in southern California. Needs high cliffs or rocky outcrops for roosting sites. Feeds principally on large moths.	**Absent.** Suitable habitat not found onsite.
Alameda Island mole *Scapanus latimanus parvus*	--/CSC	Only known from 18 historical collections on Alameda Island. Found in a variety of habitats, especially annual and perennial grasslands. Prefers moist, friable soils. Avoids flooded soils.	**Low.** While potentially suitable habitat occurs within the project area the species has not been recorded since 1958. There are no recent observations that would confirm the population is still extant. Taxonomic validity of the subspecies needs investigation.
Salt-marsh wandering shrew *Sorex vagrans halicoetes*	--/CSC	Salt marshes of the south arm of San Francisco Bay. Found at medium to high marsh 6-8 ft above sea level where abundant driftwood is scattered among pickleweed.	**Low.** No CNDDB records from the Oakland West topo quad. Tidal marsh extent within the project area is fragmented and isolated from relatively intact high quality habitat with known extant populations.
American badger *Taxidea taxus*	--/CSC	Most abundant in drier open stages of most shrub, forest, and herbaceous habitats, with friable soils. Needs sufficient food, friable soils and open, uncultivated ground. Preys on burrowing rodents.	**Absent.** Suitable habitat not found onsite. No recent documented occurrences in the project area.

TABLE 1 (Continued)
SPECIAL-STATUS SPECIES CONSIDERED IN EVALUATION OF JEAN SWEENEY OPEN SPACE PARK PROJECT SITE

STATUS CODES

Federal (U.S. Fish and Wildlife Service [USFWS]):
FE = Listed as Endangered (in danger of extinction) by the federal government.
FT = Listed as Threatened (likely to become Endangered within the foreseeable future) by the federal government.
DL - Delisted
MSFCMA = Magnuson-Stevens Fishery Conservation and Management Act
MMPA = Marine Mammal Protection Act

State (California Department of Fish and Wildlife [CDFW]):
CE = Listed as Endangered by the State of California.
CT = Listed as Threatened by the State of California.
CR = Listed as Rare by the State of California (plants only)
DL = Delisted
CSC = California Species of Special Concern.
FP = Fully Protected
WL = Watch List
3503.5 = Protection for species of Falconiformes (hawks) and Strigiformes (owls).
*Special animal—listed on CDFW's Special Animals List.

California Native Plant Society (CNPS):
List 1A=Plants presumed extinct in California.
List 1B=Plants rare, Threatened, or Endangered in California and elsewhere.
List 2= Plants rare, Threatened, or Endangered in California but more common elsewhere.

An extension reflecting the level of threat to each species is appended to each rarity category as follows:
.1 – Seriously endangered in California.
.2 – Fairly endangered in California.
.3 – Not very endangered in California.

Western Bay Working Group (WBWG):
WBWGH = High priority; Species that are imperiled or at a high risk of imperilment.
WBWGM = Medium priority; Species that warrant a closer evaluation due to potential imperilment.

SOURCE: CDFW, 2015; CNPS, 2015; USFWS, 2015; eBird, 2013; Bolster, 1998; City of Alameda, 2002; Department of Veterans Affairs, 2013.

MAIL

From:	Ben Lonsdale <ben.lonsdale@globalwaveparks.com> [ben.lonsdale@globalwaveparks.com]
To:	Amy Wooldridge [awooldridge@alamedaca.gov]
Subject:	Re: Alameda Point
Created:	09-Apr-2014 13:43:54 UTC-07:00
Delivered:	09-Apr-2014 13:44:31 UTC-07:00
Stored:	12-Apr-2014 19:25:00 UTC-07:00
Tags:	
Status:	deleted,opened,read,replied
Box Type:	received
Folder:	Amy Wooldridge Home > Trash
Message Id:	53454EBF.Alameda.CivicPO.200.200007D.1.26E39.1
Attachments:	TEXT.htm [Save] [Open] GWP_DB_FINAL_010813[8].png [Save] [Open] Mime.822 *(excluded from export)* headers.822 [Save] [Open]

Thank you Amy. Is that not a nature reserve area? Or is the thin slice between the nature reserve and the lagoon which runs north to south?

Ben Lonsdale

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ben.lonsdale@globalwaveparks.com
www.globalwaveparks.com

From: Amy Wooldridge <awooldridge@alamedaca.gov>
Date: Wednesday, April 9, 2014 at 5:37 PM
To: Benjamin Lonsdale <ben.lonsdale@globalwaveparks.com>
Cc: Amy Wooldridge <AWooldridge@alamedaca.gov>, Jennifer Ott <JOtt@alamedaca.gov>
Subject: Re: Alameda Point

Hi Ben

To clarify, the area available is the land to the west of the lagoon, not the open water of the lagoon itself.

Thank you Amy. Is that not a nature reserve area? Or is the thin slice between the nature reserve and the lagoon which runs north to south?

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Subject: Re: Alameda Point

Hi Ben

To clarify, the area available is the land to the west of the lagoon, not the open water of the lagoon itself.

I look forward to more information when available.

Amy

On Apr 9, 2014, at 1:06 PM, "Ben Lonsdale <ben.lonsdale@globalwaveparks.com>" <ben.lonsdale@globalwaveparks.com> wrote:

> Hi Amy,
>
> Thank you for your reply. The lagoon area you mentioned is currently open water correct? If so I think fitting in a specially contoured and reasonably shallow bottom could be unviable. But I'll take a closer look and let you know. Also, as the dimensions are 400m x 150m roughly for the lagoon with the open access beach area around it, that sounds like it may be tight.
>
> My architects are currently finishing some details on our Houston and Rio projects, but as soon as that is done I'll have them run some fitting options on to your master plan. With that we can clearly show the overall areas and spaces and list out all the amenities. In principle though, assuming the hotel and amphitheatre would not really work with this area, I think the amenities would be the surfing lagoon, the skate park (newly built and maintained and operated by us to ensure it remains of the highest quality and to ensure there are no costs to the county), the bar and restaurant area overlooking these areas, likely some beach volleyball on our beach area, outdoor rocklimbing towers, a sports shop, and to be considered as to fit, a gym (with pools for underwater dive training, e.g. big wave training, free diving

and scuba lessons), spa and an indoor training facility for skateboarding/bmxing/ roller–skating etc. Naturally there would also be restrooms, changing rooms, lockers areas etc. I think what would be interesting for a project such as yours would be for the entire project to be open access – whilst we would charge for surfing (not necessarily for skateboarding), the beach area would be open and free to use, and would provide a beautiful open space and recreation area for the local community to use at no cost, and we would likely have a free swimming area in the lake for the public.

I'll be in touch later in the month once I have something back from our architects.

Many thanks once again,

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From: Amy Wooldridge <AWooldridge@alamedaca.gov>
Date: Tuesday, April 8, 2014 at 5:54 PM
To: Benjamin Lonsdale <ben.lonsdale@globalwaveparks.com>
Cc: Jennifer Ott <JOtt@alamedaca.gov>
Subject: Alameda Point

Hi Ben,

The northwest corner of Alameda Point is not an option for this project since that is dedicated open space. However another option, other than adjacent to the sports complex as we discussed, is the western side of Seaplane Lagoon. That's the large, square lagoon area on the southern side of Alameda Point. There could be 10-20 acres available there.

If you are interested, please provide me with additional information in a brief proposal, such as options on what amenities you would offer, their respective acreage, and a brief description on how capital and operations would be funded.

Thank you!
Amy

Amy Wooldridge
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Join us on Facebook at http://www.facebook.com/playARPD

>>> Ben Lonsdale <ben.lonsdale@globalwaveparks.com> 4/7/2014 2:54 PM >>>
Ok. Thanks Amy.

What I had thought of was the area as open recreation. So it would include a beautiful beach, green areas, the lake and then a few of the small buildings we had considered. But I agree the hotel would not be appropriate there, and possibly not in this project at all.

I think it could make for an absolutely beautiful visual and a really unique asset, and something wonderful for the local community. If there we're buy in at county level for that kind of solution then we could put it to the local community and get their feedback.

We can certainly study several options but it would make for a fantastic and beautiful addition to the area.

Thanks,

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On 07/04/2014, at 17:26, "Amy Wooldridge" <AWooldridge@alamedaca.gov> wrote:

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Thanks
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from cars on the Bay Bridge or boats in the bay.

I've attached below a photo from one of the projects our water treatment partner built (it's an artificial pool). They specialise in creating environmentally sustainable paradisiacal sceneries, and in the below example they built their pool beside the sea which gave it uninterrupted views out. If the north western point were free, we'd have something similar but with waves in the center and with incredible views of SF across the water.

Let me know your thoughts.

Kind regards,

<IMAGE.png>

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From: Amy Wooldridge <AWooldridge@alamedaca.gov>
Date: Monday, April 7, 2014 at 2:36 PM
To: Benjamin Lonsdale <ben.lonsdale@globalwaveparks.com>
Subject: Hi Ben,

Hi Ben,

It was good to speak with you last week. Attached is the sports complex master plan from 2009 and a map of the planned recreational areas at Alameda Point. Keep in mind that we will not be following this plan for the full 44-acres. We do plan to keep the existing gym and skatepark (although the latter is up for discussion if your company plans to replace it). We also intend to put in a 3 to 4 wheel baseball/softball complex and 3 to 4 rectangular fields. Plus associated amenities.

Let me know when you're ready to talk again and discuss options for specific site dimension requirements.

Thank you,
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<IMAGE.BMP> <IMAGE.BMP>

<IMAGE.BMP>

<IMAGE.BMP>

<GWP_DB_FINAL_010813[7].png>

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Founder
BR +55 21 98377-0028
UK +44 1273 252565
<IMAGE.png>
ben.lonsdale@globalwaveparks.com
www.globalwaveparks.com

From: Amy Wooldridge <AWooldridge@alamedaca.gov>
Date: Monday, April 7, 2014 at 2:36 PM
To: Benjamin Lonsdale <ben.lonsdale@globalwaveparks.com>
Subject: Hi Ben,

Hi Ben,

It was good to speak with you last week. Attached is the sports complex master plan from 2009 and a map of the planned recreational areas at Alameda Point. Keep in mind that we will not be following this plan for the full 44-acres. We do plan to keep the existing gym and skatepark (although the latter is up for discussion if your company plans to replace it). We also intend to put in a 3 to 4 wheel baseball/softball complex and 3 to 4

rectangular fields. Plus assoc[illegible]d amenities.

Let me know when you're ready to talk again and discuss options for specific site dimension requirements.

Thank you,
Amy

Amy Wooldridge
Alameda Recreation and Parks Director
2226 Santa Clara Ave., Alameda 94501
(510) 747-7570
awooldridge@alamedaca.gov
www.Alamedaca.gov/Recreation
Join us on Facebook at http://www.facebook.com/playARPD

<IMAGE.BMP> <IMAGE.BMP>

GLOBA
WAV
PARI

GWP_DB_FINAL_010813[7]

MAIL

From:	Amy Wooldridge [awooldridge@alamedaca.gov]
To:	Jennifer Ott [jott@alamedaca.gov]
Subject:	Re: Fwd: Alameda Guide
Created:	26-Jun-2013 13:12:09 UTC-07:00
Delivered:	26-Jun-2013 13:12:09 UTC-07:00
Stored:	29-Jun-2013 19:08:21 UTC-07:00
Tags:	
Status:	accepted,opened,read
Box Type:	sent
Folder:	Amy Wooldridge Home > Sent Items
Message Id:	51CAE8A9.Alameda.CivicPO.200.2000057.1.74C2E.1
Attachments:	TEXT.htm [Save] [Open] IMAGE.BMP [Save] [Open] IMAGE.BMP [Save] [Open] IMAGE.gif [Save] [Open] IMAGE.jpg [Save] [Open] IMAGE.png [Save] [Open]

Hey Jen,

My comments on the Planning Guide are below. Some is regarding content and some is simply editing. Feel free to use or ignore the latter :-)
Amy

- p. 20:
  - (misspelling) parade grounds
  - Northwest Territories: Should we include active recreation uses as well? That would then include the option of both fields and/or campground
  - Add aquatic facility and concessions in the list of amenities under Sports Complex heading
- P. 21
  - Should be a complete sentence under Secondary Open spaces heading
  - We should include community gardens as an option, other than under APC since it's in the Urban Greening Plan. Possibly include under the Neighborhood and Pocket Parks heading
- P.22
  - First paragraph, second sentence should be provide, not provides
  - Fig. 5: This may be out of my purview, but it seems to me that we'd need a smaller road to a parking lot within the sports complex. Since it's quite a large area, it would be unreasonable to expect people to walk from where the main gate is currently located. There is an existing parking lot between the skate park and gym.
- P. 32
  - Consider changing the photos since both of these photos are shown on an earlier page
- P.34
  - Another reused photo on bottom right corner.
- P. 42
  - End paragraph with a period, not a colon
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Regarding on-going maintenance for this extensive new park and open space system... This report discusses the option of assessment districts plus indicates the need to fund both capital and maintenance, which is great. As we

move forward with the CDF and/or other fee structures, we need to keep park maintenance costs in mind.

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Join us on Facebook at http://www.facebook.com/playARPD

>>> Jennifer Ott <jott@ci.alameda.ca.us> 6/21/2013 2:17 PM >>>
FYI

Sent from my iPhone

Begin forwarded message:

From: "Amie MacPhee <delivery@yousendit.com>" <delivery@yousendit.com>
Date: June 21, 2013, 1:05:28 PM PDT
To: "Jennifer Ott" <JOtt@alamedaca.gov>
Subject: Alameda Guide
Reply-To: amie@cultivate-ca.com

A file has been sent to you
from amie@cultivate-ca.com via YouSendIt. (http://www.yousendit.com/)
Hello,
Here is the updated guide for your review.

Have a nice weekend!

Candice

AP_PlanningGuide_Landscape_061813.pdf (
https://rcpt.yousendit.com/2164972678/59a17171ab5e72f57cfbc6d13b0e1ef1?cid=tx-
0200220835020000000&s=19105) (
https://rcpt.yousendit.com/2164972678/59a17171ab5e72f57cfbc6d13b0e1ef1?cid=tx-

0200220835020000000&s=19105)

Size: 42.01 MB Content will be available for download until July 05, 2013 12:46 PDT.

TEXT item ATTACHMENT

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Parks Make Life Better!

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yousendit

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IMAGE

Parks
Make
Life
Better!

IMAGE

yousendit

IMAGE

Access has expired

The link to this file has expired.
Contact the sender to resend the file.

1919 S. Bascom Avenue
Campbell, CA 95008
United States of America

MAIL

From:	Carlos Villarreal <villac@willdan.com> [villac@willdan.com]
To:	Garland, Liam [lgarland@alamedaca.gov]
CC:	Edison, James [jedison@willdan.com], Wooldridge, Amy [awooldridge@alamedaca.gov]
Subject:	RE: City of Alameda/Parks Fee
Created:	14-Apr-2014 09:41:41 UTC-07:00
Delivered:	14-Apr-2014 09:42:24 UTC-07:00
Stored:	13-Mar-2015 05:39:56 UTC-07:00
Tags:	
Status:	opened,read
Box Type:	received
Folder:	Liam Garland Home > Mailbox > DIF
Message Id:	53738636.Alameda.AlaPntPO.100.1617A76.1.2ED8.1
Attachments:	Park Standards and Fees.pdf [Save] [Open] Mime.822 [Save] [Open]

Hi Liam,

I put together a quick table showing what the fees would be based on the acreage standard the City chooses to charge at, in half acre per 1,000 increments. Didn't have enough time to compare to the averages, but hopefully this can inform your conversation today.

-Carlos

From: Liam Garland [lgarland@alamedaca.gov]
Sent: Saturday, April 12, 2014 3:24 PM
To: Carlos Villarreal; Carlos Villarreal
Cc: Amy Wooldridge; James Edison
Subject: City of Alameda/Parks Fee

Carlos--thx again for this. Can you figure out what ratio of parkland gets the fees for the multifamily and townhome prototypes to at or below average of the City's listed? Doesn't have to be exact, just ballpark. This would definitely sharpen our conversation on Monday. Thanks! Liam

---

Liam Garland
Administrative Services Manager
City of Alameda, Public Works Department
(d) 510-747-7962

>>> Carlos Villarreal 04/11/14 10:53 AM >>>
Hi Liam,

I can't make the meeting on Monday.

I think the focus of that meeting should be what standard to charge parks at. You may not need to involve the entire staff... just parks and the key decision makers. We don't need to pull things from the inventory. Rather, we state the following: the City currently has 7 acres of parkland per 1,000 capita. As a policy decision, the city has decided to charge at X acres per 1,000 capita. The fee at that standard would be x. This way we don't have to cross anything off the list, and the City is acknowledging that its charging less than it could.

Parkland Standards and Resulting Fees

Standard	Cost per Acre - Improvements	Cost per Acre - Land Acquisition	Total Fee per Capita	Total Fee per Single Family Unit	Total Fee per Multifamily Unit
7.0	$ 3,373	$ 12,929	$ 16,302	$ 43,364	$ 30,974
6.5	3,132	12,006	15,138	40,267	28,762
5.5	2,650	10,159	12,809	34,072	24,337
5.0	2,410	9,235	11,645	30,974	22,125
4.5	2,169	8,312	10,480	27,877	19,912
4.0	1,928	7,388	9,316	24,779	17,700
3.5	1,687	6,465	8,151	21,682	15,487
3.0	1,446	5,541	6,987	18,585	13,275
2.5	1,205	4,618	5,822	15,487	11,062
2.0	964	3,694	4,658	12,390	8,850

MAIL

From:	Carlos Villarreal <villac@willdan.com> [villac@willdan.com]
To:	Wooldridge, Amy [awooldridge@alamedaca.gov]
CC:	Garland, Liam [lgarland@alamedaca.gov]
Subject:	RE: Parks/Amy Wooldridge
Created:	18-Mar-2014 21:34:04 UTC-07:00
Delivered:	18-Mar-2014 21:34:34 UTC-07:00
Stored:	13-Mar-2015 05:26:25 UTC-07:00
Tags:	
Status:	opened,read
Box Type:	received
Folder:	Liam Garland Home > Mailbox > DIF
Message Id:	5354CAB1.Alameda.AlaPntPO.100.1617A76.1.2979.1
Attachments:	TEXT.htm [Save] [Open] IMAGE.BMP [Save] [Open] IMAGE(1).BMP [Save] [Open] Gen Plan Park Inventory - 1990.pdf [Save] [Open] Mime.822 [Save] [Open]

No worries, Amy! I know how busy things can get.

Re: park development costs, it really runs the gamut. I think $30 per SF, (approximately $1.3 million per acre) is on the high side of costs that I've seen, but it certainly isn't out of the realm of reason. Beyond that, every community has their own "design" standards with regards to the level of facilities that they want to pursue. Alameda clearly builds park facilities to a high standard, and there's nothing wrong with that. The fee will be high, but that's just our starting point for discussion.

Anyway, I'm also trying to get a handle on the City's existing parkland inventory. I've scoured the general plan, parks master plan, and appendices and have not found a current inventory of the parkland that the City owns. In the old general plan, I did find the attached, but its out of date. The parks master plan from 2011 identifies that the city owns 141.6 acres of parkland. Excluding the regional facilities (though we will include them later), I'm counting a total of 103.4 acres in the 1990 general plan, so presumably there are 38.2 acres of "new" (since the gen plan) parks out there. Can you confirm this, and let me know the parks/acreages that comprise it? If not, can you send me the latest inventory of parkland owned by the City?

Thanks!

-Carlos

From: Amy Wooldridge [AWooldridge@alamedaca.gov]
Sent: Tuesday, March 18, 2014 5:42 PM
To: Carlos Villarreal
Cc: Liam Garland
Subject: RE: Parks/Amy Wooldridge

Hi Carlos,

My apologies that I'm so behind on this.

Here's my initial thoughts and then I have a question. I need clarification on how the fees are implemented. So for example, is it better to reduce my total $$ amount of projects so that there's more funding for the projects that are on the list?

No worries, Amy! I know how busy things can get.

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1) Go ahead and delete the three projects that you highlighted.
2) Please change the Estuary Park item to:
Estuary Park Athletic Fields and Neighborhood Park Construction $4,000,000
(It's an 8-acre park that will serve all of the new housing at North Housing and TriPointe)
3) We need to add a project for the new neighborhood pocket parks at Alameda Point. I will talk to Jen about total acreage per the plan, I don't know what it is.
4) My understanding is that the standard for park construction is $30/square foot.

But I'd also like your feedback on standards that you've seen for park construction costs. Plus if you think, based on your experience in other cities, if I'm missing anything for build out. For example, should I include additional parking lots

I may have more thoughts/ideas by Wed morning but this is at least a start.

Thanks
Amy

Amy Wooldridge

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>>> Carlos Villarreal <villac@willdan.com> 3/5/2014 5:01 PM >>>
Hi Amy,

I have some questions re: the park and recreation facilities project list. I have attached the initial project list for your review.

Some general questions to consider as you review the project list are as follows:

- Does the attached project list cover all your anticipated *park and recreation facilities* needed to serve the demand from new development through 2035? Recall that projects funded by the DIF need to have some connection to new development, and expand the city's inventory of facilities. 1:1 replacement of a facility is not an acceptable use of DIF revenue.
- Are there any needs that we're missing?
- Any edit's to what we show in the table? (Cost estimates, sizing, etc.)

For the three highlighted projects, are they just rehabbing old facilities, or is there any expansion of capacity? I ask because if its just rehab, then they shouldn't be funded with the DIF, and I'll pull them from the project list. Also, below you mention a $35K/acre cost for parks... seems like you're referring to the maintenance cost. Would you happen to have a cost to develop from the ground up a "typical" acre of parkland in Alameda?

That's about it for now. Let me know if you have any questions or concerns.

Thanks,

-Carlos

From: Liam Garland [LGarland@alamedaca.gov]
Sent: Wednesday, February 12, 2014 11:58 AM
To: James Edison
Cc: Amy Wooldridge; Carlos Villarreal
Subject: Parks/Amy Wooldridge

James/Carlos, I've cc'ed Amy/ARPD and included here info she's providing to you. It is:

-Park amenities - list attached
-Facilities - this is better to get from Risk Mgmt. They keep an accurate list for insurance purposes. I don't have a list of square footage, etc. acreage - 155 ac. without golf course, 456 with golf course
-cost estimate for parks - in the MIP, we used $20,000/acre. I think that's too low for our other parks because that's for passive parks only. I would estimate $35,000/acre. That covers maintenance and replacement costs (playgrounds, benches, etc.)

Thanks!

Liam

Liam Garland
Administrative Services Manager
City of Alameda, Public Works
(d) 510-747-7962
lgarland@ci.alameda.ca.us

Table 10.2: Park Land Inventory

	Acreage
Community Parks	
Leydecker	6.3
Lincoln	7.8
Krusi	7.9
Washington	15.0
Subtotal	37.0
Neighborhood Parks	
Buena Vista	3.6
Franklin	3.0
Godfrey	5.4
Jackson	2.3
Longfellow	1.1
McKinley	1.2
Neptune	3.5
Parrott Mini-Park(b)	0.2
Rittler	4.8
Tillman	3.5
Woodstock	4.2
Subtotal	32.8
Community Open Space	
Boat Launches (c)	3.5
Bridgeview	1.5
Harrington Soccer Field	2.0
Mastick Senior Center	1.0
Model Airplane Field	1.3
Portola Triangle	2.3
Shoreline	22.0
Subtotal	33.6
Regional Park/Recreation Facility	
Crown Memorial Beach	80.0
Municipal Golf Course	350.0
Subtotal	430.0
Total - Existing Parkland	533.4

Source: Alameda General Plan.

MAIL

From:	Carlos Villarreal <villac@willdan.com> [villac@willdan.com]
To:	Wooldridge, Amy [awooldridge@alamedaca.gov]
CC:	Garland, Liam [lgarland@alamedaca.gov]
Subject:	RE: Parks/Amy Wooldridge
Created:	05-Mar-2014 17:01:57 UTC-08:00
Delivered:	05-Mar-2014 17:02:23 UTC-08:00
Stored:	13-Mar-2015 05:19:17 UTC-07:00
Tags:	
Status:	opened,read
Box Type:	received
Folder:	Liam Garland Home > Mailbox > DIF
Message Id:	53426E67.Alameda.AtaPntPO.100.1617A76.1.2702.1
Attachments:	TEXT.htm [Save] [Open] Alameda Project List - Parks and Recreation.pdf [Save] [Open] Mime.822 [Save] [Open]

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lgarland@ci.alameda.ca.us

Draft 2013 Development Impact Fee Program Project List

No.	City Project No.	Project Name	2013 Total Project Cost	Notes
Parks and Recreation				
1	95-20	Alameda Point Gym	$ 1,000,000	
2	97-02	Renovation-O-Club	1,750,000	
3	98-27	Alameda Point Sports Complex	20,000,000	
4	98-28	Alameda Point Swimming Pool	4,000,000	
5	94-25	Renovation of Play Grounds & Equipment	2,400,000	
6	94-26	Recreation Supply Storage & Park Maint Yard	500,000	
7	96-04	Shoreline Park-Gooseneck Lights	208,000	
8	New	Encinal Boat Ramp Facility Renovation	2,500,000	DIF Eligible?
9	New	Jean Sweeney Open Space Park Construction	7,500,000	
10	New	Estuary Park Athletic Field Complex Construction	1,875,000	
11	New	Godfrey Recreation Center Renovation	165,000	DIF Eligible?
12	New	Leydecker Recreation Center Renovation	250,000	DIF Eligible?
Subtotal			$ 42,148,000	

Sources: City of Alameda; Wildan Financial Services.

Details

File #: 2018-5800 (20 minutes)

Type: Regular Agenda Item

Body: City Council

On agenda: 7/24/2018

Title: Presentation on Role of TetraTech EC in the Environmental Clean-Up of Alameda Point by the United States Navy. (Base Reuse 819099)

Attachments: 1. Presentation

Text

Title

Presentation on Role of TetraTech EC in the Environmental Clean-Up of Alameda Point by the United States Navy. (Base Reuse 819099)

Body

To: Honorable Mayor and Members of the City Council

From: Elizabeth D. Warmerdam, Acting City Manager

Re: Presentation on the Role of TetraTech EC in the Environmental Clean-Up of Alameda Point by the United States Navy.

BACKGROUND

The former Naval Air Station Alameda (referred to as Alameda Point) was an active United States Navy (Navy) base from 1940 to 1997. It was selected for closure as part of the 1993 Base Realignment and Closure (BRAC). Operational closure occurred in April 1997.

Alameda Point is a federal "Superfund" site due to contamination in soil, groundwater, and soil gas associated with the Navy's past use of the property and is comprised of 300 petroleum sites and 34 federal Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) installation restoration sites, many of which have been remediated and closed. The Navy is responsible for the clean-up of contamination associated with its former activities at Alameda Point, and has been actively investigating and remediating the property for the last 15+ years.

DISCUSSION

Due to the conviction of former employees of Tetra Tech EC (TtEC), one of the Navy's environmental contractors, related to radiological data falsification at Hunter's Point Shipyard, the City requested that the Navy present to the City Council on the role of TtEC in the environmental clean-up of Alameda Point. Representatives from the United States Navy will make a presentation on the role of TtEC in the environmental clean-up of Alameda Point this evening. Representatives from the environmental regulators who oversee all of the Navy's environmental clean-up work from the Environmental Protection Agency and State of California Department of Toxic Substances Control will also be attending and available to answer questions. The City's independent environmental consultant will also be attending the meeting.

FINANCIAL IMPACT

There is no financial impact related to the presentation of this item. This is for information only.

MUNICIPAL CODE/POLICY DOCUMENT CROSS REFERENCE

The presentation by the Navy has no policy or municipal code cross reference.

ENVIRONMENTAL REVIEW

There are no environmental impacts associated with the presentation by the Navy. This is for information only.

RECOMMENDATION

The presentation by the Navy is for informational purposes only.

Respectfully submitted,
Jennifer Ott, Director of Base Reuse and Transportation Planning

By,
Michelle Giles, Redevelopment Project Manager

Financial Impact section reviewed,
Elena Adair, Finance Director

IN THE SUPERIOR COURT OF THE STATE OF CALIFORNIA

IN AND FOR THE COUNTY OF ALAMEDA

BOATWORKS, LLC, a California limited liability corporation,

Petitioner and Plaintiff,

vs. No.: RG 14-746654

CITY OF ALAMEDA, a municipal corporation, and the CITY COUNCIL for the CITY OF ALAMEDA, the governing body for the CITY,

Respondents and Defendants.

_____/

Deposition of

DEBORAH S. POTTER

Wednesday, March 30, 2016

REPORTED BY:
MARY ANN SCANLAN, CSR NO. 8875 RMR-CRR-CCRR-CLR
Job No.: 102660

1 APPEARANCES

2 FOR THE PLAINTIFF:

3 LAW OFFICES OF THOMAS D. ROTH

4 One Market, Spear Tower, Suite 3600

5 San Francisco, California 94105

6 415.293.7684

7 BY: THOMAS D. ROTH

8 Attorney at Law

9 Email: Rothlaw1wcomçast.net

10

11 FOR THE DEFENDANT:

12 JARVIS, FAY, DOPORTO & GIBSON LLP

13 492 Ninth Street, Suite 310

14 Oakland, California 94607

15 510.238.1401

16 BY: RICK W. JARVIS

17 Attorney at Law

18 Email: Rick@jarvisfay.com

19

20 Also present: Karen DeLise

21

22 ---oOo---

23

24

25

space as the Quimby Act prescribes, but we don't -- when we calculate the open space requirements, it's not a function of the Quimby Act.

Q. When you had discussions regarding land acquisition for parks, was there a discussion that the city had acquired large amounts of land from the Navy at no cost?

A. Well, the understanding is that the city was getting land from the federal government via an economic development conveyance, yes, and there wasn't a cost to the city for that land, but the fact that -- that did not obviate the fact that to develop that plan, you needed to spend a lot of money.

Q. Right, but in terms of infrastructure, wasn't the Navy paying for large portions of that?

A. No.

Q. Was the Navy paying for any infrastructure costs?

A. No.

Q. At all?

A. No. The Navy pays solely to clean up the environmental contamination.

Q. Are you familiar with the Veterans Administration property?

A. Yes.

1 Q. Did the federal government agree to pay any
2 infrastructure costs with respect to that property?
3 A. I believe they are taking care of their own
4 property.
5 Q. So they are paying infrastructure costs on
6 that property, correct?
7 A. For their project; they don't pay it to the
8 city.
9 Q. But they're installing at their cost the
10 infrastructure on that land, correct?
11 A. For their land, yes.
12 Q. The V.A. property?
13 A. Yes.
14 Q. And you said that the Navy is paying for the
15 cleanup of the land that was conveyed to the city,
16 correct?
17 A. The environmental cleanup, yes.
18 Q. Is there some other sort of cleanup?
19 A. I was just being more precise.
20 Q. So in terms of land acquisition costs for the
21 land that the city received from the Navy pursuant to an
22 economic development conveyance, there is no cost to the
23 city, correct?
24 A. That's correct.
25 Q. And the city could use some of that land

REPORTER'S CERTIFICATE

I certify that the foregoing proceedings in the within-entitled cause were reported at the time and place therein named; that said proceedings were reported by me, a duly Certified Shorthand Reporter of the State of California, and were thereafter transcribed into typewriting.

I further certify that I am not of counsel or attorney for either or any of the parties to said cause of action, nor in any way interested in the outcome of the cause named in said cause of action.

In WITNESS WHEREOF, I have hereunto set my hand this 13th day of April, 2016.

MARY ANN SCANLAN CSR
Certified Shorthand Reporter

Subject: Re: City Nexus Study
Date: Tuesday, March 20, 2018 at 11:01:16 AM Pacific Daylight Time
From: Rick Jarvis
To: Thomas Roth

Hi Tom,

As a courtesy, I wanted to let you and your client know that the City is pulling the updated nexus study from the agenda for tonight's Council meeting. It will be rescheduled at a later date to be determined.

Rick W. Jarvis
Jarvis, Fay, Doporto & Gibson, LLP
492 Ninth St., Suite 310
Oakland, CA 94607
510-238-1401 direct

On Mon, Mar 12, 2018 at 5:10 PM, Rick Jarvis <rick@jarvisfay.com> wrote:

Hi Tom,

Comments for the public record may be addressed to the City Council care of Lara Weisiger, City Clerk. Given the pendency of the litigation, we ask the such comments also be copied to the City Attorney's office and to my office.

Rick W. Jarvis
Jarvis, Fay, Doporto & Gibson, LLP
492 Ninth St., Suite 310
Oakland, CA 94607
510-238-1401 direct

On Mon, Mar 12, 2018 at 6:40 AM, Thomas Roth <rothlaw1@comcast.net> wrote:

Rick:

To whom do we submit comments?

Tom Roth

From: Rick Jarvis <rick@jarvisfay.com>
Date: Thursday, February 15, 2018 at 10:47 AM

In The Matter Of:

Boatworks
v.
City of Alameda

Jennifer Ott

February 23, 2016

SCANLAN STONE REPORTERS

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IN THE SUPERIOR COURT OF THE STATE OF CALIFORNIA
IN AND FOR THE COUNTY OF ALAMEDA

BOATWORKS, LLC, a California limited liability corporation,

Petitioner and Plaintiff,

vs. No.: RG 14-746654

CITY OF ALAMEDA, a municipal corporation, and the CITY COUNCIL for the CITY OF ALAMEDA, the governing body for the CITY,

Respondents and Defendants.

/

Deposition of
JENNIFER OTT
Tuesday, February 23, 2016

REPORTED BY:
MARY ANN SCANLAN, CSR NO. 8875 RMR-CRR-CCRR-CLR
Job No.: 102625

APPEARANCES

FOR THE PLAINTIFF:
LAW OFFICES OF THOMAS D. ROTH
One Market, Spear Tower, Suite 3600
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415.293.7684
BY: THOMAS D. ROTH
Attorney at Law
Email: Rothlaw1wcomcast.net

FOR THE DEFENDANT:
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492 Ninth Street, Suite 310
Oakland, California 94607
510.238.1401
BY: RICK W. JARVIS
Attorney at Law
Email: Rick@jarvisfay.com

Also present: Karen DeLise

---oOo---

INDEX

QUESTIONS INSTRUCTED NOT TO ANSWER
PAGE 115 LINE 16
Q. Did the city consult an attorney in that question in developing the 2014 nexus study?

EXHIBITS
Deposition of JENNIFER OTT
Tuesday, February 23, 2016
EXHIBITS

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1 question.
2 BY MR. ROTH:
3 Q. I understand from your testimony generally
4 that one of the characteristics of public trust land is
5 that you can't convey it, correct?
6 A. Sell it -- in title. You can dispose of it by
7 a lease disposition, which is not a sale disposition.
8 Q. Right, but putting leases aside, generally, an
9 entity cannot convey public trust land?
10 A. No.
11 Q. Is that correct?
12 A. That's correct.
13 Q. So why would the city, even acting as trustee
14 of the state, be allowed to exchange public trust land?
15 A. Because there was a mutually beneficial
16 exchange that would essentially put lands that weren't
17 in the trust that were of higher value to the state of
18 California, like waterfront lands, into the trust. In
19 exchange, the city would receive lands without the trust
20 on it that were more beneficial to the city for
21 development purposes that weren't on the waterfront,
22 that were of less value to the state of California.
23 Q. And so with respect to the areas that have
24 been conveyed to the city and are now in the public
25 trust, could the city do a subsequent land exchange with

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1 respect to those lands?
2 A. We could attempt to. We'd have to get
3 permission by the State Lands Commission, who'd have to
4 authorize that.
5 Q. So by that, do you mean to say that the public
6 lands commission can authorize an exchange or conveyance
7 of public trust lands out of the state's ownership?
8 A. They can, and I don't know all the details,
9 but there are exchanges that occur throughout the Bay
10 Area that -- but there are standards and I don't know
11 what those are that the staff at the State Lands
12 Commission uses to determine if they're getting a -- an
13 exchange of at least equal value to the lands that are
14 being taken out of the trust.
15 And usually it's of greater value.
16 Q. I'm sorry. Has this land exchange been
17 completed entirely?
18 A. No.
19 Q. You said the majority has, though, correct?
20 A. It occurs in phases along with the conveyance
21 from the Navy.
22 Q. When is the next phase due to be exchanged?
23 A. In April.
24 Q. Will that complete the transaction?
25 A. No.

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1 Q. When is the next phase after that?
2 A. Most likely in the next year or so.
3 Q. Will that complete the transaction?
4 A. I don't think so.
5 Q. What is the next phase after that?
6 A. Most likely in 2022, 2023.
7 Q. Will that complete the transaction?
8 A. Most likely.
9 Q. The three phases that are left to be
10 completed, where are those located on this map
11 generally?
12 A. The long --
13 Q. If you could, mark with a pen number one,
14 number two and three, if you know. If you don't know,
15 that's fine.
16 A. I don't know enough -- yeah, I don't know
17 enough to mark them on a map.
18 Q. Okay.
19 A. It's little pieces all over that are going to
20 occur, because it occurs based on what the land is that
21 we get from the Navy, which are parcels that don't
22 follow -- they follow environmental sites as opposed to
23 development parcels, so it's very difficult to draw on a
24 map.
25 Q. With respect to the land that the city has

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1 received from the Navy pursuant to the economic
2 development conveyance, did the city pay for any of that
3 land?
4 A. We have -- no, it was a no-cost conveyance.
5 Q. So the city received that land for free?
6 A. Well, we have extraordinary obligations
7 related to that land, so the land is not free.
8 Q. Well, let's break that down.
9 So the city didn't pay any money to the
10 Navy for that land, correct?
11 A. Not yet; there are provisions that could
12 trigger payment to the Navy at some future point, but we
13 did not, you know, in the transfer did not pay any money
14 to them. It was a no-cost transfer.
15 Q. How could those provisions trigger payment?
16 A. If we exceeded a certain number of housing
17 units in developing the property.
18 Q. But if the city doesn't exceed those number of
19 housing units, then it won't need to pay the Navy for
20 those, correct?
21 A. Correct.
22 Q. Is there any reason that you can think of that
23 the city would exceed those number of housing units?
24 A. Not at this time.
25 Q. With respect to environmental cleanup of the

81

1 property, has the Navy paid for that?
2 A. Yes, most of it.
3 Q. What percentage would you say the Navy has
4 paid it?
5 A. The majority. There are just obligations that
6 the Navy may not pay for.
7 Q. As the city, could you characterize the Navy
8 paying 90 percent of those costs?
9 A. No, most. I mean, it would be closer -- yeah,
10 90, 95 percent or more of those costs.
11 Q. More than 95 percent?
12 A. In that range, yeah.
13 Q. Could it be 99 percent?
14 A. I don't know.
15 Q. Has the Navy agreed to pay for any
16 infrastructure for the city?
17 A. No.
18 Q. Could you turn to page 12 of Exhibit 12 again,
19 figure two?
20 A. (Complies.)
21 Q. See the area that's labeled "northwest
22 territories"?
23 A. Yes.
24 Q. Are there presently in the plans to develop
25 the northwest territories or any portion of the

82

1 northwest territories into a regional park?
2 A. Yes.
3 Q. What are those plans?
4 A. It's zoned open space and our biological
5 restrictions that we have on the property from the
6 federal government talk about a regional park there.
7 Q. Has the city had any discussions with the East
8 Bay Regional Park District regarding those plans?
9 A. Yes.
10 Q. What are those discussions?
11 A. Were those discussions. There were
12 discussions many years ago about the park district
13 developing that as regional open space.
14 Q. Are those plans currently in effect?
15 A. No.
16 Q. What happened to those plans?
17 A. The negotiations didn't result in a
18 transaction.
19 Q. Is there any idea that the East Bay Regional
20 Park District nonetheless would still develop this area
21 into a regional park?
22 MR. JARVIS: Objection. Vague and ambiguous.
23 THE WITNESS: Not at this time.
24 BY MR. ROTH:
25 Q. Does the city still plan to develop this area

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1 into a regional park?
2 A. As open space.
3 Q. So the city has plans to develop this area as
4 open space, but not necessarily as a regional park?
5 A. Correct.
6 Q. Does the city have any current plans to
7 develop a bicycle or hiking trail around the perimeter
8 of Alameda Point?
9 A. Yes.
10 Q. What are those plans?
11 A. There are plans that are master infrastructure
12 plan that shows bay trail and biking and pedestrian
13 improvements around the perimeter of Alameda Point.
14 Q. Has the city received any funding for that?
15 A. No. There are portions that currently exist
16 already along the southern shoreline, but there are no
17 other funding sources that we have received for other
18 portions of that trail.
19 Q. With respect to the portions that already
20 exist, did the city build those?
21 A. The East Bay Regional Park District did, I
22 believe. I'm not certain if we built it or they did,
23 but they maintain it.
24 Q. Again, turning to figure two on page 12 of
25 Exhibit 12, the northwest territories, the city has

84

1 received that entire area from the Navy, correct?
2 A. No.
3 Q. Which area has it not received?
4 A. The portions on the western portions of it we
5 do not own.
6 Q. Could you draw that on there?
7 A. Sure. It's something like this.
8 Q. Why don't you label that as two?
9 A. And there is actually another portion here as
10 well.
11 Q. Label that as two and your initials.
12 A. (Complies.)
13 Q. Are there plans for the Navy to convey those
14 areas to the city?
15 A. Yes.
16 Q. When will that occur?
17 A. Portions of it will occur in April; other
18 portions will occur in subsequent years.
19 Q. With respect to the remainder of the area
20 shown on figure two on page 12 of Exhibit 12 other than
21 the nature reserve, are there areas that have not been
22 conveyed from the Navy to the city?
23 A. Yes.
24 Q. Can you show those and label those as three?
25 A. This area is not -- this is owned by the

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1 veteran -- Department of Veterans Affairs.
2 Q. There you're describing the veterans' health
3 clinic.
4 A. And columbarium.
5 Q. Okay.
6 A. And this isn't exact because there are storm
7 drain lines and other areas, but we do not own this
8 area.
9 Q. Why don't you label that as three?
10 A. (Complies.)
11 We do not own this area. There are portions
12 that we don't own this right now. We don't own this
13 right now. There's a bunch of storm drain lines that we
14 don't own. We don't own this right now. We don't own
15 this right now.
16 Q. So all those areas described, can you label
17 those all as three?
18 What you just drew on figure two, would
19 that drawing have been any different in July of 2014?
20 MR. JARVIS: Objection. Vague and ambiguous.
21 THE WITNESS: No. And that's not a perfect
22 drawing.
23 MR. ROTH: Right.
24 Q. So other than the areas that you've drawn as
25 number two and number three and other than the veterans'

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1 clinic and the nature reserve, all the remaining areas
2 have been conveyed from the Navy to the city, correct?
3 A. No, except the sports complex right here,
4 which is the PBC, and that was --
5 Q. Why don't you label that as four?
6 A. (Complies.)
7 That was conveyed to the Navy -- to the
8 Department of Interior. We have not taken title to that
9 land.
10 Q. Why not?
11 A. Because it has storm drain lines that were
12 discovered to potentially have residual radium in them,
13 so those environmental issues are still being resolved.
14 Q. Is the city -- excuse me, is the Navy paying
15 for that cleanup?
16 A. To the extent that cleanup is required.
17 Q. With respect to the areas that you labeled as
18 number two, are there any environmental cleanup issues
19 in that area?
20 A. Yes.
21 Q. Is the city paying for those cleanups?
22 A. No.
23 Q. Is the Navy paying for those cleanups?
24 A. Yes.
25 Q. What is the status of the area that is labeled

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1 as nature reserve on figure two, page 12, Exhibit 12?
2 MR. JARVIS: Objection. Vague and ambiguous.
3 THE WITNESS: It's currently owned by the
4 Department of Veterans Affairs.
5 BY MR. ROTH:
6 Q. So that's been transferred from the Navy to
7 the Department of Veterans Affairs?
8 A. Yes.
9 Q. On page 16 of Exhibit 12 there is a heading
10 that is called sports complex. It describes the sports
11 complex as a 44-acre area; is that accurate?
12 A. Yes.
13 Q. The bike trail or hiking trail that we
14 discussed regarding -- excuse me, around the perimeter
15 of Alameda Point, is that land owned by the city?
16 A. Not all of it would be.
17 Q. What do you mean "it would be"?
18 A. Well, some of it is owned by the Navy now,
19 some of it would be owned by the Department of Veterans
20 Affairs and some of it would be owned by us. Ultimately
21 the Navy would be out of the equation and we would own
22 it or the Department of Veterans Affairs would.
23 Q. How many miles is that trail?
24 A. I think overall -- I don't remember exactly
25 the perimeter, but all of the trails in Alameda Point I

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1 think exceed 10 miles or something.
2 Q. And how many miles of that does the city
3 presently own?
4 A. I don't know.
5 Q. Can you give an estimate?
6 A. No.
7 Q. Do you know whether it's more or less than
8 half?
9 A. I don't.
10 Q. I believe you testified that this Exhibit 12
11 was used to assist the city in a zoning action with
12 respect to Alameda Point; is that correct?
13 A. Not just zoning but entitlement effort.
14 Q. Did the zoning -- did the city take zoning
15 action with respect to Alameda Point?
16 A. We did.
17 Q. Did the zoning differ substantially from the
18 concept shown on figure one of page 10 of Exhibit 12?
19 A. Not substantially.
20 Q. How did it differ?
21 A. There were more plans that were put into the
22 orange, and there are portions of this that are green
23 that weren't zoned open space.
24 Q. What portions were not zoned open space?
25 A. And there are some portions -- sorry, that are

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REPORTER'S CERTIFICATE

I certify that the foregoing proceedings in the within-entitled cause were reported at the time and place therein named; that said proceedings were reported by me, a duly Certified Shorthand Reporter of the State of California, and were thereafter transcribed into typewriting.

I further certify that I am not of counsel or attorney for either or any of the parties to said cause of action, nor in any way interested in the outcome of the cause named in said cause of action.

In WITNESS WHEREOF, I have hereunto set my hand this 29th day of February, 2016.

MARY ANN SCANLAN CSR
Certified Shorthand Reporter

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SCANLAN STONE REPORTERS
1245 Kearny Street, Suite 2A
San Francisco, California 94133
415.834.1114

February 29, 2016

Jennifer Ott
c/o Jarvis Fay Doporto & Gibson, LLP
Attn: Rick W. Jarvis, Esq.
492 Ninth Street, Suite 310
Oakland, CA 94501-4477

Re: BOATWORKS VS. CITY OF ALAMEDA
Date Taken : FEBRUARY 23, 2016

Dear Ms. Ott:
Your deposition is now ready for you to read, correct and sign. The original will be held in our office for 30 days from the date of this letter.
If you are represented by counsel, you may wish to review with him/her the reading and signing of your deposition. If your attorney has purchased a copy of your deposition, you may review that copy. If you choose to read your attorney's copy, please fill out, sign and submit to our office the DEPONENT'S CHANGE SHEET located in the back of your deposition.
If you choose to read your deposition at our office, you can make an appointment between 9:00 a.m. and 4:00 p.m. Please bring this letter as a reference.
If you do not wish to read your deposition, please sign here and return within 15 days of the date of this letter.

JENNIFER OTT DATE

Sincerely,

Mary Ann Scanlan, CSR No. 8875
Job No.: 102625
cc: All counsel

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SCANLAN STONE REPORTERS
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San Francisco, California 94133
415.834.1114

LAW OFFICES OF THOMAS D. ROTH
One Market, Spear Tower, Suite 3600
San Francisco, California 94105
Attn: Thomas D. Roth, Esq.

Deposition of: JENNIFER OTT
Case: BOATWORKS VS. CITY OF ALAMEDA
RG 14-746654
Date of deposition: FEBRUARY 23, 2016
Dear Mr. Roth:
We wish to inform you of the disposition of this original transcript. The following procedure is being taken by our office:
_____ SIGNED (The witness has read and signed the deposition.)

_____ UNSIGNED (The witness read the transcript - did not sign.)
_____ FAILED TO READ AND SIGN (The time for reading and signing has expired.)

_____ NOTICE OF CHANGES AND/OR CORRECTIONS ATTACHED (made a part of the original transcript by binding therewith at the back of the deposition. Copies of said changes and/or corrections are attached hereto.)

_____ The sealed original deposition is being forwarded to your office.
Sincerely,

Mary Ann Scanlan, CSR No. 8875 Date:_____

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SCANLAN STONE REPORTERS
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San Francisco, California 94133
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JARVIS, FAY, DOPORTO & GIBSON LLP
492 Ninth Street, Suite 310
Oakland, California 94607
Attn: Rick W. Jarvis, Esq.

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_____ The sealed original deposition is being forwarded to your office.
Sincerely,

Mary Ann Scanlan, CSR No. 8875 Date:_____

Town Center and Waterfront Precise Plan

City of Alameda | Final Report | July 2013

Phase 1 Land
Phase 1 Submerged
Phase 2 Land (2014)
Phase 3 (2015)
Phase 4 (2019 or later)
Precise Plan Boundary

0' 1000' 2000' 3000'

SOIL AND GROUNDWATER CONTAMINATION AND CONVEYANCE SCHEDULE

The Waterfront Town Center Area contains or contained contaminated soils and groundwater associated with past industrial activities, including a former municipal airfield, an army air base, an oil refinery, various manufacturing facilities, and the Navy's industrial operations.

Once remediation is completed by the Navy and consistent with federal requirements, land will be conveyed to the City in distinct phases. In June 2013, Phase 1 transferred the majority of Alameda Point, 1,379 acres, to the City. Phase 1 included 81 acres of the Waterfront Town Center Area. Phase 2 may transfer approximately 229 acres, potentially including 56 of the acres of the Waterfront Town Center Area (the taxiways near the northwest corner of the

CITY OF ALAMEDA RESOLUTION NO. 14891

CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT, AND ADOPTING FINDINGS AND A STATEMENT OF OVERRIDING CONSIDERATIONS, MITIGATION MEASURES, AND A MITIGATION MONITORING AND REPORTING PROGRAM FOR THE ALAMEDA POINT PROJECT.

Approved as to Form
Janet C. Kern, City Attorney

WHEREAS, Naval Air Station Alameda ("NAS Alameda"), which encompasses the Naval facilities and grounds comprising the western end of the City of Alameda and consists of 1,546 acres of real property, together with the buildings, improvements and related and other tangible personal property located thereon and all rights, easements and appurtenances thereto, was decommissioned by the United States Department of the Navy in 1993 and closed in 1997; and

WHEREAS, in 1996 the Alameda Reuse and Redevelopment Authority, which included the City of Alameda, the Local Reuse Authority under federal base closure law, approved the NAS Alameda Community Reuse Plan ("Reuse Plan"), as amended in 1997, to establish a plan for the reuse and redevelopment of the property at the former NAS Alameda, a portion of which (west of Main Street) is commonly referred to as Alameda Point; and

WHEREAS, on March 21, 2000, the City Council certified the Final Environmental Impact Report ("EIR") pursuant to the California Environmental Quality Act ("CEQA") for the Reuse of Naval Air Station Alameda and the Fleet and Industrial Supply Center, Alameda Annex and Facility; and

WHEREAS, in 2003 the City Council certified the Final EIR for a General Plan Amendment for Alameda Point (GPA-01-01) to implement the community's vision for the reuse of Alameda Point in a manner that implemented the goals of the Reuse Plan and other City of Alameda policy documents; and

WHEREAS, to facilitate redevelopment and reuse consistent with the Reuse Plan and the Alameda General Plan, the City of Alameda has proposed to adopt and implement a general plan amendment, a comprehensive zoning amendment, a Master Infrastructure Plan, and a Town Center and Waterfront Precise Plan ("Precise Plan"), together known as the "Alameda Point Project"; and

WHEREAS, the Alameda Point Project consists of a Master Infrastructure Plan for the replacement, reconstruction, construction, and rehabilitation of deteriorated and substandard infrastructure, buildings, and shoreline protections; rehabilitation and new construction of open space, parks and trails for public enjoyment; rehabilitation, reuse and new construction of approximately 5.5 million square feet of commercial and workplace facilities for approximately 8,900 jobs; maritime and water related recreation uses in and adjacent to the Seaplane Lagoon; rehabilitation and

new construction of 1,425 residential units for a wide variety of household types for approximately 3,240 residents; and a General Plan Amendment and a Zoning Ordinance Amendment that would create planning sub-districts within Alameda Point to facilitate a seamless and integrated mixed-use, transit-oriented community consistent with the existing General Plan and Reuse Plan; and a Precise Plan that would create development standards and design guidelines for public and private improvements in the Town Center and Waterfront sub-district; and

WHEREAS, on January 10, 2013, the City issued a Notice of Preparation ("NOP") of the Draft EIR for the Alameda Point Project (State Clearinghouse No. 2013012043); and

WHEREAS, the NOP was circulated for comment by responsible and trustee agencies and the public for a total of 50 days from January 10, 2013 through March 1, 2013, during which time the City held public scoping meetings on January 29, 2013 and February 25, 2013; and

WHEREAS, the Draft EIR, consisting of one volume plus the Draft EIR Appendices provided on CD, was issued on September 3, 2013, and was circulated for public review through October 21, 2013, for a total of 48 days, during which time the City held public hearings on the Draft EIR on September 9, 2013 and September 25, 2013; and

WHEREAS, following the close of the public review period, the Final EIR was prepared, which responds to the written and oral comments received during the public review period and makes revisions to the Draft EIR; and

WHEREAS, the City provided written responses to public agencies that commented on the Draft EIR on December 19, 2013; and

WHEREAS, the Final EIR, which consists of the Draft EIR and the Draft EIR Appendices, and a Responses to Comments on the Draft EIR volume that contains comments on the Draft EIR, responses to those comments, and revisions and supplemental revisions to the Draft EIR, which were published on December 19, 2013 and January 16, 2014; and

WHEREAS, the Planning Board held a duly noticed public hearing to receive public testimony on the Final EIR on January 13, 2014, examined pertinent maps and documents, and considered the testimony and written comments received and recommended that the City Council certify the Final EIR; and

WHEREAS, the changes to the mitigation measures and tables recommended by the Planning Board merely clarify, amplify or make insignificant modifications, and recirculation of the EIR is not required; and

WHEREAS, the Final EIR has been presented to and independently reviewed and considered by the City Council.

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

1. Certifying that the Final EIR for the Alameda Point Project has been completed in compliance with CEQA, Public Resources Code section 21000 *et seq.*, the State CEQA Guidelines, California Code of Regulations, title 14, section 15000 *et seq.*, and all applicable state and local guidelines, and reflects the independent judgment of the City.

2. Adopt Findings for the Project, including a Statement of Overriding Considerations, attached hereto as Exhibit A, and adopt and incorporate into the Project all of the mitigation measures within the responsibility and jurisdiction of the City of Alameda which are identified in the Findings.

3. Adopt the Mitigation Monitoring and Reporting Program for the Project, attached hereto as Exhibit B.

EXHIBIT A

CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS AND STATEMENT OF OVERRIDING CONSIDERATIONS FOR THE ALAMEDA POINT PROJECT

I. INTRODUCTION

The City of Alameda ("City"), as lead agency under the California Environmental Quality Act ("CEQA"), Public Resources Code Section 21000 *et seq.*, has prepared the Final Environmental Impact report for the Alameda Point Project (State Clearinghouse No. 2013012043) ("Final EIR"). The Final EIR is a project-level EIR pursuant to Section 15161 of the Guidelines for implementation of CEQA ("State CEQA Guidelines").[1] The Final EIR consists of the September 2013 Public Review Draft Alameda Point Project Environmental Impact Report ("Draft EIR"), the December 2013 Response to Comments on the Draft EIR ("Response to Comments document"), and revisions to the Draft EIR contained in the Response to Comments document and the January 16, 2014 supplemental revisions to the Final EIR (Exhibit C).

In determining to approve the Alameda Point Project ("Project"), which is described in more detail in Section II, below, the City makes and adopts the following findings of fact and statement of overriding considerations, and adopts and incorporates into the Project all of the mitigation measures identified in the Final EIR, all based on substantial evidence in the whole record of this proceeding ("administrative record"). Pursuant to Section 15090(a) of the State CEQA Guidelines, the Final EIR was presented to the City, and the City reviewed and considered the information contained in the Final EIR prior to making the findings in Sections IV through XIV, below. The conclusions presented in these findings are based on the Final EIR and other evidence in the administrative record.

II. PROJECT DESCRIPTION

The Project, as fully described in Chapter 3 of the Draft EIR, involves the redevelopment and reuse of the 878 acres of uplands and approximately 1,229 acres of submerged lands (total of 2,107 acres) at the former Naval Air Station Alameda ("NAS Alameda") located west of Main Street at the western end of Alameda ("project site"). The property is currently occupied by over five million square feet of existing former Navy buildings, former airplane runways, taxiways, staging areas, and water and maritime uses within what is referred to as the Seaplane Lagoon.

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[1] The State CEQA Guidelines are found at California Code of Regulations, Title 14, Section 15000 *et seq.*

according to recommendations of the survey. The demolition contractor shall be responsible for the proper containment and disposal of intact LBP on all equipment to be cut and/or removed during the demolition.

- *Provide on-site personnel and area air monitoring during all removal activities to ensure that workers and the environment are adequately protected by the control measures used.*
- *Clean up and/or vacuum paint chips with a high efficiency particulate air (HEPA) filter.*
- *Collect, segregate, and profile waste for disposal determination.*
- *Properly dispose of all waste.*

Mitigation Measure 4.J-1d:

If the assessment required by Mitigation Measure 4.J-1a finds asbestos, the project applicant shall prepare an asbestos abatement plan and shall ensure that asbestos abatement is conducted by a licensed contractor prior to building demolition. Abatement of known or suspected ACMs shall occur prior to demolition or construction activities that would disturb those materials. Pursuant to an asbestos abatement plan developed by a state-certified asbestos consultant and approved by the City, all ACMs shall be removed and appropriately disposed of by a state certified asbestos contractor.

Mitigation Measure 4.J-1e:

If the assessment required by Mitigation Measure 4.J-1a finds PCBs, the project applicant shall ensure that PCB abatement is conducted prior to building demolition or renovation. PCBs shall be removed by a qualified contractor and transported in accordance with Caltrans requirements.

DD. Impact 4.J-2: Construction at Alameda Point could potentially disturb soil and groundwater impacted by historical hazardous material use, which could expose construction workers, the public, or the environment to adverse conditions related to the transport, use, or disposal of hazardous materials and waste.

Construction activities would include demolition of existing buildings, excavation and trenching, which could potentially intercept and/or disturb or uncover impacted soil and/or groundwater. If significant levels of hazardous materials in site soils are discovered, health and safety risks to workers could occur. In addition, contaminated soils and groundwater can present adverse effects to the environment including damage to wildlife. These are potentially significant impacts.

In general, development under the Project would not commence construction on any parcel until a Finding for Suitability of Transfer ("FOST") has been completed for that area. At sites known to be contaminated, a Site Health and Safety Plan must be

prepared to protect workers. To reduce environmental risks associated with encountering contaminated soil discovered during grading and construction, the Site Management Plan, as required by Mitigation Measure 4.J-2, set forth below, which is hereby adopted and incorporated into the Project, would include protocols to isolate any suspected contaminated soil, notify the appropriate regulatory overseeing agency, sample for hazardous material content and manage it in accordance with all applicable state, federal, and local laws and regulations. With implementation of the Site Health and Safety Plan, in accordance with Cal OSHA requirements, and a Site Management Plan, construction activities would not expose workers to unacceptable levels of known hazardous materials and the potential impact would be reduced to a less-than-significant level.

Mitigation Measure 4.J-2:

Prior to issuance of a building or grading permit for any ground breaking activities within the project site, the City shall prepare a Site Management Plan (SMP) that is approved by US EPA, DTSC, and the Water Board for incorporation into construction specifications. Any additional or remaining remediation on identified parcels from the City's tracking system shall be completed as directed by the responsible agency, U.S. EPA, DTSC, or Water Board, in accordance with the deed restrictions and requirements as well as any Covenants(s) to Restrict Use of Property (CRUP), prior to commencement of construction activities. Where necessary, additional remediation shall be accomplished by the project applicant prior to issuance of any building or grading permits in accordance with all requirements set by the overseeing agency (i.e., U.S. EPA, DTSC, or Water Board). The SMP shall be present on site at all times and readily available to site workers. The SMP shall specify protocols and requirements for excavation, stockpiling, and transport of soil and for disturbance of groundwater as well as a contingency plan to respond to the discovery of previously unknown areas of contamination (e.g., discolored soils, strong petroleum odors, an underground storage tank unearthed during normal construction activities, etc.). At a minimum the SMP shall include the following components:

1. Soil management requirements. Protocols for stockpiling, sampling, and transporting soil generated from onsite activities. The soil management requirements must include:

- *Soil stockpiling requirements such as placement of cover, application of moisture, erection of containment structures, and implementation of security measures. Additional measures related to BAAQMD dust control requirements as they apply to contamination shall also be included, as needed (see also Air Quality section).*

- *Protocols for assessing suitability of soil for on-site reuse through representative laboratory analysis of soils as approved by U.S. EPA, DTSC, or Water Board, taking into account the site-specific health-based remediation goals, other applicable health-based standards, and the proposed location, circumstances, and conditions for the intended soil reuse.*

- *Requirements for offsite transportation and disposal of soil not determined to be suitable for onsite reuse. Any soil identified for offsite disposal must be packaged, handled, and transported in compliance with all applicable state, federal, and the disposal facility's requirements for waste handling, transportation and disposal.*

- *Protocols for adherence to the City of Alameda's Marsh Crust Ordinance.*

- *Measures to be taken for areas of IR Site 13 where refinery wastes and asphaltic residues known as tarry refinery waste might be encountered. Measures shall include requirements for the storage, handling and disposal/recycling of any suspected tarry refinery waste that may be encountered.*

- *Radiological screening protocols for the radiological sites identified by the Navy as approved by the U.S. EPA, where necessary.*

2. Groundwater management requirements. Protocols for conducting dewatering activities and sampling and analysis requirements for groundwater extracted during dewatering activities. The sampling and analysis requirements shall specify which groundwater contaminants must be analyzed or how they will be determined. The results of the groundwater sampling and analysis shall be used to determine which of the following reuse or disposal options is appropriate for such groundwater:

- *Onsite reuse (e.g., as dust control);*

- *Discharge under the general permit for stormwater discharge for construction sites;*

- *Treatment (as necessary) before discharge to the sanitary sewer system under applicable East Bay MUD waste discharge criteria;*

- *Treatment (as necessary) before discharge under a site-specific NPDES permit;*

- *Offsite transport to an approved offsite facility.*

For each of the options listed, the SMP shall specify the particular criteria or protocol that would be considered appropriate for reuse or disposal options. The thresholds used must, at a minimum, be consistent with the applicable requirements of the Water Board and East Bay MUD.

3. Unknown contaminant/hazard contingency plan. Procedures for implementing a contingency plan, including appropriate notification, site worker protections, and site control procedures, in the event unanticipated potential subsurface hazards or hazardous material releases are discovered during construction. Control procedures shall include:

- *Protocols for identifying potential contamination though visual or olfactory observation;*
- *Protocols on what to do in the event an underground storage tank is encountered;*
- *Emergency contact procedures;*
- *Procedures for notifying regulatory agencies and other appropriate parties;*
- *Site control and security procedures;*
- *Sampling and analysis protocols; and*
- *Interim removal work plan preparation and implementation procedures.*

EE. **Impact 4.J-7: Development facilitated by the Project could potentially be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and could result in a safety hazard to the public or environment through exposure to previous contamination of soil or groundwater including vapor intrusion into buildings.**

The Final EIR finds that if ongoing remediation activities are not managed properly, future residents, visitors, and workers could be exposed to legacy contaminants through vapor intrusion into proposed structures, or contact with contaminated soils through excavation or other ground disturbing activities such as digging. This is a potentially significant impact. Closure of each IR site, Operable Unit, petroleum program site, and radiological program site would be based on all the collected data, including a Risk Assessment that uses numerical risk values estimated for both carcinogenic and non-carcinogenic compounds. Neither site closure nor a FOST would be approved by the overseeing regulatory agency unless the data clearly indicate that no significant risks to human health or the environment remains including any potential health risks from vapor intrusion.

With the appropriate disclosure and land use requirements as required by Mitigation Measure 4.J-7 below, which is hereby adopted and incorporated into the Project, the potential for residual contamination to significantly impact residents, employees or the general public would be minimized and is less than significant.

Mitigation Measure 4.J-7:

The City shall include closed and open IR CERCLA sites that have land-use controls within its Land-use Restriction Tracking Program for identification and disclosure of any past cleanup efforts and current status of any remaining contamination, if any. Additional control measures such as vapor barriers and venting may be required as a condition of approval in areas where soil gas emissions have been identified. Prior to transfer of title for any parcel, the City shall require that the SMP as approved by US EPA, DTSC, and the Water Board be incorporated into intrusive site operations as required through deed restriction, enforceable Land Use Covenant, or any other applicable legal requirement.

FF. **Impact 4.K-4: Development facilitated by the Project could potentially create a new source of substantial light or glare which could potentially adversely affect day or nighttime views in the project area.**

The Final EIR finds that implementation of the Project would result in higher intensity development in the area, including taller buildings, and exterior lighting for security and aesthetic illumination, which would contribute to the overall ambient lighting levels at buildout. The potential for impacts from the sports complex would be greatest for the existing residential units across Main Street and on the project site, as well as any residential units that would be constructed under the Project. General project lighting would also be visible from areas across the bay such as Jack London Square and other Port of Oakland marine facilities (i.e., industrial land uses). Given the height and density of proposed uses on the site, a nighttime skyline of Alameda Point would become a prominent new visual presence within the nighttime view of the bay. This is a significant impact.

Implementation of Mitigation Measure 4.K-4, set forth below, which is hereby adopted and incorporated into the Project, would reduce potential impacts related to new sources of substantial light or glare which could potentially adversely affect day or nighttime views in the project area to a less than significant level. These lighting mitigation measures were prepared by a licensed lighting engineer and reviewed by numerous City departments, including the Community Development Department and Alameda Municipal Power. New improvements and development as part of the Project would be required to follow these measures.

Mitigation Measure 4.K-4:

All lighting installations shall be designed and installed to be fully shielded (full cutoff) and to minimize glare and obtrusive light by limiting outdoor lighting that is misdirected, excessive, or unnecessary, unless expressly exempted below. The location and design of all exterior lighting shall be shown on any site plan submitted to the City of Alameda for approval. The following lighting is exempt from these requirements:

1. Lighting in swimming pools and other water features.

From:	Liam Garland
To:	Carlos Villarreal
Cc:	Laurie Kozisek; Virendra PATEL
Subject:	RE: Question on DIF/PW
Date:	Thursday, March 13, 2014 9:21:33 AM

It does--helpful, thx.

Liam Garland
Administrative Services Manager
City of Alameda, Public Works
(d) 510-747-7962
lgarland@ci.alameda.ca.us
>>> Carlos Villarreal <villac@willdan.com> 3/13/2014 9:19 AM >>>
Hi Liam,

Unfortunately, impact fees are a dedicated source for capital facilities to serve new development, and are specifically not to be used on O&M or 1:1 repairs/replacements. The concept is that new development should only be funding facilities that have a nexus to new development, and not merely fixing the city's existing deficiencies cause by existing development. *Technically, rehab/repair costs are NOT attributable to new development.* That said, if you're rehabbing a facility, and through that rehab you somehow *add capacity* (that can be used to serve new development), then you can allocate that share associated with the increase in capacity to new development.

Funding street repair/replacement is essentially what your road maintenance fee is/was. Those fees were rendered illegal after a court decision clarified that it is illegal to charge for the use of a public road, even though your vehicle (in the court case it was garbage trucks) deteriorate the road at an accelerated pace.

So, how do this apply to your situation? For sewers, if you're rehabbing pipe and perhaps increasing capacity (say from 8" to 10"), then we'll allocate a share of that project based on the increase in capacity. For roads, you'd have to be adding lanes, signals, safety improvements etc., but the same concept applies: figure out the share associated with increase in capacity, and we can include it in the fee. Again, 1:1 replacements aren't eligible, unfortunately.

Hope this clarifies things a bit.

-Carlos

From: Liam Garland [LGarland@alamedaca.gov]
Sent: Thursday, March 13, 2014 7:41 AM
To: Carlos Villarreal
Cc: Laurie Kozisek; Virendra PATEL
Subject: Question on DIF/PW

Carlos, we're finalizing PW's DIF project list and have a question. New development will increase the maintenance cost on our streets and sewers. In other words, greater use of this infrastructure requires either earlier replacement and/or repair. **Are these earlier replacement and/or repair costs DIF eligible?** If no, why not? If yes, can I calculate the project cost by summing the street repair/replacement we'll do over the next 5 years and then you can do the share analysis for that attributable to new development? Thanks! Liam

---

Liam Garland

ATTACHMENT

Hi Jen,
I'm comfortable with the $20,000 per acre assumption for all AP parks, excluding NWT and the Sports Complex.
Yes, no net cost for operating the Sports Complex, including the aquatics. The Sports Complex will be built through a public/private partnership in which the private partner pays all O&M with a revenue share back to the City. The pool portion will not be fully cost recovered but may be up to 60-80% depending on what we build and how we manage it. However, while it's located at AP, it would serve all Alameda residents, so I don't think that the remainder should be attributed as a fiscal impact only to AP. We're not building the pool there because of the added residential / business impact. We would only be building the pool there because we don't currently have a city-owned pool and AP is where the space is available.
And yes, no net costs for rec programs. This is because there will be a limited number of structured recreation programs (other than the sports complex) at AP. There is no planned recreation center at a park, so that limits our ability to provide after school or summer youth services out there. We will still be providing outdoor classes, youth sports camps/classes, and events, but those are all 100% cost recovery.
Amy

>>> Jennifer Ott 11/5/2013 7:51 PM >>>
Hello Amy:
We met with Fred and Brad this afternoon on the fiscal impact analysis for Alameda Point. Per that conversation they wanted me to confirm a number of assumptions with you:
1. $20,000/acre average maintenance costs for the passive and active parks planned for AP (excluding Northwest Territories).
2. No net cost for operating and maintaining 44-acre Sports Complex, which may include Aquatic Complex within former pool building. Excluding debt service, of course.
3. Lastly, we assumed no net costs for recreation programs at Alameda Point. Should we assume this or what is in your current budget 60% cost recovery.
Let us know as soon as you can.
Thanks,
Jen
Jennifer Ott
Chief Operating Officer - Alameda Point
City of Alameda
2263 Santa Clara Avenue, Room 120
Alameda, California 94501
(510) 747-4747 (o)

Backbone Infrastructure Engineer's Preliminary Construction Cost Estimate Summary

Alameda Point

ALAMEDA, CALIFORNIA

March 31, 2014

Prepared For:

Prepared By:

Carlson, Barbee & Gibson, Inc.

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ALAMEDA POINT
BACKBONE INFRASTRUCTURE
ENGINEER'S PRELIMINARY CONSTRUCTION COST ESTIMATE
COST ESTIMATE SUMMARY - OVERALL
ALAMEDA, CALIFORNIA

March 31, 2014
Job No.: 1087-010

	Description	PHASE 1	PHASE 2	PHASE 3	TOTAL
	BACKBONE INFRASTRUCTURE				
1	DEMOLITION / SITE PREPARATION	$ 34,385,000	$ 41,795,000	$ 3,430,000	$ 79,610,000
2	ENVIRONMENTAL REMEDIATION	BY OTHERS	BY OTHERS	BY OTHERS	BY OTHERS
3	FLOOD PROTECTION AND SITE GRADING	$ 44,827,000	$ 39,129,000	$ 27,379,000	$ 111,335,000
4	DEWATERING	$ 4,069,000	$ 2,955,000	$ 2,680,000	$ 9,704,000
5	SANITARY SEWER	$ 11,993,000	$ 3,186,000	$ 3,677,000	$ 18,856,000
6	STORM DRAIN	$ 13,958,000	$ 8,800,000	$ 8,905,000	$ 31,663,000
7	POTABLE WATER	$ 4,760,000	$ 4,310,000	$ 5,385,000	$ 14,455,000
8	RECYCLED WATER	$ 1,148,000	$ 507,500	$ 875,000	$ 2,530,500
9	DRY UTILITIES	$ 6,286,000	$ 5,961,000	$ 5,321,000	$ 17,568,000
10	ON-SITE STREET WORK	$ 23,455,000	$ 20,029,000	$ 13,411,000	$ 56,895,000
11	TRANSPORTATION	$ 15,884,000	$ 35,030,000	$ 4,021,000	$ 54,935,000
12	PARKS AND OPEN SPACE	$ 39,369,000	$ 15,898,000	$ 23,911,000	$ 79,178,000
13	PUBLIC BENEFITS	$ 1,250,000	$ 17,913,000	$ -	$ 19,163,000
	SUBTOTAL BACKBONE INFRASTRUCTURE CONSTRUCTION COST *(to nearest $10,000)*	**$ 201,380,000**	**$ 195,510,000**	**$ 99,000,000**	**$ 495,890,000**
	SOFT COSTS				
14	CONSTRUCTION ADMIN	$ 6,444,000	$ 6,256,000	$ 3,168,000	$ 15,868,000
15	PROFESSIONAL SERVICES	$ 24,166,000	$ 23,461,000	$ 11,880,000	$ 59,507,000
16	FEES	$ 7,990,000	$ 7,740,000	$ 4,701,000	$ 20,431,000
17	IMPROVEMENT ACCEPTANCE	$ 806,000	$ 782,000	$ 396,000	$ 1,984,000
	SUBTOTAL SOFT COST *(to nearest $10,000)*	**$ 39,410,000**	**$ 38,240,000**	**$ 20,150,000**	**$ 97,790,000**
	TOTAL BACKBONE INFRASTRUCTURE COST *(to nearest $10,000)*	**$ 240,790,000**	**$ 233,750,000**	**$ 119,150,000**	**$ 593,680,000**

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City of Alameda

Capital Improvement Projects Fiscal Years 2013-14
Annual Maintenance Project Descriptions

Project Name	Yearly Cost	Rank	Project Description
Clean Water Program			
Inter-Agency CWP Fees/Contributions	$113,000	50	National Pollutant Discharge Elimination System annual permit fee, annual Alameda Countywide Clean Water Program contribution, and other clean water program fees to County.
Trash Load Reduction	$45,000	50	Minimize the amount of trash discharged to the bay.
Trash Hot Spot Cleaning Program	$30,000	45	Identify locations with consistent trash build up.
School & Community Outreach	$20,000	40	Clean water outreach programs to educate the public.
Storm Drain Stenciling Plan	$45,000	38	Stencil material discharge constraints at storm drain inlets.
Subtotal	**$253,000**		
Drainage			
Storm Drain Maintenance	$25,000	100	Storm drain system on-going maintenance, not including pump stations.
AP Storm Drain Upgrades	$50,000	93	Repair or replace storm drain pipes at Alameda Point.
Storm Drain Pump Station Maintenance	$30,000	90	Annual maintenance to repair and/or replace worn components.
South Shore Lagoon Maintenance	$103,000	88	To enable the City to fund its share of costs to implement the Lagoon Management Plan.
Clean Culverts, Chuck Corica Golf Complex	$21,336	73	Clean the drainage culverts at the Chuck Corica Golf Complex
Street Sweeping Signage	$15,000	50	Ongoing program to install and maintain "No Parking" street sweeping signs in order to facilitate street sweeping.
Subtotal	**$244,336**		
Ferry			
Annual Maintenance Ferry - Main Street	$129,780	83	Annual Maintenance for Main Street Ferry terminal.
Annual Maintenance Ferry - Harbor Bay	$118,450	60	Annual maintenance at the Harbor Bay Ferry terminal.
Subtotal	**$248,230**		

City of Alameda

Capital Improvement Projects Fiscal Years 2013-14

Annual Maintenance Project Descriptions

Project Name	Yearly Cost	Rank	Project Description
General City Facility			
Doolittle Landfill Closure	$117,000	81	1) annual maintenance, 2) performance of the self monitoring program, 3) quarterly monitoring, & 4) permit fees.
Annual Engineering Services Contract	$285,000	74	Contract various engineering services like survey, material testing and geotechnical.
Maintenance for Former Alameda Beltline Property	$50,000	60	On going maintenance such as fence repairs and weed control to discourage vandalism.
Police Department Duct and Vent Cleaning	$45,000	57	Clean existing ducts and vents.
Small Item Moving Contractor	$11,176	31	Contract with an outside moving company when Maintenance Service Center personnel are unable to complete a work request for moving furniture or other large equipment.
Subtotal	**$508,176**		
Marine			
Beach Sand Replacement	$40,000	95	Ongoing phase of the South Shore beach sand replenishment project.
Shoreline Inspection Improvement Program and Encroachment Enforcement	$52,000	45	Research and surveying to determine official easement boundaries and any illegal encroachments
Subtotal	**$92,000**		
Ped Bike			
Safe Routes and Pedestrian Program	$60,000	68	Data collection regarding bicycle and pedestrian access in the vicinity of schools.
Bicycle Program	$80,000	66	To encourage/increase bicycling.
Installation of Bike Racks and/or Lockers	$15,000	61	Install bike racks in the commercial areas to address bike parking needs.
Subtotal	**$155,000**		

City of Alameda

Capital Improvement Projects Fiscal Years 2013-14
Annual Maintenance Project Descriptions

Project Name	Yearly Cost	Rank	Project Description
Sewer			
Sanitary Sewer Pipe Maintenance	$54,864	100	Address on-going maintenance and monitoring of pipes, not including pump stations.
Sewer Point Repairs	$355,600	100	Repair mains and laterals for pipes not in cyclic sewer program.
Sewer Pump Station Maintenance	$62,992	100	Ongoing maintenance program to replace obsolete and worn out equipment in the City's sewer pump plants.
AP Sewer Drain Upgrades	$50,000	98	Repair/replace sewer pipes at Alameda Point.
AP Sewer Manhole	$50,000	36	Repair or replace manholes at Alameda Point.
Subtotal	**$573,456**		
Streets/Transportation			
Pothole Patching Program	$26,416	95	Ongoing, proactive pothole patching maintenance program to maintain City streets.
Urban Forest Management	$563,512	92	On going maintenance of the City's street tree program, includes tree pruning, and removal/replacement of dead and hazardous street trees.
Landscape Median Maintenance (citywide)	$332,000	90	Ongoing maintenance program to maintain landscape areas, medians, and street furnishings.
Parking Meter Maintenance	$52,832	85	Ongoing program to repair vandalized parking meters and equipment and purchase stronger, more vandal-proof meters.
Standards Design Update	$12,000	74	Organize, update, and combine existing engineering standards used by the City into one reproducible document.
Regional Transportation Coordination Project	$15,000	70	Coordinate with regional agencies on improvements for shared roadway facilities.
Alameda County Transportation Commission (ACTC) - Measure B	$15,000	50	Manage the use of Measure B funds on City projects.
Subtotal	**$1,016,760**		

City of Alameda

Capital Improvement Projects Fiscal Years 2013-14
Annual Maintenance Project Descriptions

Project Name	Yearly Cost	Rank	Project Description
Traffic			
Transportation Commission (TC) Support	$61,000	93	Administration of the Transportation Commission (TC) and response to resident requests on traffic issues.
Traffic Operations	$145,984	80	Responses to requests from public, studies, and other on-going efforts to improve traffic operations.
Traffic Signal Controller Replacement	$26,416	80	Replacement of worn out and obsolete traffic signal controllers.
Congestion Management Program (CMP)	$62,000	61	The Alameda County Transportation Commission mandated by State legislation includes level of service analysis and mitigation of Congestion Management Program network.
Annual Traffic Monitoring Analysis	$15,240	60	Conduct a traffic analysis to determine feasibility of lane reductions on selected city streets.
On-Call Striping and Signing	$52,000	55	Red curb and other on call work.
Traffic Capacity Management Procedure (TCMP) Analysis	$5,080	50	Annual data collection for Traffic Capacity Management Procedure (TCMP) report.
Traffic Signal and Light Painting	$10,160	46	Repaint the traffic signal poles, mast arms, back plates, and traffic signal mounted street lights
Subtotal	**$377,880**		
Transit			
Transit Support	$40,000	78	Data collection and conducting other studies regarding access in the vicinity of transit stops.
Estuary Crossing Shuttle Marketing	$10,000	77	Provide ongoing marketing for the estuary crossing shuttle.
Bus Stop Facilities Maintenance	$54,864	75	Regular maintenance and repairs.
Subtotal	**$104,864**		
Total for Annual Project	**$3,573,702**		