

CHAPTER 5

Revisions to the Draft EIR

The following revisions are made to the Draft EIR and incorporated as part of the Response to Comments on the Draft EIR. Revised or new language is underlined. Deleted language is indicated by ~~strikethrough~~ text.

The revisions in this chapter clarify, amplify or make insignificant modifications to the EIR. They do not consist of significant new information showing that a new significant impact would result from the project or from a new mitigation measure, that there would be a substantial increase in the severity of an environmental impact, or that a feasible project alternative or mitigation measure that is considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project. Accordingly, the revisions in this chapter do not constitute “significant new information” and it is therefore not necessary for the Lead Agency to recirculate the EIR for public comment prior to certification of the Final EIR (CEQA *Guidelines* §15088.5).

Section A, below, identifies staff-initiated changes made to the Draft EIR. Section B identifies changes made to the EIR in response to comments on the Draft EIR; please refer to Chapter 3 of this document.

Revised Mitigation Measures

The Draft EIR identifies certain Mitigation Measures in Section 4.C, *Transportation and Circulation*, to mitigate significant transportation impacts, that involves several actions. First, the City will be required to implement a Transportation Demand Management Program and a Monitoring Program (Mitigation Measures 4.C-2a (TDM Program) and 4.C-2b (Monitoring)). The monitoring program is to be used to determine whether the Transportation Demand Management Program has been effective, and whether additional, second-step mitigation is necessary to modify the operation of a signal or the lane striping of any intersection for which this mitigation is required. As written in the Draft EIR, these mitigation measures also identify the second-step mitigation, consisting of physical changes (e.g., adding left-turn lanes or shared-through-right lanes), in order further improve the Level of Service (LOS) at the intersection. In response to Comment 34-3, staff has determined that several of the second-step measures, which would require restriping intersections would be inconsistent with General Plan Policy 4.4.2.a; therefore, these measures were determined to be infeasible. The revisions to Mitigation Measures 4.C-2c, 4.C-2l, 4.C-5b, 4.C-5c, 4.C-5d, 4.C-5f, 4.C-5g, 4.C-5i, 4.C-5w, 4.C-5x, and 4.C-5z, presented below, would not result in environmental impacts beyond those already identified in the Draft EIR, which were determined to be significant and unavoidable. Revisions are also made to Mitigation Measures 4.C-2b, 4.C-2d, 4.C-2e, 4.C-2f, 4.C-5l, 4.C-5m, 4.C-5n,

4.C-5o, and 4.C-5r, to clarify instances in which monitoring is not applicable; to Mitigation Measure 4.C-2n, to correct an editorial error; and Mitigation Measure 4.C-2o, to clarify that the City could not unilaterally implement this measure. As with the foregoing, none of these revisions would result in environmental impacts beyond those already identified in the Draft EIR. Mitigation Measure 4.E-2a is revised to further minimize potential impacts to eelgrass, and Mitigation Measure 4.E-4c is revised to further minimize potential impacts on nesting birds; these changes would reduce impacts and would not result in impacts not identified in the Draft EIR. Finally, required mitigation measures are recapitulated for Impacts 4.E-5, 4.E-6, and 4.E-7, and Mitigation Measure 4.F-7b is revised to correct an editorial error. None of these last revisions results in any change in impacts beyond those identified in the Draft EIR.

All mitigation measures that are revised as part of this Response to Comments on the Draft EIR are presented in the revisions to **Table 2-2** of the *Executive Summary* of the Draft EIR, at the end of this chapter and are shown in ~~strikeout~~/underline.

A. Staff-Initiated Changes to the Draft EIR

The text changes presented in this section are initiated by Lead Agency staff.

The following text edits have been made to correct Mitigation Measure numbering in the Draft EIR, on the following pages and as further reference through the Draft EIR, including in Chapter 2, Executive Summary:

As referenced on page 4.C-40: Mitigation Measure 4.C-3a is renumbered to Mitigation Measure 4.C-2g

As referenced on page 4.C-41: Mitigation Measure 4.C-3b is renumbered to Mitigation Measure 4.C-2h

As referenced on page 4.C-42: Mitigation Measure 4.C-3c is renumbered to Mitigation Measure 4.C-2i

As referenced on page 4.C-46: Mitigation Measure 4.C-4c is renumbered to Mitigation Measure 4.C-2o

As referenced on page 4.C-46: Mitigation Measure 4.C-4b is renumbered to Mitigation Measure 4.C-2n

As referenced on page 4.C-77: Mitigation Measure 4.C-10a is renumbered to Mitigation Measure 4.C-5x

As referenced on page 4.C-80: Mitigation Measure 4.C-4b is renumbered to Mitigation Measure 4.C-5zi

As referenced on page 4.I-24: all three mentions of Mitigation Measure 4.I-2 is renumbered to Mitigation Measure 4.I-4

The impact statement text on page 4.C-36 of the Draft EIR is amended as follows:

Impact 4.C-2: Development facilitated by the proposed project would potentially result in a transportation impact at study ~~intersection~~ locations under Existing plus Project conditions. (Significant)

Mitigation Measure 4.C-2b on page 4.C-37 of the Draft EIR is amended as follows:

Mitigation Measure 4.C-2b (Monitoring and Improvement Program): Prior to issuance of the first building permits for any development project at Alameda Point, the City of Alameda shall adopt a Transportation Network Monitoring and Improvement Program to: 1) determine the cost of the transportation network improvements identified in this EIR; 2) identify appropriate means and formulas to collect fair share financial contributions from Alameda Point development; 3) monitor conditions at the locations that will be impacted by the redevelopment of Alameda Point; 4) monitor traffic generated by Alameda Point; and 5) establish the appropriately time to implement ~~the~~ any necessary secondary physical improvements described required in this EIR to minimize or eliminate significant transportation impacts prior to the impacts occurring at affected locations where a secondary impact mitigation is recommended.

Mitigation Measure 4.C-2d on page 4.C-38 of the Draft EIR is amended as follows:

Mitigation Measure 4.C-2d (Jackson/Sixth): The City of Alameda shall implement Mitigation Measures 4.C-2a (TDM Program) ~~and 4.C-2b (Monitoring), which could improve intersection LOS by reducing vehicle trips.~~

Mitigation Measure 4.C-2e on page 4.C-39 of the Draft EIR is amended as follows:

Mitigation Measure 4.C-2e (Brush/11th): The City of Alameda shall implement Mitigation Measures 4.C-2a (TDM Program) ~~and 4.C-2b (Monitoring), which could improve intersection LOS by reducing vehicle trips.~~

Mitigation Measure 4.C-2f on page 4.C-39 of the Draft EIR is amended as follows:

Mitigation Measure 4.C-2f (23rd/Seventh): The City of Alameda shall implement Mitigation Measures 4.C-2a (TDM Program) ~~and 4.C-2b (Monitoring), which could improve intersection LOS by reducing vehicle trips.~~

The third bullet under Mitigation Measure 4.C-2n on page 4.C-46 of the Draft EIR is amended as follows:

Mitigation Measure 4.C-2n (Main Street Bike): The City shall implement TDM and Monitoring (Mitigation Measures 4.C-2a and C-2b) and, when required to avoid the impact or reduce its severity, shall implement the following physical improvements:

- construct a Class II bicycle lane or improve the existing Class I bicycle path on the west side of the street between Appezzato Parkway and Pacific Avenue to current City standards;
- provide connectivity to existing Class I bicycle path on the east and west sides of the street north of Appezzato Parkway. Appropriate intersection treatments for connectivity may include striping, signage, and/or bicycle boxes at the intersection of Main Street and Appezzato Parkway; and
- if Mitigation Measure 4.C-4c (~~described below~~) is implemented, provide connectivity to that bicycle facilities on west side of the street north of the Main Street-Pacific Street intersection.

Mitigation Measure 4.C-2o on page 4.C-47 of the Draft EIR is amended as follows:

Mitigation Measure 4.C-2o (Central Avenue Bike): The City shall implement TDM and Monitoring (Mitigation Measures 4.C-2a and C-2b) and, when required to avoid the impact or reduce its severity, shall use its best efforts to implement the following physical improvements:

- construct a Class II bicycle lane or improve the existing Class I bicycle path on the west (south) side of the street between the Main Street-Pacific Street intersection and Lincoln Avenue to current City standards;
- extend a Class I bicycle path to Third Street; and
- restripe and sign the street segment between Third Street and Fourth Street to provide Class II bicycle lanes between Lincoln Avenue and Fourth Street.

The impact statement text on page 4.C-56 of the Draft EIR is amended as follows:

Impact 4.C-5: Cumulative development, including the proposed project, would potentially result in transportation impacts at local study ~~intersections~~ locations under Cumulative plus project conditions. (Significant)

Mitigation Measure 4.C-5l on page 4.C-69 of the Draft EIR is amended as follows:

Mitigation Measure 4.C-5l (Jackson/Sixth): The City of Alameda shall implement TDM ~~and Monitoring~~ (Mitigation Measures 4.C-2a ~~and 4.C-2b~~).

Mitigation Measure 4.C-5m on page 4.C-69 of the Draft EIR is amended as follows:

Mitigation Measure 4.C-5m (Webster/Eighth): The City of Alameda shall implement TDM ~~and Monitoring~~ (Mitigation Measures 4.C-2a ~~and 4.C-2b~~).

Mitigation Measure 4.C-5n on page 4.C-70 of the Draft EIR is amended as follows:

Mitigation Measure 4.C-5n (Broadway/Fifth): The City of Alameda shall implement TDM ~~and Monitoring~~ (Mitigation Measures 4.C-2a ~~and 4.C-2b~~).

Mitigation Measure 4.C-5o on page 4.C-70 of the Draft EIR is amended as follows:

Mitigation Measure 4.C-5o (Brush/12th): The City of Alameda shall implement TDM ~~and Monitoring~~ (Mitigation Measures 4.C-2a ~~and 4.C-2b~~).

The discussion on page 4.C-71 of the Draft EIR is amended as follows:

High/Coliseum. The signalized intersection of High Street and Coliseum Way (#46) would operate at LOS E with 74 seconds of delay during the p.m. peak hour under 2035 Cumulative conditions. Under 2035 Cumulative plus Project conditions, project-related vehicle traffic would degrade the LOS to LOS F with 82 seconds of delay. The project traffic would ~~cause to~~ degrade the LOS from E to F and increase delay by 8 seconds.

Mitigation Measure 4.C-5r on page 4.C-72 of the Draft EIR is amended as follows:

Mitigation Measure 4.C-5r (29th/Ford): The City of Alameda shall implement TDM ~~and Monitoring~~ (Mitigation Measures 4.C-2a ~~and 4.C-2b~~).

The discussion in the last paragraph on page 4.C-74 of the Draft EIR, continuing to page 4.C-75, is amended as follows:

Implementation of Mitigation Measure 4.C-5u would reduce projected pedestrian delay during both peak hours to LOS C or LOS B and would reduce the increase in pedestrian delay to less than 10 percent. It would increase average speed along Webster Street, thereby benefitting transit service along that corridor. The addition of an eastbound queue jump lane, as proposed under Mitigation Measure 4.C-5y, would require widening the intersection and providing a receiving lane of adequate length for buses. This mitigation would degrade auto LOS at the intersection to LOS E, which would be considered a significant impact. Procedures for prioritizing improvements to the different (potentially

competing) travel modes establish the following order of modal preference for Webster Street and Appezato Parkway (both Regional Arterials): transit, pedestrians, bicycles, and automobiles. Therefore, the suitability of implementing Mitigation Measure 4.C-5u was considered in the context of impacts to travel modes ranked higher than automobiles. However, this impact would be **significant and unavoidable**.

The following mitigation measure statement is added on page 4.F-90 of the Draft EIR following the fourth bullet. The edit provides a summary of mitigation required in the Draft EIR to reduce impacts to a less than significant level:

Mitigation Measure 4.E-5: The City of Alameda shall implement **Mitigation Measures 4.E-1a through 4.E-1h** (avoid and minimize impacts on special-status wildlife), **Mitigation Measures 4.E-2a through 4.E-2c** (avoid and minimize impacts to sensitive natural communities), **Mitigation Measures 4.E-3a through 4.E-3c** (avoid and minimize impacts to jurisdictional waters), and **Mitigation Measures 4.E-4a through 4.E-4f** (avoid and minimize impacts to migratory and breeding wildlife).

The following mitigation measure statement is added on page 4.F-91 of the Draft EIR following the second paragraph. The edit provides a summary of mitigation required in the Draft EIR to reduce impacts to a less than significant level:

Mitigation Measure 4.E-6: The City of Alameda shall implement **Mitigation Measures 4.E-1a through 4.E-1h** (avoid and minimize impacts on special-status wildlife), **Mitigation Measures 4.E-2a through 4.E-2c** (avoid and minimize impacts to sensitive natural communities), **Mitigation Measures 4.E-3a through 4.E-3c** (avoid and minimize impacts to jurisdictional waters), and **Mitigation Measures 4.E-4a through 4.E-4f** (avoid and minimize impacts to migratory and breeding wildlife).

The following mitigation measure statement is added on page 4.F-94 of the Draft EIR following the first paragraph. The edit provides a summary of mitigation required in the Draft EIR to reduce impacts to a less than significant level:

Mitigation Measure 4.E-7: The City of Alameda shall implement **Mitigation Measures 4.E-1a through 4.E-1h** (avoid and minimize impacts on special-status wildlife), **Mitigation Measures 4.E-2a through 4.E-2c** (avoid and minimize impacts to sensitive natural communities), **Mitigation Measures 4.E-3a through 4.E-3c** (avoid and minimize impacts to jurisdictional waters), and **Mitigation Measures 4.E-4a through 4.E-4f** (avoid and minimize impacts to migratory and breeding wildlife).

Mitigation Measure 4.F-7b on page 4.F-47 of the Draft EIR is amended as follows:

Mitigation Measure 4.F-7b: The City shall ~~include~~ promote use of clean fuel-efficient vehicles through preferential parking, installation of charging stations, and low emission electric vehicle carsharing programs to reduce the need to have a car or second car vehicles in the TDM Program.

The impact statement 4.I-4 on page 4.I-23 of the Draft EIR is amended as follows:

Impact 4.I-4: Development facilitated by the proposed project would potentially result in ~~increased use at~~ intensified use of the project site, including maintenance of new landscaping areas and open lawns, which would affect receiving water quality.
(Significant)

B. Changes to the Draft EIR in Response to Comments

The text changes presented in this section were initiated by comments on the Draft EIR.

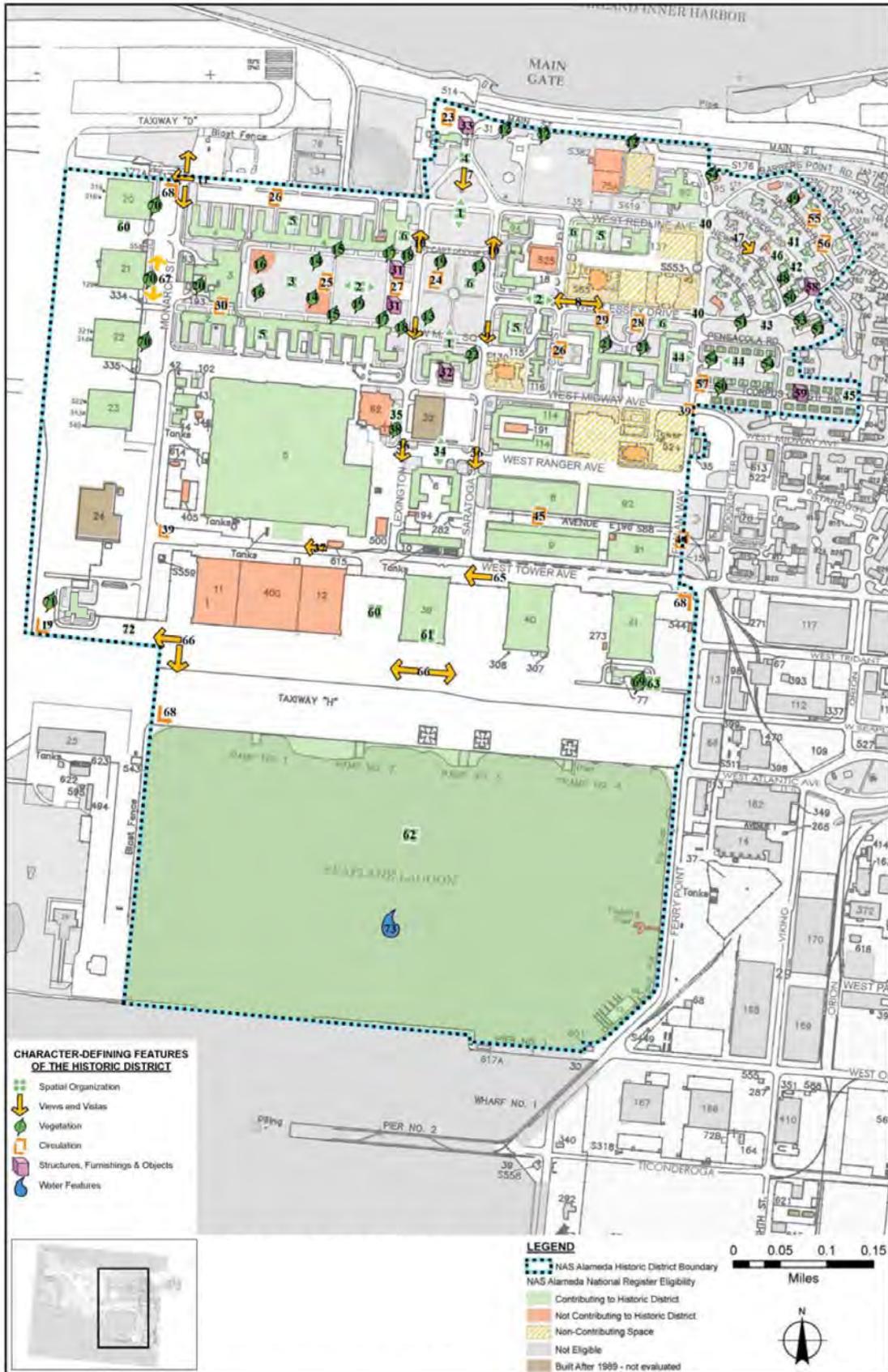
Figure 3-4 on page 3-13 of the Draft EIR is corrected to show the Tower (Building 19) as a contributor to the NAS Alameda Historic District, as shown on the following page.

[Chapter 3, Comment 10-2]

The following bullet on page 3-18 of the Draft EIR is revised to correct the description of the VA project site:

- Approximately 624 acres ~~Over 700 acres~~ of former runways to the west of the urban areas of Alameda Point, which are planned for a Nature Reserve, ~~30~~ 112.4 acres of Veterans' facilities, and public park lands;

[Chapter 3, Comment 1-4]



SOURCE: The Department of the Interior

Alameda Point Project . 130025

Figure 3-4
NAS Alameda Historic District (Revised)

The text on page 4.C-37 of the Draft EIR is amended as follows:

~~“Accordingly, it would be speculative to assume that the TDM mitigation measure would reduce the impact to less than significant. Therefore, if determined by the Monitoring and Improvement Program to be needed, Mitigation Measure 4.C-2.c is recommended if the monitoring reveals that the TDM measures have not successfully reduce the project automobile volumes as the impacted location.~~

[Chapter 3, Comment 34-1]

The following edit has been made to Mitigation Measure 4.C-2c on page 4.C-37:

Mitigation Measure 4.C-2c (Otis/Fernside): The City shall implement TDM and Monitoring (Mitigation Measures 4.C-2a and C-2b) and, when and if required to avoid the impact or reduce its severity, shall implement the following improvements:

- Remove the right turn island for the westbound approach on Otis Drive, add a dedicated right turn lane with approximately 50 feet of storage length, and move the ~~westbound/northbound~~ stop-bar upstream approximately 20 feet to accommodate the right turn lane storage length. Restripe Fernside Boulevard with two receiving lanes.
- Optimize signal timing.

[Chapter 3, Comment 34-3]

The following edits have been made to Mitigation Measure 4.C-2l on page 4.C-44:

Mitigation Measure 4.C-2l (Atlantic/Constitution Pedestrian): The City shall implement TDM and Monitoring (Mitigation Measures 4.C-2a and C-2b) and, when required to avoid the impact or reduce its severity, shall implement the following physical improvements:

- modify the ~~phasing sequence~~ existing signal phasing for eastbound and westbound Atlantic Avenue approaches from split to permitted protected lefts; and
- optimize the signal timing.

[Chapter 3, Comment 34-3]

The last sentence on page 4.C-54 of the Draft EIR is corrected as follows:

As shown, the change in traffic due to the project has minimal effect on the ramp operations with ~~no~~ little change in LOS and minimal, if any, change in density under ~~existing~~ cumulative conditions.

[Chapter 3, Comment 2-6]

The following edits have been made to Mitigation Measure 4.C-5b on page 4.C-58:

Mitigation Measure 4.C-5b (Park/Encinal): The City shall implement TDM and Monitoring (Mitigation Measures 4.C-2a and C-2b) and, when required to avoid the impact or reduce its severity, fund a fair share contribution to implement the following physical improvements:

- ~~Convert one eastbound through lane on Encinal Avenue to a left turn lane to provide two left turn lanes and a shared through right lane on the eastbound approach; and~~
- Optimize offsets and splits.

~~With these improvements, the LOS at the intersection of Park Street and Encinal Avenue would remain at LOS F during the p.m. peak hour with a reduction in auto delay from 110.8 seconds to 94.4 seconds under Cumulative plus Project conditions. Restriping the eastbound approach to provide a left turn lane would not require widening of the intersection beyond the current right-of-way. This impact would remain significant and unavoidable, as the level of service would remain LOS F.~~

[Chapter 3, Comment 34-3]

The following edits have been made to Mitigation Measure 4.C-5c on page 4.C-59:

Mitigation Measure 4.C-5c: (Broadway/Otis): The City shall implement TDM and Monitoring (Mitigation Measures 4.C-2a and C-2b) and, when required to avoid the impact or reduce its severity, fund a fair share contribution to implement, the following physical improvements:

- ~~Add a southbound left turn lane on Broadway to provide two left turn lanes and a shared through right for that approach;)~~
- ~~Convert the southbound Broadway left turn phase to permitted protected;~~
- ~~Convert to actuated uncoordinated timing plan during the p.m. peak hour; and~~
- Optimize the signal timing during both peak hours.

~~With the implementation of Mitigation Measure 4.C-5c, the LOS at the intersection of Broadway and Otis Drive would improve to LOS C in the a.m. and p.m. peak hours under Cumulative plus Project conditions. Restriping the southbound approach to provide an additional left turn lane would not require removal of on-street parking north of the intersection. This improvement would require Caltrans review and approval because Otis Street east of this intersection and Broadway north of this intersection comprise State Route 61. However, because the City of Alameda cannot implement the improvement without Caltrans approval, this impact would remain **significant and unavoidable**.~~

[Chapter 3, Comment 34-3]

The following edits have been made to Mitigation Measure 4.C-5d on page 4.C-60:

Mitigation Measure 4.C-5d: (Tilden/Blanding/Fernside): The City shall implement TDM and Monitoring (Mitigation Measures 4.C-2a and C-2b) and, when required to avoid the impact or reduce its severity, fund a fair share contribution to implement the following improvements:

- ~~• Add a westbound left turn to provide a left turn lane, a through lane and a right turn lane on the westbound Fernside Boulevard approach.~~
- ~~• Add an eastbound left turn lane to provide a left turn lane, a through lane and a right turn lane on the eastbound Blanding Avenue approach.~~
- Optimize the offsets and splits.

~~With Mitigation Measure 4.C-5d, the LOS would improve to LOS D during the a.m. and p.m. peak. The geometric reconfigurations of this improvement could be accommodated through removal of part of the existing concrete islands on the southern side of the intersection.~~

[Chapter 3, Comment 34-3]

The following edit has been made to Mitigation Measure 4.C-5f on page 4.C-63:

Mitigation Measure 4.C-5f (High/Otis): The City shall implement TDM and Monitoring (Mitigation Measures 4.C-2a and C-2b) and, when required to avoid the impact or reduce its severity, fund a fair share contribution to implement the following improvements:

- ~~• Add a northbound right turn lane on High Street to provide a shared through left and right turn lane on the north bound approach;~~
- ~~• Add an overlap phase for the northbound High Street right turn movement and prohibit the conflicting westbound Otis Drive U-turn movement; and~~
- Optimize the signal timing at High and Otis for both peak hours, and

- Install traffic calming strategies on Bayview Drive to include strategies, such as: restriping Bayview Drive to create narrower driving lanes to reduce speeding, installing a cross walk and caution sign at the location of the public coastal access easement, and/or construction of sidewalk bulb-outs to improve pedestrian safety at the intersections of Bayview/Court Street and Bayview/Broadway.

[Chapter 3, Comment 12-1]

The following edits have been made to Mitigation Measure 4.C-5g on page 4.C-64:

Mitigation Measure 4.C-5g (Island Drive/Otis Drive and Doolittle Drive): The City shall implement TDM and Monitoring (Mitigation Measures 4.C-2a and C-2b) and, when required to avoid the impact or reduce its severity, fund a fair share contribution to implement the following improvements:

- ~~Add a westbound left turn lane to provide two left turn lanes and two through lanes on the westbound Doolittle Drive approach; and~~
- Optimize signal timing during both peak hours.

[Chapter 3, Comment 34-3]

The following edits have been made to Mitigation Measure 4.C-5i on page 4.C-66:

Mitigation Measure 4.C-5i (Park/Blanding): The City shall implement TDM and Monitoring (Mitigation Measures 4.C-2a and C-2b) and, when required to avoid the impact or reduce its severity, fund a fair share contribution to implement the following improvements:

- ~~Add two eastbound left turn lanes to provide two left turn lanes and a shared through/right turn lane on the eastbound Blanding Avenue approach;~~
- ~~Add a westbound left turn lane to provide a left turn lane, a through lane and a right turn lane on the westbound Blanding Avenue approach;~~
- ~~Separate the operation of the Nursing Home driveway from the Park Street and Blanding Avenue intersection;~~
- Change east-west signal phasing to protected phasing; and
- Optimize signal timing during both peak hours.

[Chapter 3, Comment 34-3]

The following edits have been made to Mitigation Measure 4.C-5w on page 4.C-76:

Mitigation Measure 4.C-5w (Appezato/Constitution Pedestrian): The City shall implement TDM and Monitoring (Mitigation Measures 4.C-2a and 4.C-2b) and, when required to avoid the impact or reduce its severity, fund a fair share contribution to implement the following improvements:

- Modify the ~~phasing sequence existing signal phasing for eastbound and westbound approaches from split to permitted-protected lefts~~; and
- Optimize the signal timing.

[Chapter 3, Comment 34-3]

The following edits have been made to Mitigation Measure 4.C-5x on page 4.C-77:

Mitigation Measure 4.C-5x (Park Street Transit): The City shall implement TDM and Monitoring (Mitigation Measures 4.C-2a and 4.C-2b) and, when required to avoid the impact or reduce its severity, fund a fair share contribution to implement the following improvements:

- Provide transit signal priority at intersections along this corridor; and
- ~~Separate the operation of the Nursing Home driveway from the Park Street and Blanding Avenue intersection; and~~
- Optimize splits at the Park Street and Blanding Avenue intersection during a.m. and p.m. peak hours.

[Chapter 3, Comment 34-3]

The following edits have been made to Mitigation Measure 4.C-5z on page 4.C-78:

Mitigation Measure 4.C-5z (Stargell Avenue Transit): The City shall implement TDM and Monitoring (Mitigation Measures 4.C-2a and 4.C-2b) and, when required to avoid the impact or reduce its severity, implement the following improvements:

- Provide ~~eastbound and westbound~~ queue jump lanes on Willie Stargell Avenue at Main Street ~~and at Fifth Street~~ or construct exclusive transit lanes on Willie Stargell Avenue;
- Install transit signal priority at intersections along this corridor; and
- Optimize cycle length at the Main Street and Willie Stargell Avenue intersection during a.m. and p.m. peak hours.

[Chapter 3, Comment 34-3]

The following edit has been made to Impact 4.C-7 on page 4.C-82:

Impact 4.C-7: The change in traffic volumes on the freeway ramps due to the project results in ~~no~~ little change in LOS and minimal, if any, change in density under existing conditions. (Less than Significant)

[Chapter 3, Comment 2-6]

The following edits have been made to Mitigation Measure 4.E-2a on page 4.E-64:

Mitigation Measure 4.E-2a: Prior to marina or ferry terminal construction, the City shall ensure that the project applicant conducts a pre-construction survey to determine if native oysters and eelgrass are present in Seaplane Lagoon.

- The eelgrass survey shall be conducted according to the methods contained in the California Draft Eelgrass Mitigation Policy (CDEMP) (NMFS 2011), with the exception that the survey shall be conducted within 120 days (rather than 60 days, as recommended in the CDEMP) prior to the desired construction start date, to allow sufficient time for modification of project plans (if feasible) and agency consultation.
- If found within or immediately adjacent to the construction footprint, the project applicant shall first determine whether avoidance of the beds is feasible. If feasible, impacts to the oyster or eelgrass bed shall be avoided. If complete avoidance is not feasible, the applicant shall request guidance from the National Marine Fisheries Service (or other applicable agency) as to the need and/or feasibility to move affected beds....

[See Chapter 3, Comment 4-4]

The following bullet has been added at the end of Mitigation Measure 4.E-2a on page 4.E-65:

- The relocation or compensatory mitigation site for eelgrass or oyster beds shall be located within San Francisco Bay.

[See Chapter 3, Comment 4-5]

The second bullet under Mitigation Measure 4.E-4c has been revised on page 4.E-79 as follows:

- To avoid and minimize potential impacts on nesting raptors and other birds, preconstruction surveys shall be performed not more than ~~two weeks~~ one week prior to initiating vegetation removal and/or construction activities during the breeding season (i.e., February 1 through August 31).

[Chapter 3, Comment 15-21]

The first sentence of the second full paragraph on page 4.E-93 has been revised as follows:

As described above, the proposed project includes all of the applicable measures from the U.S. Fish and Wildlife Service's (USFWS) Biological Opinion (BO), as embodied in the Navy's Declaration of Restrictions, that were developed to ensure that the cumulative development of land now owned by the VA and the City would not result in significant impacts on the California least tern (see the Regulatory Framework section above for details on each measure).

[Chapter 3, Comment 15-28]

The following policy has been added in sequential order on page 4.F-14:

4.2.3.d Support and prioritize trip reduction strategies that maximize air quality benefits and reduce greenhouse gas emissions.

1. Support the use of alternative fuel vehicles for all transportation modes.
2. Encourage shift of trips to alternative transportation modes. This includes short trips, as these will have a disproportionate impact on air quality.

[Chapter 3, Comment 34-17]

The following policies have been added in sequentially order on page 4.G-9:

4.2.3.a Street projects should be designed to minimize the requirements for noise mitigation measures. Do not implement street projects that necessitate a soundwall.

4.2.3.b Ensure that transportation system improvements comply with accepted noise standards in residential areas. Monitor the noise impacts of the existing transportation system. Identify strategies to mitigate excessive noise conditions.

[Chapter 3, Comment 34-18]

The following text changes are made to Impact 4.L-3 on page 4.L-10:

Impact 4.L-3: Development facilitated by the proposed project could potentially result in new students for local schools, ~~but would not~~ and potentially require new or physically altered school facilities to maintain acceptable performance objectives. (Less than Significant)

Students generated from development of the proposed project would be within the boundaries of Paden or Ruby Bridges Elementary School, Wood Middle School, and

Encinal High School. The Alameda Unified School District (AUSD) employs a student generation factor as a basis for determining the number of students generated by proposed residential development projects. The results of applying AUSD generation factors to the proposed project are shown in **Table 4.L-4**. As shown, the proposed project is anticipated to result in 427 new students: 186 elementary school students, 96 middle school students, and 145 high school students.

Even though Paden Elementary, Ruby Bridges Elementary, Wood Middle School and Encinal High School would generally serve students resulting from development of the proposed project, ~~However, the~~ AUSD has reported that the aforementioned school sites have all long exceeded their true capacities (McPhetridge, 2013). To mitigate potential impacts resulting from an increase of approximately 427 new students, AUSD levies development fees for residential and commercial development. Pursuant to SB 50, payment of the development fees for schools is considered full and complete mitigation for the impacts of a development project on school facilities. Payment of the adopted development fees ensures that the project would result in less than significant impacts related to the provision of school facilities, the City, together with AUSD, is committed to working with the State of California and/or other party to identify additional, legally appropriate ways to alleviate costs of construction. As a result, the proposed project's impacts on schools would be less than significant.

[Chapter 3, Comment 6-1]

The last sentence of the first paragraph under the heading "Wastewater" is revised on page 4.M-2 as follows:

Wastewater from the project site is collected and conveyed to an existing pump station (Pump Station ~~No. 1R~~), located just west of the Main Gate at the northern edge of Alameda Point. As described below, wastewater collected at this pump station is transported via force main to the EBMUD Main Wastewater Treatment Plant (MWWTP) for treatment.

[Chapter 3, Comment 8-1]

The last sentence under the section heading "Onsite Wastewater Collection System" and the first sentence under the heading "Offsite Wastewater Transmission Facilities" has been revised on page 4.M-2 as follows:

Recent flow monitoring conducted by the EBMUD just upstream of Pump Station ~~RNo. 1~~ indicates the existing peak wet weather wastewater flow from Alameda Point is approximately 1.80 mgd.

Offsite Wastewater Transmission Facilities

The existing onsite wastewater collection system directs wastewater to Pump Station ~~RNo. 1~~, described above. Since 2003, wastewater from this pump station gets directed eastward via an approximately 8,600-foot-long 20-inch force main to the Alameda Siphon facility near the Webster/Posey Tubes.

[Chapter 3, Comment 8-1]

The third sentence of the first paragraph under the heading “Wastewater Treatment” on page 4.M-3 is revised as follows:

The interceptor system then transports wastewater to EBMUD’s MWWTP, which has a current average dry weather flow ~~capacity~~ of approximately 54 mgd.

[Chapter 3, Comment 8-2]

The second sentence of the second paragraph on page 4.M-3 is revised as follows:

The existing capacity of Pump Station ~~RNo. 1~~ is approximately 7.5 mgd, and the 20-inch diameter force main has a capacity of 12.1 mgd. The Alameda Siphon has an existing peak wastewater flow of approximately 28 mgd.

[Chapter 3, Comment 8-1]

The last sentence of the last paragraph on page 4.M-3 has been revised as follows:

~~A draft of t~~This flow monitoring study was completed in March 2012 and approved by the EPA in December 2012 has been prepared, and EBMUD is currently working with the EPA and various stakeholders to develop a long-term plan for region-wide reductions (EBMUD, 2013; CBG, 2013).

[Chapter 3, Comment 8-3]

The following paragraph is inserted after the first paragraph on page 4.M-8:

City of Alameda NPDES Permit No. CA0038474

The proposed project would be subject to the requirements of the NPDES permit for the City of Alameda’s sewer collection system and wastewater discharges (Permit No. CA0038474, Order No. R2-2009-0081) (RWQCB, 2009). This permit prohibits the

discharge of untreated or partially treated wastewater to any surface water stream or to any drainage system intended to convey storm water runoff to surface waters. It also prohibits discharge of chlorine, or any other toxic substance used for disinfection and cleanup of wastewater spills, to any surface water body. Provisions of this permit include proper sewer system management and reporting, consistent with statewide requirements. The City is required to specifically control inflow and infiltration and report any noncompliance, except that the City does not need to report noncompliance with Prohibition III.D. This particular prohibition ensures the City properly operates and maintains its wastewater collection systems so as to not cause or contribute to violations of the Clean Water Act. However, because EBMUD's NPDES permit (CA0038440) requires EBMUD to report such discharges from its wet weather facilities, the City does not need to comply with Prohibition III.D. The NPDES permit also summarizes the 2009 Stipulated Order that EBMUD entered with the EPA, SWRCB, and RWQCB (see above for details).

[Chapter 3, Comment 8-4]

The second sentence of the last paragraph on page 4.M-10 has been revised as follows:

At buildout, the project would generate an incremental increased of wastewater treatment demand peak wet weather flow by ~~of~~ approximately 0.23 mgd.

[Chapter 3, Comment 8-5]

The fourth sentence of the first paragraph under Impact 4.M-2 is revised on page 4.M-11 as follows:

With a current average dry weather flow ~~capacity~~ of approximately 54 mgd, EBMUD has adequate dry weather capacity at the MWWTP for the projected wastewater flows.

[Chapter 3, Comment 8-2]

The first incomplete sentence on page 4.M-12 has been revised as follows:

... diameter) and five lift stations, and would connect to the existing Pump Station ~~RNo. 4~~ located at the Main Gate.

[Chapter 3, Comment 8-1]

The following reference has added after (Municode, 2013) on page 4.M-19:

Regional Water Quality Control Board (RWQCB), 2009. Waste Discharge Requirements for the City of Alameda Sanitary Collection System, Alameda County, Order No. R2-2009-0081, NPDES No. CA0038474, adopted on November 18, 2009.

[Chapter 3, Comment 8-4]

The following text has been added under the No Project/No New Development Alternative on page 5-5 of the Draft EIR:

This alternative would result in further deterioration of infrastructure services on residents resulting in increased displacement risks to residents due to the lack of reliable infrastructure services and exposure to flood hazards. This alternative would not achieve the goal of rebuilding and maintain long-term operations of supportive housing and is unlikely to achieve the first source hiring goals.

[Chapter 3, Comment 11-14]

The following text has been added under the Preservation/Less Development Alternative on page 5-6 of the Draft EIR:

This alternative would attract limited investment and inadequate resources to rebuild housing and infrastructure. Residents would continue to be exposed to flood hazards and deteriorating, unreliable infrastructure, thereby increasing displacement risks for residents. This alternative does not achieve the objective of rebuilding and maintaining long-term operation of supportive housing.

[Chapter 3, Comment 11-15]

The following text has been added under the Existing General Plan Alternative: More Housing and Less Jobs on page 5-8 of the Draft EIR:

This alternative is unlikely to achieve the project objectives] of job creation, economic development and reuse of historic buildings. Buildout of a greater number of residential units in the Main Street Neighborhood is more likely to achieve rebuilding of supportive housing, but less likely to achieve first source hiring goals.

With limited commercial development, preservation and adaptive reuse of existing historic buildings will not be achieved, thereby limiting re-investment in the district. This

alternative would perform better at achieving the project objective of rebuilding and long-term operations of supportive housing but is unlikely to achieve first source hiring goals.

[Chapter 3, Comment 11-16]

The following text has been added under the Multifamily Alternative on page 5-8 of the Draft EIR:

This alternative would result in land areas remaining undeveloped and less infrastructure investment because it would not include new single-family residential uses. This alternative may not achieve the project objective of rebuilding and long-term operation of supportive housing.

[Chapter 3, Comment 11-17]

The following text has been added under the Transit-Oriented Mixed-Use Alternative on page 5-9 of the Draft EIR:

This alternative would provide higher levels of development and infrastructure investment, thus making it easier to achieve the project objectives of rebuilding and maintaining long-term operation of supportive housing and achieving first source hiring goals. This alternative assumes that the real estate market can accomplish project objectives even with the imposition of Navy fees for housing above the no cost conveyance limits of 1,425 units.

[Chapter 3, Comment 11-18]

The following text has been added under the High-Density Alternative on page 5-10 of the Draft EIR:

This alternative would provide higher levels of development and infrastructure investment, thus making it easier to achieve the project objectives of rebuilding and maintaining long-term operation of supportive housing and achieving first source hiring goals. This alternative assumes that the real estate market can accomplish project goals even with the imposition of Navy fees for housing above the no cost conveyance limits of 1,425 units.

[Chapter 3, Comment 11-10]

**TABLE 2-2 (REVISED)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ALAMEDA POINT PROJECT**

Potential Impact	Mitigation Measures	Level of Significance <i>after any recommended mitigation measures</i>
A. Land Use Consistency and Compatibility		
Impact 4.A-1: Development facilitated by the proposed Alameda Point project would not physically divide an established community within the City of Alameda. (Less than Significant)	None required.	
Impact 4.A-2: Development facilitated by the proposed project could potentially conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the General Plan and zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. (Less than Significant)	None required.	
Impact 4.A-3: Development facilitated by the proposed project could potentially conflict with an applicable Habitat Conservation Plans or Natural Community Conservation Plans. (Less than Significant)	None required.	
Impact 4.A-4: Development facilitated by the proposed project, combined with cumulative development in the defined geographic area, including past, present, reasonably foreseeable future development, could potentially have significant adverse cumulative impacts in the area. (Less than Significant)	None required.	
B. Population and Housing		
Impact 4.B-1: Development facilitated by the proposed project could potentially induce substantial population or housing growth both directly and indirectly. (Less than Significant)	None required.	
Impact 4.B-2: Development facilitated by the proposed could potentially displace a substantial number of people or housing. (Less than Significant)	None required.	
Impact 4.B-3: Development facilitated by the proposed project, in conjunction with potential past, present, and future development in the surrounding region could potentially introduce additional population to the region, and would result in unanticipated population, housing, or employment growth, or the displacement of existing residents or housing units on a regional level. (Less than Significant)	None required.	

TABLE 2-2 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ALAMEDA POINT PROJECT

Potential Impact	Mitigation Measures	Level of Significance <i>after any recommended mitigation measures</i>
C. Transportation and Circulation		
<p>Impact 4.C-1: Development facilitated by the proposed project would generate temporary increases in traffic volumes on area roadways during construction. (Significant)</p>	<p>Mitigation Measure 4.C-1: The City shall require that project applicant(s) and construction contractor(s) shall develop a construction management plan for review and approval by the Public Works Department prior to issuance of any permits. The plan shall include at least the following items and requirements to reduce traffic congestion during construction:</p> <ol style="list-style-type: none"> 1. A set of comprehensive traffic control measures shall be developed, including scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes. 2. The Construction Management Plan shall identify haul routes for movement of construction vehicles that would minimize impacts on motor vehicle, bicycle, and pedestrian traffic, circulation, and safety, and specifically to minimize impacts to the greatest extent possible on streets in the project area. The haul routes shall be approved by the City. 3. The Construction Management Plan shall provide for notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures would occur. 4. The Construction Management Plan shall provide for monitoring surface streets used for haul routes so that any damage and debris attributable to the haul trucks can be identified and corrected by the project applicant. 	Less than Significant
<p>Impact 4.C-2: Development facilitated by the proposed project would potentially result in a transportation impact at study <u>intersection locations</u> under Existing plus Project conditions. (Significant)</p>	<p>Mitigation Measure 4.C-2a (TDM Program): Prior to issuance of building permits for each development project at Alameda Point, the City of Alameda shall prepare, and shall require that the sponsor of the development project participate in implementation of, a Transportation Demand Management (TDM) program for Alameda Point aimed at meeting the General Plan peak-hour trip reduction goals of 10 percent for residential development and 30 percent for commercial development.</p> <p>Mitigation Measure 4.C-2b (Monitoring and Improvement Program): Prior to issuance of the first building permits for any development project at Alameda Point, the City of Alameda shall adopt a Transportation Network Monitoring and Improvement Program to: 1) determine the cost of the transportation network improvements identified in this EIR; 2) identify appropriate means and formulas to collect fair share financial contributions from Alameda Point development; 3) monitor conditions at the locations that will be impacted by the redevelopment of Alameda Point; 4) monitor traffic generated by Alameda Point; and 5) establish the appropriately time to implement <u>the any necessary secondary physical improvements described required</u> in this EIR to minimize or eliminate significant transportation impacts prior to the impacts occurring <u>at affected locations where a secondary impact mitigation is recommended.</u></p>	<p>Auto Travel Impact Significance after Mitigation: Less than Significant.</p> <p>Transit Travel Secondary Impact after Auto Mitigation: Less than Significant.</p> <p>Bicycle Travel Secondary Impact after Auto Mitigation: Less than Significant.</p> <p>Pedestrian Travel Secondary Impact after Auto Mitigation: Less than Significant.</p>

TABLE 2-2 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ALAMEDA POINT PROJECT

Potential Impact	Mitigation Measures	Level of Significance <i>after any recommended mitigation measures</i>
C. Transportation and Circulation (cont.)		
Impact 4.C-2 (cont.)	<p>Mitigation Measure 4.C-2c (Otis/Fernside): The City shall implement TDM and Monitoring (Mitigation Measures 4.C-2a and C-2b) and, when and if required to avoid the impact or reduce its severity, shall implement the following improvements:</p> <ul style="list-style-type: none"> Remove the right turn island for the westbound approach on Otis Drive, add a dedicated right turn lane with approximately 50 feet of storage length, and move the westbound^{northbound} stop-bar upstream approximately 20 feet to accommodate the right turn lane storage length. Restripe Fernside Boulevard with two receiving lanes. Optimize signal timing. <p>Mitigation Measure 4.C-2d (Jackson/Sixth): The City of Alameda shall implement Mitigation Measures 4.C-2a (TDM Program) and 4.C-2b (Monitoring), which could improve intersection LOS by reducing vehicle trips.</p> <p>Mitigation Measure 4.C-2e (Brush/11th): The City of Alameda shall implement Mitigation Measures 4.C-2a (TDM Program) and 4.C-2b (Monitoring), which could improve intersection LOS by reducing vehicle trips.</p> <p>Mitigation Measure 4.C-2f (23rd/Seventh): The City of Alameda shall implement Mitigation Measures 4.C-2a (TDM Program) and 4.C-2b (Monitoring), which could improve intersection LOS by reducing vehicle trips.</p> <p>Mitigation Measure 4.C-2g (Main/Pacific Pedestrian): The City shall implement TDM and Monitoring (Mitigation Measures 4.C-2a and C-2b) and, when required to avoid the impact or reduce its severity, shall implement the following physical improvements:</p> <ul style="list-style-type: none"> change the signal timing to a two-phase timing plan (i.e., northbound and southbound move concurrently; then eastbound and westbound move concurrently); and optimize cycle length. <p>Mitigation Measure 4.C-2h (Webster/Apezzato Parkway Pedestrian): The City shall implement TDM and Monitoring (Mitigation Measures 4.C-2a and C-2b) and, when required to avoid the impact or reduce its severity, shall optimize the signal timing during the p.m. peak hour.</p>	<p>Significant and Unavoidable</p> <p>Significant and Unavoidable</p> <p>Significant and Unavoidable</p> <p>Pedestrian Travel Impact Significance after Mitigation: Less than Significant.</p> <p>Transit Travel Secondary Impact after Pedestrian Mitigation: Less than Significant.</p> <p>Bicycle Travel Secondary Impact after Pedestrian Mitigation: Less than Significant.</p> <p>Auto Travel Secondary Impact after Pedestrian Mitigation: Less than Significant.</p> <p>Pedestrian Travel Impact Significance after Mitigation: Less than Significant.</p> <p>Transit Travel Secondary Impact after Pedestrian Mitigation: Less than Significant.</p> <p>Bicycle Travel Secondary Impact after Pedestrian Mitigation: Less than Significant.</p> <p>Auto Travel Secondary Impact after Pedestrian Mitigation: Less than Significant.</p>

**TABLE 2-2 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ALAMEDA POINT PROJECT**

Potential Impact	Mitigation Measures	Level of Significance <i>after any recommended mitigation measures</i>
C. Transportation and Circulation (cont.)		
<p>Impact 4.C-2 (cont.)</p>	<p>Mitigation Measure 4.C-2i (Park/Otis Pedestrian): The City shall implement TDM and Monitoring (Mitigation Measures 4.C-2a and C-2b) and, when required to avoid the impact or reduce its severity, shall optimize the signal timing during the a.m. and p.m. and peak hours.</p> <p>Mitigation Measure 4.C-2j (Broadway/Tilden Pedestrian): The City shall implement TDM and Monitoring (Mitigation Measures 4.C-2a and C-2b) and, when required to avoid the impact or reduce its severity, shall optimize the signal timing during the a.m. and p.m. peak hours.</p> <p>Mitigation Measure 4.C-2k (High/Fernside Pedestrian): The City shall implement TDM and Monitoring (Mitigation Measures 4.C-2a and C-2b) and, when required to avoid the impact or reduce its severity, shall optimize the signal timing during the p.m. peak hour.</p> <p>Mitigation Measure 4.C-2l (Atlantic/Constitution Pedestrian): The City shall implement TDM and Monitoring (Mitigation Measures 4.C-2a and C-2b) and, when required to avoid the impact or reduce its severity, shall implement the following physical improvements:</p> <ul style="list-style-type: none"> • modify the phasing sequence existing signal phasing for eastbound and westbound Atlantic Avenue approaches from split to permitted-protected lefts; and • optimize the signal timing. 	<p>Pedestrian Travel Impact Significance after Mitigation: Less than Significant.</p> <p>Transit Travel Secondary Impact after Pedestrian Mitigation: Less than Significant.</p> <p>Bicycle Travel Secondary Impact after Pedestrian Mitigation: Less than Significant.</p> <p>Auto Travel Secondary Impact after Pedestrian Mitigation: Less than Significant.</p> <p>Pedestrian Travel Impact Significance after Mitigation: Less than Significant.</p> <p>Transit Travel Secondary Impact after Pedestrian Mitigation: Less than Significant.</p> <p>Bicycle Travel Secondary Impact after Pedestrian Mitigation: Less than Significant.</p> <p>Auto Travel Secondary Impact after Pedestrian Mitigation: Less than Significant.</p> <p>Pedestrian Travel Impact Significance after Mitigation: Less than Significant.</p> <p>Transit Travel Secondary Impact after Pedestrian Mitigation: Less than Significant.</p> <p>Bicycle Travel Secondary Impact after Pedestrian Mitigation: Less than Significant.</p> <p>Auto Travel Secondary Impact after Pedestrian Mitigation: Less than Significant.</p> <p>Pedestrian Travel Impact Significance after Mitigation: Less than Significant.</p> <p>Transit Travel Secondary Impact after Pedestrian Mitigation: Less than Significant.</p> <p>Bicycle Travel Secondary Impact after Pedestrian Mitigation: Less than Significant.</p> <p>Auto Travel Secondary Impact after Pedestrian Mitigation: Less than Significant.</p>

TABLE 2-2 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ALAMEDA POINT PROJECT

Potential Impact	Mitigation Measures	Level of Significance <i>after any recommended mitigation measures</i>
C. Transportation and Circulation (cont.)		
Impact 4.C-2 (cont.)	<p>Mitigation Measure 4.C-2m (Stargell Avenue Bike): The City shall implement TDM and Monitoring (Mitigation Measures 4.C-2a and C-2b) and, when required to avoid the impact or reduce its severity, shall construct a Class I or Class II bicycle facility between Main Street and Webster Street.</p> <p>Mitigation Measure 4.C-2n (Main Street Bike): The City shall implement TDM and Monitoring (Mitigation Measures 4.C-2a and C-2b) and, when required to avoid the impact or reduce its severity, shall implement the following physical improvements:</p> <ul style="list-style-type: none"> • construct a Class II bicycle lane or improve the existing Class I bicycle path on the west side of the street between Appezzato Parkway and Pacific Avenue to current City standards; • provide connectivity to existing Class I bicycle path on the east and west sides of the street north of Appezzato Parkway. Appropriate intersection treatments for connectivity may include striping, signage, and/or bicycle boxes at the intersection of Main Street and Appezzato Parkway; and • if Mitigation Measure 4.C-4c (described below) is implemented, provide connectivity to that bicycle facilities on west side of the street north of the Main Street-Pacific Street intersection. <p>Mitigation Measure 4.C-2o (Central Avenue Bike): The City shall implement TDM and Monitoring (Mitigation Measures 4.C-2a and C-2b) and, when required to avoid the impact or reduce its severity, shall <u>use its best efforts</u> implement the following physical improvements:</p> <ul style="list-style-type: none"> • construct a Class II bicycle lane or improve the existing Class I bicycle path on the west (south) side of the street between the Main Street-Pacific Street intersection and Lincoln Avenue to current City standards; • extend a Class I bicycle path to Third Street; and • restripe and sign the street segment between Third Street and Fourth Street to provide Class II bicycle lanes between Lincoln Avenue and Fourth Street. 	<p>Bicycle Travel Impact Significance after Mitigation: Significant and Unavoidable.</p> <p>Transit Travel Secondary Impact after Bicycle Mitigation: Less than Significant.</p> <p>Pedestrian Travel Secondary Impact after Bicycle Mitigation: Less than Significant.</p> <p>Auto Travel Secondary Impact after Bicycle Mitigation: Less than Significant.</p> <p>Bicycle Travel Impact Significance after Mitigation: Significant and Unavoidable.</p> <p>Transit Travel Secondary Impact after Bicycle Mitigation: Less than Significant.</p> <p>Pedestrian Travel Secondary Impact after Bicycle Mitigation: Less than Significant.</p> <p>Auto Travel Secondary Impact after Bicycle Mitigation: Less than Significant.</p> <p>Bicycle Travel Impact Significance after Mitigation: Significant and Unavoidable.</p> <p>Transit Travel Secondary Impact after Bicycle Mitigation: Less than Significant.</p> <p>Pedestrian Travel Secondary Impact after Bicycle Mitigation: Less than Significant.</p> <p>Auto Travel Secondary Impact after Bicycle Mitigation: Less than Significant.</p>

TABLE 2-2 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ALAMEDA POINT PROJECT

Potential Impact	Mitigation Measures	Level of Significance <i>after any recommended mitigation measures</i>
C. Transportation and Circulation (cont.)		
Impact 4.C-3: The increase in traffic on the freeway mainline due to the project would result in negligible changes in density (vehicles per lane) and no change in LOS, with the exception of the segment of I-980 south of I-580. (Less than Significant)	None required.	
Impact 4.C-4: The change in traffic volumes on the freeway ramps due to the project would result in no change in LOS and minimal, if any, change in density (vehicles per lane). (Less than Significant)	None required.	
Impact 4.C-5: Cumulative development, including the proposed project, would potentially result in transportation impacts at local study intersections <u>locations</u> under Cumulative plus project conditions. (Significant)	<p>Mitigation Measure 4.C-5a (Park/Clement): The City shall implement TDM and Monitoring (Mitigation Measures 4.C-2a and C-2b) and, when required to avoid the impact or reduce its severity, fund a fair share contribution to implement the following physical improvements:</p> <ul style="list-style-type: none"> • Add northbound left turn pocket along Park Street; • Optimize the signal offsets and splits; and • Complete the Clement Avenue extension, which would reduce the demand for left turn movements onto Park Street from eastbound traffic on Clement Avenue. <p>Mitigation Measure 4.C-5b (Park/Encinal): The City shall implement TDM and Monitoring (Mitigation Measures 4.C-2a and C-2b) and, when required to avoid the impact or reduce its severity, fund a fair share contribution to implement the following physical improvements:</p> <ul style="list-style-type: none"> • Convert one eastbound through lane on Encinal Avenue to a left turn lane to provide two left turn lanes and a shared through-right lane on the eastbound approach; and • Optimize offsets and splits. <p>Mitigation Measure 4.C-5c: (Broadway/Otis): The City shall implement TDM and Monitoring (Mitigation Measures 4.C-2a and C-2b) and, when required to avoid the impact or reduce its severity, fund a fair share contribution to implement, the following physical improvements:</p> <ul style="list-style-type: none"> • Add a southbound left turn lane on Broadway to provide two left turn lanes and a shared through-right for that approach;) • Convert the southbound Broadway left turn phase to permitted-protected; • Convert to actuated uncoordinated timing plan during the p.m. peak hour; and • Optimize the signal timing during both peak hours. 	<p>Auto Travel Impact Significance after Mitigation: Significant and Unavoidable.</p> <p>Pedestrian Travel Secondary Impact after Auto Mitigation: Less than Significant.</p> <p>Bicycle Travel Secondary Impact after Auto Mitigation: Less than Significant.</p> <p>Transit Travel Secondary Impact after Auto Mitigation: Less than Significant.</p> <p>Auto Travel Impact Significance after Mitigation: Significant and Unavoidable.</p> <p>Pedestrian Travel Secondary Impact after Auto Mitigation: Less than Significant.</p> <p>Bicycle Travel Secondary Impact after Auto Mitigation: Less than Significant.</p> <p>Transit Travel Secondary Impact after Auto Mitigation: Less than Significant.</p> <p>Auto Travel Impact Significance after Mitigation: Significant and Unavoidable.</p> <p>Pedestrian Travel Secondary Impact after Auto Mitigation: Less than Significant.</p> <p>Bicycle Travel Secondary Impact after Auto Mitigation: Less than Significant.</p> <p>Transit Travel Secondary Impact after Auto Mitigation: Less than Significant.</p>

TABLE 2-2 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ALAMEDA POINT PROJECT

Potential Impact	Mitigation Measures	Level of Significance <i>after any recommended mitigation measures</i>
C. Transportation and Circulation (cont.)		
Impact 4.C-5 (cont.)	<p>Mitigation Measure 4.C-5d: (Tilden/Blanding/Fernside): The City shall implement TDM and Monitoring (Mitigation Measures 4.C-2a and C-2b) and, when required to avoid the impact or reduce its severity, fund a fair share contribution to implement the following improvements:</p> <ul style="list-style-type: none"> • Add a westbound left turn to provide a left turn lane, a through lane and a right turn lane on the westbound Fernside Boulevard approach. • Add an eastbound left turn lane to provide a left turn lane, a through lane and a right turn lane on the eastbound Blanding Avenue approach. • Optimize the offsets and splits. <p>Mitigation Measure 4.C-5e (High/Fernside): The City shall implement TDM and Monitoring (Mitigation Measures 4.C-2a and C-2b) and, when required to avoid the impact or reduce its severity, fund a fair share contribution to implement the following improvements:</p> <ul style="list-style-type: none"> • Adjust the signal cycle phasing during the a.m. and p.m. peak hours such that the southbound left turn from High Street is a permitted rather than protected movement; and • Optimize signal timing. <p>Mitigation Measure 4.C-5f (High/Otis): The City shall implement TDM and Monitoring (Mitigation Measures 4.C-2a and C-2b) and, when required to avoid the impact or reduce its severity, fund a fair share contribution to implement the following improvements:</p> <ul style="list-style-type: none"> • Add a northbound right turn lane on High Street to provide a shared through-left and right turn lane on the northbound approach; • Add an overlap phase for the northbound High Street right turn movement and prohibit the conflicting westbound Otis Drive U-turn movement; and • Optimize the signal timing for both peak hours, <u>and</u> • <u>Install traffic calming strategies on Bayview Drive to include strategies, such as: restriping Bayview Drive to create narrower driving lanes to reduce speeding, installing a cross walk and caution sign at the location of the public coastal access easement, and/or construction of sidewalk bulb-outs to improve pedestrian safety at the intersections of Bayview/Court Street and Bayview/Broadway.</u> 	<p>Auto Travel Impact Significance after Mitigation: Less than Significant.</p> <p>Pedestrian Travel Secondary Impact after Auto Mitigation: Less than Significant.</p> <p>Bicycle Travel Secondary Impact after Auto Mitigation: Less than Significant.</p> <p>Transit Travel Secondary Impact after Auto Mitigation: Less than Significant.</p> <p>Auto Travel Impact Significance after Mitigation: Significant and Unavoidable.</p> <p>Pedestrian Travel Secondary Impact after Auto Mitigation: Less than Significant.</p> <p>Bicycle Travel Secondary Impact after Auto Mitigation: Less than Significant.</p> <p>Transit Travel Secondary Impact after Auto Mitigation: Less than Significant.</p> <p>Auto Travel Impact Significance after Mitigation: Significant and Unavoidable.</p> <p>Pedestrian Travel Secondary Impact after Auto Mitigation: Less than Significant.</p> <p>Bicycle Travel Secondary Impact after Auto Mitigation: Less than Significant.</p> <p>Transit Travel Secondary Impact after Auto Mitigation: Less than Significant.</p>

**TABLE 2-2 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ALAMEDA POINT PROJECT**

Potential Impact	Mitigation Measures	Level of Significance <i>after any recommended mitigation measures</i>
C. Transportation and Circulation (cont.)		
<p>Impact 4.C-5 (cont.)</p>	<p>Mitigation Measure 4.C-5g (Island Drive/Otis Drive and Doolittle Drive): The City shall implement TDM and Monitoring (Mitigation Measures 4.C-2a and C-2b) and, when required to avoid the impact or reduce its severity, fund a fair share contribution to implement the following improvements:</p> <ul style="list-style-type: none"> • Add a westbound left turn lane to provide two left turn lanes and two through lanes on the westbound Doolittle Drive approach; and • Optimize signal timing during both peak hours. <p>Mitigation Measure 4.C-5h (Fernside Boulevard and Otis Drive): The City shall implement TDM and Monitoring (Mitigation Measures 4.C-2a and C-2b) and implement Mitigation Measure 4.C-2-c (Otis/Fernside), and fund a fair share contribution to add a westbound right-turn overlap phase from Fernside Boulevard.</p> <p>Mitigation Measure 4.C-5i (Park/Blanding): The City shall implement TDM and Monitoring (Mitigation Measures 4.C-2a and C-2b) and, when required to avoid the impact or reduce its severity, fund a fair share contribution to implement the following improvements:</p> <ul style="list-style-type: none"> • Add two eastbound left turn lanes to provide two left turn lanes and a shared through/right turn lane on the eastbound Blanding Avenue approach; • Add a westbound left turn lane to provide a left turn lane, a through lane and a right turn lane on the westbound Blanding Avenue approach; • Separate the operation of the Nursing Home driveway from the Park Street and Blanding Avenue intersection; • Change east-west signal phasing to protected phasing; and • Optimize signal timing during both peak hours. 	<p>Auto Travel Impact Significance after Mitigation: Significant and Unavoidable.</p> <p>Pedestrian Travel Secondary Impact after Auto Mitigation: Less than Significant.</p> <p>Bicycle Travel Secondary Impact after Auto Mitigation: Less than Significant.</p> <p>Transit Travel Secondary Impact after Auto Mitigation: Less than Significant. Mitigation Measure 4.C-5h (Fernside Boulevard and Otis Drive): The City shall implement TDM and Monitoring (Mitigation Measures 4.C-2a and C-2b) and implement Mitigation Measure 4.C-2-c (Otis/Fernside), and fund a fair share contribution to add a westbound right-turn overlap phase from Fernside Boulevard.</p> <p>Auto Travel Impact Significance after Mitigation: Less than Significant.</p> <p>Pedestrian Travel Secondary Impact after Auto Mitigation: Less than Significant.</p> <p>Bicycle Travel Secondary Impact after Auto Mitigation: Less than Significant.</p> <p>Transit Travel Secondary Impact after Auto Mitigation: Less than Significant.</p> <p>Auto Travel Impact Significance after Mitigation: Significant and Unavoidable.</p> <p>Pedestrian Travel Secondary Impact after Auto Mitigation: Less than Significant.</p> <p>Bicycle Travel Secondary Impact after Auto Mitigation: Less than Significant.</p> <p>Transit Travel Secondary Impact after Auto Mitigation: Less than Significant.</p>

TABLE 2-2 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ALAMEDA POINT PROJECT

Potential Impact	Mitigation Measures	Level of Significance <i>after any recommended mitigation measures</i>
C. Transportation and Circulation (cont.)		
Impact 4.C-5 (cont.)	<p>Mitigation Measure 4.C-5j (Challenger/Atlantic): The City shall implement TDM and Monitoring (Mitigation Measures 4.C-2a and 4.C-2b) and, when required to avoid the impact or reduce its severity, a fairshare to contribution optimize signal timing during the p.m. peak hour.</p> <p>Mitigation Measure 4.C-5k (Park/Lincoln): The City shall implement TDM and Monitoring (Mitigation Measures 4.C-2a and 4.C-2b) and, when required to avoid the impact or reduce its severity, the City shall fund a fairshare to optimize signal timing during the p.m. peak hour.</p> <p>Mitigation Measure 4.C-5l (Jackson/Sixth): The City of Alameda shall implement TDM and Monitoring (Mitigation Measures 4.C-2a and 4.C-2b).</p> <p>Mitigation Measure 4.C-5m (Webster/Eighth): The City of Alameda shall implement TDM and Monitoring (Mitigation Measures 4.C-2a and 4.C-2b).</p> <p>Mitigation Measure 4.C-5n (Broadway/Fifth): The City of Alameda shall implement TDM and Monitoring (Mitigation Measures 4.C-2a and 4.C-2b).</p> <p>Mitigation Measure 4.C-5o (Brush/12th): The City of Alameda shall implement TDM and Monitoring (Mitigation Measures 4.C-2a and 4.C-2b).</p> <p>Mitigation Measure 4.C-5p (High/Oakport): The City of Alameda shall implement TDM and Monitoring (Mitigation Measures 4.C-2a and 4.C-2b) and work with the City of Oakland to optimize the signal timing to allow for more green time for northbound traffic.</p>	<p>Auto Travel Impact Significance after Mitigation: Significant and Unavoidable.</p> <p>Pedestrian Travel Secondary Impact after Auto Mitigation: Less than Significant.</p> <p>Bicycle Travel Secondary Impact after Auto Mitigation: Less than Significant.</p> <p>Transit Travel Secondary Impact after Auto Mitigation: Less than Significant.</p> <p>Auto Travel Impact Significance after Mitigation: Less than Significant.</p> <p>Pedestrian Travel Secondary Impact after Auto Mitigation: Less than Significant.</p> <p>Bicycle Travel Secondary Impact after Auto Mitigation: Less than Significant.</p> <p>Transit Travel Secondary Impact after Auto Mitigation: Less than Significant.</p> <p>This impact would remain significant and unavoidable.</p> <p>This impact would remain significant and unavoidable.</p> <p>This impact would remain significant and unavoidable.</p> <p>Because the potential future mitigation for this intersection, and the cost of that mitigation, are not known, and because the City of Alameda has no jurisdiction over the mitigation, this impact is conservatively considered to be significant and unavoidable.</p> <p>Because the potential future mitigation for this intersection, and the cost of that mitigation, are not known, and because the City of Alameda has no jurisdiction over the mitigation, this impact is conservatively considered to be significant and unavoidable.</p>

**TABLE 2-2 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ALAMEDA POINT PROJECT**

Potential Impact	Mitigation Measures	Level of Significance <i>after any recommended mitigation measures</i>
C. Transportation and Circulation (cont.)		
<p>Impact 4.C-5 (cont.)</p>	<p>Mitigation Measure 4.C-5q (High/Coliseum): The City of Alameda shall implement TDM and Monitoring (Mitigation Measures 4.C-2a and 4.C-2b) and work with the City of Oakland to optimize the signal timing.</p> <p>Mitigation Measure 4.C-5r (29th/Ford): The City of Alameda shall implement TDM and Monitoring (Mitigation Measures 4.C-2a and 4.C-2b).</p> <p>Mitigation Measure 4.C-5s (23rd Ave./Seventh St.): The City of Alameda shall implement TDM and Monitoring (Mitigation Measures 4.C-2a and 4.C-2b) and work with the City of Oakland to modify the northbound to provide a separate left –turn lane and a shared through-right-turn lane, and optimize the signal.</p> <p>Mitigation Measure 4.C-5t (Main/Pacific Pedestrian): The City shall implement TDM and Monitoring (Mitigation Measures 4.C-2a and 4.C-2b) and, when required to avoid the impact or reduce its severity, fund a fairshare contribution to change signal timing to two-phase timing plan (i.e., northbound and southbound move concurrently; then eastbound and westbound move concurrently) and optimize cycle length.</p> <p>Mitigation Measure 4.C-5u (Webster/Arpezzato Pedestrian): The City shall implement TDM and Monitoring (Mitigation Measures 4.C-2a and 4.C-2b) and, when required to avoid the impact or reduce its severity, fund a fair share contribution to optimize signal timing.</p> <p>Mitigation Measure 4.C-5v (High/Fernside Pedestrian): The City shall implement TDM and Monitoring (Mitigation Measures 4.C-2a and 4.C-2b) and Mitigation Measure 4.C-5e (optimize signal timing during the p.m. peak hour).</p>	<p>Because the potential future mitigation for this intersection, and the cost of that mitigation, are not known, and because the City of Alameda has no jurisdiction over the mitigation, this impact is conservatively considered to be significant and unavoidable.</p> <p>Because no feasible mitigation has been identified to improve the intersection, and because the City of Alameda has no jurisdiction over the mitigation, this impact is conservatively considered to be significant and unavoidable.</p> <p>Because the City of Alameda has no jurisdiction over the mitigation, this impact is conservatively considered to be significant and unavoidable.</p> <p>Pedestrian Travel Impact Significance after Mitigation: Less than Significant.</p> <p>Transit Travel Secondary Impact after Pedestrian Mitigation: Less than Significant.</p> <p>Bicycle Travel Secondary Impact after Pedestrian Mitigation: Less than Significant.</p> <p>Auto Travel Secondary Impact after Pedestrian Mitigation: Less than Significant.</p> <p>Pedestrian Travel Impact Significance after Mitigation: Less than Significant.</p> <p>Transit Travel Secondary Impact after Pedestrian Mitigation: Less than Significant.</p> <p>Bicycle Travel Secondary Impact after Pedestrian Mitigation: Less than Significant.</p> <p>Auto Travel Secondary Impact after Pedestrian Mitigation: Significant and Unavoidable.</p> <p>Pedestrian Travel Impact Significance after Mitigation: Less than Significant.</p> <p>Transit Travel Secondary Impact after Pedestrian Mitigation: Less than Significant.</p>

TABLE 2-2 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ALAMEDA POINT PROJECT

Potential Impact	Mitigation Measures	Level of Significance <i>after any recommended mitigation measures</i>
C. Transportation and Circulation (cont.)		
Impact 4.C-5 (cont.)	<p>Mitigation Measure 4.C-5w (Apezzato/Constitution Pedestrian): The City shall implement TDM and Monitoring (Mitigation Measures 4.C-2a and 4.C-2b) and, when required to avoid the impact or reduce its severity, fund a fair share contribution to implement the following improvements:</p> <ul style="list-style-type: none"> • Modify the phasing sequence existing signal phasing for eastbound and westbound approaches from split to permitted protected lefts; and • Optimize the signal timing. <p>Mitigation Measure 4.C-5x (Park Street Transit): The City shall implement TDM and Monitoring (Mitigation Measures 4.C-2a and 4.C-2b) and, when required to avoid the impact or reduce its severity, fund a fair share contribution to implement the following improvements:</p> <ul style="list-style-type: none"> • Provide transit signal priority at intersections along this corridor; <u>and</u> • Separate the operation of the Nursing Home driveway from the Park Street and Blanding Avenue intersection; and • Optimize splits at the Park Street and Blanding Avenue intersection during a.m. and p.m. peak hours. <p>Mitigation Measure 4.C-5y (Apezzato Parkway Transit): The City shall implement TDM and Monitoring (Mitigation Measures 4.C-2a and 4.C-2b) and, when required to avoid the impact or reduce its severity, fund a fair share contribution to implement the following improvements:</p> <ul style="list-style-type: none"> • Install transit signal priority at intersections along this corridor; • Optimize cycle length at the Apezzato Parkway and Webster Street intersection during a.m. and p.m. peak hours and provide signal priority; and • Establish exclusive transit lanes or queue jump lanes from Alameda Point to Webster Street. <p>Mitigation Measure 4.C-5z (Stargell Avenue Transit): The City shall implement TDM and Monitoring (Mitigation Measures 4.C-2a and 4.C-2b) and, when required to avoid the impact or reduce its severity, implement the following improvements:</p> <ul style="list-style-type: none"> • Provide eastbound and westbound queue jump lanes on Willie Stargell Avenue at Main Street and at Fifth Street or construct exclusive transit lanes on Willie Stargell Avenue; 	<p>Bicycle Travel Secondary Impact after Pedestrian Mitigation: Less than Significant.</p> <p>Auto Travel Secondary Impact after Pedestrian Mitigation: Less than Significant.</p> <p>Pedestrian Travel Impact Significance after Mitigation: Significant and Unavoidable.</p> <p>Transit Travel Secondary Impact after Pedestrian Mitigation: Less than Significant.</p> <p>Bicycle Travel Secondary Impact after Pedestrian Mitigation: Less than Significant.</p> <p>Auto Travel Secondary Impact after Pedestrian Mitigation: Less than Significant.</p> <p>Transit Travel Impact Significance after Mitigation: Less than Significant.</p> <p>Pedestrian Travel Secondary Impact after Transit Mitigation: Significant and Unavoidable.</p> <p>Bicycle Travel Secondary Impact after Transit Mitigation: Less than Significant.</p> <p>Auto Travel Secondary Impact after Transit Mitigation: Less than Significant.</p> <p>Transit Travel Impact Significance after Mitigation: Less than Significant.</p> <p>Pedestrian Travel Secondary Impact after Transit Mitigation: Significant and Unavoidable.</p> <p>Bicycle Travel Secondary Impact after Transit Mitigation: Less than Significant.</p> <p>Auto Travel Secondary Impact after Transit Mitigation: Significant and Unavoidable.</p> <p>Transit Travel Impact Significance after Mitigation: Less than Significant.</p> <p>Pedestrian Travel Secondary Impact after Transit Mitigation: Significant and Unavoidable.</p>

**TABLE 2-2 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ALAMEDA POINT PROJECT**

Potential Impact	Mitigation Measures	Level of Significance <i>after any recommended mitigation measures</i>
C. Transportation and Circulation (cont.)		
<p>Impact 4.C-5 (cont.)</p>	<ul style="list-style-type: none"> • Install transit signal priority at intersections along this corridor; and • Optimize cycle length at the Main Street and Willie Stargell Avenue intersection during a.m. and p.m. peak hours. <p>Mitigation Measure 4.C-5zi (Stargell Avenue Bike): The City shall implement Mitigation Measure 4.C-2m (Stargell Avenue bike path).</p> <p>Mitigation Measure 4.C-5zii: The City shall implement Mitigation Measure 4.C-2n (Main Street bicycle improvements).</p> <p>Mitigation Measure 4.C-5ziii (Central Avenue Bike): The City shall implement Mitigation Measure 4.C-2o (Central Avenue bicycle improvements).</p> <p>Mitigation Measure 4.C-5ziv (Oak Street Bike): The City shall implement TDM and Monitoring (Mitigation Measures 4.C-2a and 4.C-2b) and, when required to avoid the impact or reduce its severity, fund a fair share contribution to implement the completion of a bicycle boulevard with appropriate signage and striping along Oak Street from Blanding Avenue to Encinal Avenue to advise motorists and bicyclists to share the street.</p>	<p>Bicycle Travel Secondary Impact after Transit Mitigation: Less than Significant.</p> <p>Auto Travel Secondary Impact after Transit Mitigation: Less than Significant.</p> <p>Bicycle Travel Impact Significance after Mitigation: Significant and Unavoidable.</p> <p>Transit Travel Secondary Impact after Bicycle Mitigation: Less than Significant.</p> <p>Pedestrian Travel Secondary Impact after Bicycle Mitigation: Less than Significant.</p> <p>Auto Travel Secondary Impact after Bicycle Mitigation: Less than Significant.</p> <p>Bicycle Travel Impact Significance after Mitigation: Significant and Unavoidable.</p> <p>Transit Travel Secondary Impact after Bicycle Mitigation: Less than Significant.</p> <p>Pedestrian Travel Secondary Impact after Bicycle Mitigation: Less than Significant.</p> <p>Auto Travel Secondary Impact after Bicycle Mitigation: Less than Significant.</p> <p>Bicycle Travel Impact Significance after Mitigation: Significant and Unavoidable.</p> <p>Transit Travel Secondary Impact after Bicycle Mitigation: Less than Significant.</p> <p>Pedestrian Travel Secondary Impact after Bicycle Mitigation: Less than Significant.</p> <p>Auto Travel Secondary Impact after Bicycle Mitigation: Less than Significant.</p> <p>Bicycle Travel Impact Significance after Mitigation: Significant and Unavoidable.</p> <p>Transit Travel Secondary Impact after Bicycle Mitigation: Less than Significant.</p> <p>Pedestrian Travel Secondary Impact after Bicycle Mitigation: Less than Significant.</p> <p>Auto Travel Secondary Impact after Bicycle Mitigation: Less than Significant.</p>

TABLE 2-2 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ALAMEDA POINT PROJECT

Potential Impact	Mitigation Measures	Level of Significance <i>after any recommended mitigation measures</i>
C. Transportation and Circulation (cont.)		
Impact 4.C-6: The increase in traffic on the freeway mainline due to the project results in negligible changes in density and no change in LOS under cumulative conditions. (Less than Significant)	None required.	
Impact 4.C-7: The change in traffic volumes on the freeway ramps due to the project results in no <u>little</u> change in LOS and minimal, if any, change in density under existing conditions. (Less than Significant)	None required.	
Impact 4.C-8: Development facilitated by the proposed project would potentially result in inadequate emergency access. (Less than Significant)	None required.	
Impact 4.C-9: Development facilitated by the proposed project could potentially increase traffic safety hazards for vehicles, bicyclists, and pedestrians on public roadways due to roadway design features or incompatible uses. (Significant)	Mitigation Measure 4.C-9 (Chinatown Pedestrians): The City of Alameda shall implement TDM and Monitoring (Mitigation Measures 4.C-2a and 4.C-2b) and shall continue to work with the City of Oakland, the ACTC, and Caltrans, to evaluate and implement measures to reduce or divert the volume of traffic that travels through Oakland Chinatown to and from Alameda Point and other City of Alameda destinations.	Because the City of Alameda has no jurisdiction over mitigation other than implementation of the project TDM Program and Monitoring, the impact at four intersections in Oakland Chinatown is conservatively considered to be significant and unavoidable .
Impact 4.C-10: Development facilitated by the proposed project could potentially be inconsistent with adopted polices, plans, and programs supporting alternative transportation. (Less than Significant)	None required.	
Impact 4.C-11: The addition of project-generated traffic would increase traffic volumes on many CMP and MTC roadways above levels identified under 2020 Baseline Conditions. (Less than Significant)	None required.	
Impact 4.C-12: The addition of project-generated traffic would increase traffic volumes on many CMP and MTC roadways above levels identified under 2035 Baseline Conditions. (Less than Significant)	None required.	
Impact 4.C-13: The addition of project-generated traffic would increase ridership on AC Transit buses above that under 2020 Baseline conditions. (Less than Significant)	None required.	

TABLE 2-2 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ALAMEDA POINT PROJECT

Potential Impact	Mitigation Measures	Level of Significance <i>after any recommended mitigation measures</i>
D. Cultural and Paleontological Resources (cont.)		
Impact 4.D-1 (cont.)	<p>1) Document any Historic District contributor contemplated for demolition under the proposed project in accordance with the Historic American Building Survey (HABS) Level II documentation standards of the National Park Service¹ including the following:</p> <ol style="list-style-type: none"> 1. <i>Photographs.</i> Large-format (4 x 5-inch negatives or greater), black and white photographs will be taken of all elevations of the building(s), plus limited context and detail shots. A limited number of historical photos of buildings, where available, should also be photographically reproduced. All photographs should be printed on acid-free archival bond paper on 8 x 10 enlargements. Digital photography may be substituted for large-format photographs where necessary. 2. <i>Written History.</i> Prepare a written history of the resource using the HABS standard outline format. Building-specific historical and architectural information from the National Register Nominations and prior inventories and technical reports can be utilized for this effort. If available, reproduce original building drawings on mylar or through photographic means. 3. <i>Archiving.</i> The completed HABS documentation package (photos, report, and drawings) shall be archived at the City of Alameda, the City of Alameda Public Library, the Alameda Naval Air Station Museum, and the Northwest Information Center of Sonoma State University. <p>2) Prepare and implement a public interpretation plan to describe and convey the historic significance of the NAS Alameda Historic District or resource to the general public. The plan will contain recommendations for the location and design of interpretive elements, such as plaques, markers, exhibits, expansion of the existing Alameda Point self-guided tour,² and other methods for interpreting the history of the former NAS Alameda. Information generated from the HABS documentation effort, described above, as well as historical information from the National Register Nomination and other technical background reports may be utilized. The interpretive plan will be designed by a professional architectural historian meeting the qualifications of the Secretary of the Interior's Standards.</p> <p>3) Prepare and implement an architectural salvage plan for any District contributor contemplated for demolition under the proposed project. The plan will identify architectural components that are worthy of salvage and reuse either as part of the design of the replacement structures, or elsewhere on the project site. The salvage plan will be prepared by a professional architectural historian meeting the qualifications of the Secretary of the Interior's Standards.</p>	

¹ It shall be noted that pursuant to CEQA Guidelines Section 15126(b)(2), "In some circumstances, documentation of an historical resource, by way of historic narrative, photographs or architectural drawings, as mitigation for the effects of demolition of the resource will not mitigate the effects to a point where clearly no significant effect on the environment would occur."

² <http://www.alameda-point.com/resources/pdf/self-guided-tour-map.pdf>

**TABLE 2-2 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ALAMEDA POINT PROJECT**

Potential Impact	Mitigation Measures	Level of Significance <i>after any recommended mitigation measures</i>
D. Cultural and Paleontological Resources (cont.)		
<p>Impact 4.D-2: Development facilitated by the proposed project could potentially result in the inadvertent discovery of unique archaeological resources. (Significant)</p>	<p>Mitigation Measure 4.D-2: If cultural resources are encountered, all activity within 100 feet of the find shall halt until it can be evaluated by a qualified archaeologist and a Native American representative. Prehistoric archaeological materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or toolmaking debris; culturally darkened soil (“midden”) containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-era materials might include stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse. If the archaeologist and Native American representative determine that the resources may be significant, they shall notify the City of Alameda and shall develop an appropriate treatment plan for the resources. The archaeologist shall consult with Native American monitors or other appropriate Native American representatives in determining appropriate treatment for unearthened cultural resources if the resources are prehistoric or Native American in nature.</p> <p>In considering any suggested measures proposed by the archaeologist and Native American representative in order to mitigate impacts to cultural resources, the project applicant shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project area while mitigation for cultural resources is being carried out.</p> <p>Pursuant to CEQA Guidelines Section 15126(b), <i>Mitigation Measures Related to Impacts on Historical Resources</i>, the City of Alameda will, whenever feasible, seek to avoid damaging effects on any historical resource of an archaeological nature. The following factors shall be considered for a project involving an archaeological site:</p> <p>A. Preservation in place is the preferred manner of mitigating impacts to archaeological sites. Preservation in place maintains the relationship between artifacts and the archaeological context. Preservation may also avoid conflict with religious or cultural values of groups associated with the site.</p> <p>B. Preservation in place may be accomplished by, but is not limited to, the following:</p> <ol style="list-style-type: none"> 1. Planning construction to avoid archaeological sites; 2. Incorporation of sites within parks, greenspace, or other open space; 3. Covering the archaeological sites with a layer of chemically stable soil before building tennis courts, parking lots, or similar facilities on the site. 4. Deeding the site into a permanent conservation easement. 	<p>Less than Significant</p>

TABLE 2-2 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ALAMEDA POINT PROJECT

Potential Impact	Mitigation Measures	Level of Significance <i>after any recommended mitigation measures</i>
D. Cultural and Paleontological Resources (cont.)		
Impact 4.D-2 (cont.)	<p>C. When data recovery through excavation is the only feasible mitigation, a data recovery plan, which makes provisions for adequately recovering the scientifically consequential information from and about the historical resource, shall be prepared and adopted prior to any excavation being undertaken. Such studies shall be deposited with the California Historical Resources Regional Information Center. Archeological sites known to contain human remains shall be treated in accordance with the provisions of Section 7050.5 Health and Safety Code. If an artifact must be removed during project excavation or testing, curation may be an appropriate mitigation.</p> <p>D. Data recovery shall not be required for an historical resource if the lead agency determines that testing or studies already completed have adequately recovered the scientifically consequential information from and about the archaeological or historical resource, provided that the determination is documented in the EIR and that the studies are deposited with the California Historical Resources Regional Information Center.</p>	
Impact 4.D-3: Development facilitated by the proposed project could potentially result in the discovery of unidentified unique paleontological resources. (Significant)	Mitigation Measure 4.D-3: If paleontological resources, such as fossilized bone, teeth, shell, tracks, trails, casts, molds, or impressions are discovered during ground-disturbing construction activities, all such activities within 100 feet of the find shall be halted until a qualified paleontologist can assess the significance of the find and, if necessary, develop appropriate salvage measures in consultation with the City of Alameda and in conformance with Society of Vertebrate Paleontology Guidelines (SVP, 1995; SVP, 1996).	Less than Significant
Impact 4.D-4: Development facilitated by the proposed project could potentially result in the inadvertent discovery of human remains. (Significant)	Mitigation Measure 4.D-4: In the event of discovery or recognition of any human remains during construction activities, such activities within 100 feet of the find shall cease. The Alameda County Coroner shall be contacted immediately. If the remains are determined to be Native American, and no investigation of the cause of death is required, the Native American Heritage Commission (NAHC) will be contacted within 24 hours. The NAHC will identify and contact the person or persons it believes to be the "most likely descendant (MLD)" of the deceased Native American, who in turn would make recommendations for the appropriate means of treating the human remains and any grave goods.	Less than Significant
Impact 4.D-5: Development facilitated by the proposed project, in conjunction with, past, present, and future development, could potentially adversely affect historic architectural resources in the project vicinity. (Significant)	Mitigation Measure 4.D-5: Implement Mitigation Measure 4.D-1.	Significant and Unavoidable.

TABLE 2-2 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ALAMEDA POINT PROJECT

Potential Impact	Mitigation Measures	Level of Significance <i>after any recommended mitigation measures</i>
D. Cultural and Paleontological Resources (cont.)		
Impact 4.D-6: Development facilitated by the proposed project, in conjunction with cumulative development, would have a less-than-significant impact on unique archaeological and paleontological resources, as well as human remains, in the project vicinity. (Significant)	Mitigation Measure 4.D-6: Implement Mitigation Measures 4.D-2, -3, and -4.	Less than Significant
E. Biological Resources		
Impact 4.E-1: Development facilitated by the proposed project would have a substantial adverse effect, either directly or through habitat modifications, on species identified as candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the United States Fish and Wildlife Service. (Significant)	<p>Mitigation Measure 4.E-1a: Prior to the start of marina or ferry terminal construction, the City shall require a NMFS-approved sound attenuation monitoring plan to protect fish and marine mammals, if pile driving is planned for the Seaplane Lagoon. This plan shall provide detail on the sound attenuation system, detail methods used to monitor and verify sound levels during pile driving activities, and describe management practices to be taken to reduce impact hammer pile-driving sound in the marine environment to an intensity level of less than 183 dB. The sound monitoring results shall be made available to the NMFS. The plan shall incorporate, but not be limited, to the following best management practices (BMPs):</p> <ul style="list-style-type: none"> • To the extent feasible, all pilings shall be installed and removed with vibratory pile drivers only. Vibratory pile driving will be conducted following the Corps' "Proposed Procedures for Permitting Projects that will Not Adversely Affect Selected Listed Species in California". USFWS and NOAA completed Section 7 consultation on this document, which establishes general procedures for minimizing impacts to natural resources associated with projects in or adjacent to jurisdictional waters. • An impact pile driver may only be used where necessary to complete installation of larger steel pilings in accordance with seismic safety or other engineering criteria • The hammer shall be cushioned using a 12-inch thick wood cushion block during all impact hammer pile driving operations • All piling installation using impact hammers shall be conducted between June 1 and November 30, when the likelihood of sensitive fish species being present in the work area is minimal • If pile installation using impact hammers must occur at times other than the approved work window, the project applicant shall obtain incidental take authorization from NMFS and CDFW, as necessary, to address potential impacts on steelhead trout, chinook salmon, and Pacific herring and implement all requested actions to avoid impacts 	Less than Significant

TABLE 2-2 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ALAMEDA POINT PROJECT

Potential Impact	Mitigation Measures	Level of Significance <i>after any recommended mitigation measures</i>
E. Biological Resources (cont.)		
<p>Impact 4.E-1 (cont.)</p>	<ul style="list-style-type: none"> • The project applicant shall monitor and verify sound levels during pile driving activities. The sound monitoring results will be made available to NMFS and the City • In the event that exceedance of noise thresholds established and approved by NMFS occurs, a contingency plan involving the use of bubble curtains or air barrier shall be implemented to attenuate sound levels to below thresholds <p>Mitigation Measure 4.E-1b: During the project permitting phase, the City will ensure that any projects requiring in-water work include consultation with NMFS to determine if the work can be covered under one of the programmatic consultations for federally listed species described above or if a project-level BO would be required and whether an Incidental Harassment Authorization for marine mammals would be needed for dredging or pile driving activities. The project applicant shall also consult with CDFW regarding State special-status fish and the potential need for an incidental take permit (ITP). The project applicant shall submit to the City copies of any IHA and/or ITP received or, alternatively, copies of correspondence confirming that an IHA and/or ITP is not required for the project in question.</p> <p>Mitigation Measure 4.E-1c: As part of the NMFS-approved sound attenuation monitoring plan required for pile driving in the Seaplane Lagoon in Mitigation Measure 4.E-1a, the City shall ensure that the project applicant implements the following actions in addition to those listed in Mitigation Measure 4.E-1a to reduce the effect of underwater noise transmission on marine mammals. These actions shall include at a minimum:</p> <ul style="list-style-type: none"> • Establishment of a 1,600-foot (500-meter) safety zone that shall be maintained around the sound source, for the protection of marine mammals in the event that sound levels are unknown or cannot be adequately predicted • Work activities shall be halted when a marine mammal enters the 1,600-foot (500-meter) safety zone and resume only after the animal has been gone from the area for a minimum of 15 minutes • A “soft start” technique shall be employed in all pile driving to marine mammals an opportunity to vacate the area • Maintain sound levels below 90 dBA in air when pinnipeds (seals and sea lions) are present • A NMFS-approved biological monitor will conduct daily surveys before and during impact hammer pile driving to inspect the work zone and adjacent Bay waters for marine mammals. The monitor will be present as specified by NMFS during the impact pile-driving phases of construction 	

TABLE 2-2 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ALAMEDA POINT PROJECT

Potential Impact	Mitigation Measures	Level of Significance <i>after any recommended mitigation measures</i>
E. Biological Resources (cont.)		
Impact 4.E-1 (cont.)	<p>Mitigation Measure 4.E-1d: Prior to occupancy, the City shall ensure that the project applicant installs dock lighting on all floating docks that minimizes artificial lighting of Bay waters by using shielded, low-mounted, and low light-intensity fixtures and bulbs.</p> <p>Mitigation Measure 4.E-1e: Prior to opening the proposed regional park in the Northwest Territories and the proposed Bay Trail in the Northwest Territories and on the Federal Property, the City shall ensure that measures are taken to identify sensitive resources in these areas and to restrict access of humans and dogs to those resources. Measures to be implemented could include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • Surveys conducted by a qualified biologist to identify sensitive resources locations throughout the City's portion of the Northwest Territories and on the Federal Property along the proposed Bay trail alignment • Additional seasonal access restrictions, as appropriate • Educational signage and brochures regarding sensitive resources and the need to avoid them • Fencing trails where they run proximate to sensitive biological resources (e.g. wetlands, known breeding grounds) • On-leash restrictions on dogs throughout or prohibition of dogs altogether in certain areas based on the results of the sensitive resources surveys (e.g., on the Bay Trail in the Federal Property) <p>Mitigation Measure 4.E-1f: Potential direct and indirect disturbances to bats shall be identified by locating colonies, and instituting protective measures prior to construction. No more than two weeks in advance of tree removal, demolition of buildings onsite, or initiation of construction within 100 feet of trees or structures providing potential bat roosting sites, a qualified bat biologist (e.g., a biologist holding a CDFW collection permit and a Memorandum of Understanding with CDFW allowing the biologist to handle and collect bats) shall conduct pre-construction surveys for bat roosts. No activities that could disturb active roosts shall proceed prior to the completed surveys.</p> <p>Mitigation Measure 4.E-1g: 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.</p>	

TABLE 2-2 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ALAMEDA POINT PROJECT

Potential Impact	Mitigation Measures	Level of Significance <i>after any recommended mitigation measures</i>
E. Biological Resources (cont.)		
<p>Impact 4.E-1 (cont.)</p>	<ul style="list-style-type: none"> • 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, demolition of that tree or 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/tree removal 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/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. <p>Mitigation Measure 4.E-1h: The City shall ensure that the project applicant for development facilitated by the proposed project protects active autumnal/overwintering roost sites used by monarch butterflies by conducting construction activities in and around identified butterfly autumnal roost/overwintering sites outside of the autumnal migratory/overwintering season (October to March), to the greatest extent feasible, to avoid potential impacts on monarch butterfly.</p> <ul style="list-style-type: none"> • The project applicant shall retain a biologist familiar with monarch butterfly life history and habitat requirements to conduct surveys for active monarch butterfly roost sites anywhere groves (greater than 3 trees planted together) of mature conifers (e.g. Italian stone pine, Monterey cypress) and/or eucalyptus occur in the Main Street Neighborhood Sub-area and in open space to the south of Main Street as it skirts the northern edge of the project area between November and January and prior to start of construction. • All active roost sites encountered during the survey shall be identified and mapped for future reference. The previously active roost site identified in 2002 shall be considered active until proven otherwise. Active sites shall be monitored annually to inform future development. Once identified, such sites shall be considered active until such time as monarchs have not returned to the site for a period of ten years. Once ten years have passed with no significant butterfly use (as determined by the qualified biologist) of a site the restrictions below would no longer apply. • No tree removal shall be conducted at any time in or around active roost sites to the extent that such removal would: a) result in the loss of an active roost tree; b) result in changes to the amount of wind affecting an active roost; or c) result in changes of the thermal environment surrounding an active roost tree. 	

TABLE 2-2 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ALAMEDA POINT PROJECT

Potential Impact	Mitigation Measures	Level of Significance <i>after any recommended mitigation measures</i>
E. Biological Resources (cont.)		
Impact 4.E-1 (cont.)	<p>If active roost sites are identified and it is not feasible to avoid the overwintering season and construction activities take place during this time (October through March), the following measures shall apply:</p> <ul style="list-style-type: none"> • Mapped autumnal roost/overwintering roosts within 100 feet of construction areas shall be surveyed not more than two weeks prior to construction to determine whether they are actively being used by butterflies. • If a mapped autumnal roost/overwintering site is supporting butterflies, work activities shall be delayed within 100 feet of the site location until avoidance measures have been implemented. Appropriate avoidance measures shall include the following measures (which may be modified as a result of consultation with CDFW to provide equally effective measures): <ul style="list-style-type: none"> - If the qualified wildlife biologist determines that construction activities shall not affect an active autumnal roost/overwintering site, activities may proceed without restriction. - A no-disturbance buffer may be established around the autumnal roost/overwintering site to avoid disturbance or destruction until butterflies resume their migration. - The extent of the no-disturbance buffers is typically 100 feet but shall be determined by a qualified wildlife biologist in consultation with the CDFW. 	
Impact 4.E-2: Development facilitated by the proposed project would have a substantial adverse effect on riparian habitat or other sensitive natural communities identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. (Significant)	<p>Mitigation Measure 4.E-2a: Prior to marina or ferry terminal construction, the City shall ensure that the project applicant conducts a pre-construction survey to determine if native oysters and eelgrass are present in Seaplane Lagoon.</p> <ul style="list-style-type: none"> • The eelgrass survey shall be conducted according to the methods contained in the California Draft Eelgrass Mitigation Policy (CDEMP) (NMFS 2011), <u>with the exception that the survey shall be conducted within 120 days (rather than 60 days, as recommended in the CDEMP) prior to the desired construction start date, to allow sufficient time for modification of project plans (if feasible) and agency consultation.</u> • If found within or immediately adjacent to the construction footprint, the project applicant shall <u>first determine whether avoidance of the beds is feasible. If feasible, impacts to the oyster or eelgrass bed shall be avoided. If complete avoidance is not feasible, the applicant shall</u> request guidance from the National Marine Fisheries Service (or other applicable agency) as to the need and/or feasibility to move affected beds. Any translocation of eelgrass beds shall be conducted consistent with the methods described in the CDEMP and/or those described in Eelgrass Conservation in San Francisco Bay: Opportunities and Constraints (Boyer and Wyllie-Echeverria, 2010). Translocation of oyster beds shall be consistent with methods and recommendations presented in Shellfish Conservation and Restoration in San Francisco Bay: Opportunities and Constraints (Zabin et al., 2010) 	Less than Significant

TABLE 2-2 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ALAMEDA POINT PROJECT

Potential Impact	Mitigation Measures	Level of Significance <i>after any recommended mitigation measures</i>
E. Biological Resources (cont.)		
<p>Impact 4.E-2 (cont.)</p>	<ul style="list-style-type: none"> • If it is not possible to translocate oyster or eelgrass beds then the City shall ensure that the project applicant provides compensatory mitigation consistent with the CDEMP for eelgrass (a ratio of 3.01:1 [transplant area to impact area]) and a minimum 1:1 ratio for oyster beds. • <u>The relocation or compensatory mitigation site for eelgrass or oyster beds shall be located within San Francisco Bay.</u> <p>Mitigation Measure 4.E-2b: Prior to occupancy the City shall ensure that the marina project applicant prepares educational information regarding sensitive biological resources at Alameda Point, the adjacent Federal Property, and within Bay waters. This information shall be disseminated to all boaters using the marina and shall include, but not be limited to, information educating boat owner/operators about sensitive habitats and species in the Bay and actions they are required to implement to avoid impacts to marine resources.</p> <p>The educational information will be disseminated to visiting boaters through multiple methods including, but not limited to, brochures or pamphlets; marina and/or City websites; boating, cruising, and newspaper periodicals; and social media. The information shall be prepared soliciting input from, and in cooperation with, the National Marine Fisheries Service (NMFS), United States Coast Guard (USCG), California State Lands Commission, National Park Service (NPS), California Department of Parks and Recreation (CDPR), Bay Conservation and Development Commission (BCDC), and local organizations active in protecting Bay marine resources, as appropriate.</p> <p>Educational information shall clearly address in multiple languages, but not be limited to, the following topics:</p> <ul style="list-style-type: none"> • Information on the location of eelgrass beds in the vicinity of Alameda Island, as well as the greater central Bay and the importance of protecting and avoiding these sensitive habitats (e.g., by not anchoring in or boating through them) • Marinas and safe anchoring locations in the Bay where boaters may dock or anchor their vessels • Common sources of pollution from boats and marinas and outline relevant regulations and clean boating policies • Information on proper and legal waste handling in the Bay and facilities for onshore disposal • Information on invasive species and their impact on Bay marine ecosystems and preventative steps that boaters should take to prevent the introduction or spread of invasive species into the Bay 	

**TABLE 2-2 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ALAMEDA POINT PROJECT**

Potential Impact	Mitigation Measures	Level of Significance <i>after any recommended mitigation measures</i>
E. Biological Resources (cont.)		
<p>Impact 4.E-2 (cont.)</p>	<ul style="list-style-type: none"> • Federal and state regulations prohibiting the harassment of marine mammals • Information on the watercraft exclusion zones and no wake zones in effect for the waters off Alameda Island and any other buffer zones established in other Bay locations to protect sensitive biological resources (e.g., Breakwater Island, other bird nesting sites, harbor seal haul outs) • Information about onsite and nearby environmental services that support clean boating practices (such as the locations of sewage pumpouts, oil change facilities, used oil recycling centers, bilge pumpouts, absorbent pad distribution and spent pad collection, and boat-to-boat environmental services) • Information regarding the importance of keeping plastic and other trash out of Bay waters • Signage regarding locations of waste collection containers posted at the marina <p>Mitigation Measure 4.E-2c: The City shall require that the project applicant develop and implement a Marine Invasive Species Control Plan prior to commencement of any in-water work including, but not limited to, construction of piers and seawalls, dredging, pile driving, and construction of new stormwater outfalls. The plan shall be prepared in consultation with the United States Coast Guard (USCG), RWQCB, and other relevant state agencies. Provisions of the plan shall include but not be limited to the following:</p> <ul style="list-style-type: none"> • Environmental training of construction personnel involved in in-water work • Actions to be taken to prevent the release and spread of marine invasive species, especially algal species such as <i>Undaria</i> and <i>Sargasso</i> • Procedures for the safe removal and disposal of any invasive taxa observed on the removed structures prior to disposal or reuse of pilings, docks, wave attenuators, and other features • The onsite presence of qualified marine biologists to assist the contractor in the identification and proper handling of any invasive species on removed Port equipment or materials • A post-construction report identifying which, if any, invasive species were discovered attached to equipment and materials following removal from the water, and describing the treatment/handling of identified invasive species. Reports shall be submitted to the City, as well as the USCG and the RWQCB if requested by the agencies. 	

TABLE 2-2 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ALAMEDA POINT PROJECT

Potential Impact	Mitigation Measures	Level of Significance <i>after any recommended mitigation measures</i>
E. Biological Resources (cont.)		
<p>Impact 4.E-3: Development facilitated by the proposed project would have a substantial adverse effect on federally protected wetlands, 'other waters', and navigable waters as defined by Sections 404 and 10 of the Clean Water Act and waters of the State through direct removal, filling, hydrological interruption, or other means. (Significant)</p>	<p>Mitigation Measure 4.E-3a: Prior to issuance of final grading or building permits that include work within or in the vicinity of jurisdictional waters, the City shall confirm that the project applicant has obtained all necessary wetland permits and shall further ensure that the project applicant implements measures to avoid or minimize adverse effects on jurisdictional waters and sensitive natural communities. Specifically:</p> <ul style="list-style-type: none"> • The existing wetlands in the Northwest Territories shall be preserved and incorporated into compatible open space uses to the maximum extent feasible. • Wetlands to be avoided shall be protected by setbacks throughout project construction. Based on recommendations in the <i>Baylands Ecosystem Habitat Goals</i> (Goals Project, 1999) a minimum 300-foot wetland buffer shall be incorporated into project design wherever possible to protect water quality and the wildlife that use the wetlands. Where existing uses preclude the establishment of a 300 foot or larger buffer-, the largest buffer possible shall be established. Buffer width should be determined by considering the quality of the wetlands, actual or potential wildlife use, existing and proposed future uses, amount and type of vegetation within the buffer, and angle and direction of slope in proximity to the wetland (McElfish et al. 2008). Open space uses shall incorporate these buffers in the siting of recreational trails and development of facilities to ensure the wetlands and the wildlife that use them are adequately buffered from recreational uses. • During project construction, areas to be avoided and provided with setbacks pursuant to the provisions described above shall be further protected by best management practices (BMPs), as described in Mitigation Measure 4.E-3b, below. Such measures shall include the installation of silt fencing, straw wattles, or other appropriate erosion and sediment control methods or devices along roads and at the 100-foot setback limits. To minimize impacts on wetlands and other waters, equipment such as backhoes and cranes used for installation of rip-rap or other shore stabilization measures along the Bay shoreline shall operate from dry land where possible. Any construction operations within Bay waters shall be barge-mounted or use other water-based equipment such as scows, derrick barges, and tugs. <p>Mitigation Measure 4.E-3b: Standard BMPs shall be employed to avoid degradation of aquatic habitat and wetlands by maintaining water quality and controlling erosion and sedimentation during construction as required by compliance with the National Pollutant Discharge Elimination System (NPDES) General Permit for Construction Activities (see also Section 4.H, <i>Hydrology and Water Quality</i>, of this EIR, which addresses impacts on water quality).</p>	Less than Significant

TABLE 2-2 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ALAMEDA POINT PROJECT

Potential Impact	Mitigation Measures	Level of Significance <i>after any recommended mitigation measures</i>
E. Biological Resources (cont.)		
Impact 4.E-3 (cont.)	<p>BMPs shall include, but not be limited to, the following: (1) installing silt fencing between wetlands and aquatic habitat and construction-related activities, (2) locating fueling stations away from potentially jurisdictional features, and (3) otherwise isolating construction work areas from any identified jurisdictional features. In addition, BMPs to avoid impacts on water quality resulting from dredging or other activities within open waters that are identified in the <i>Long-term Management Strategy for the Placement of Dredged Material in the San Francisco Bay Region</i> (LTMS) (Corps, 2001) shall be implemented. These BMPs include silt fencing and gunderbooms or other appropriate methods for keeping dredged materials or other sediments from leaving a project site.</p> <p>Mitigation Measure 4.E-3c: Where disturbance to jurisdictional waters cannot be avoided, compensation shall be provided at a minimum 1:1 ratio for temporary impacts and permanent loss. Actual compensatory mitigation ratios will be specified in project permits issued by the Corps, RWQCB, and BCDC. Where applicable, compensation shall be detailed on a project-specific basis and shall include development of an onsite wetland mitigation and monitoring plan, which shall be developed prior to the start of the first phase of development or in coordination with permit applications and/or conditions. Alternatively, off-site mitigation may be pursued through an approved mitigation bank, although this option may result in a higher mitigation ratio. At a minimum, such plans shall include:</p> <ul style="list-style-type: none"> • Baseline information, including a summary of findings for the most recent wetland delineation applicable to the project site; • Anticipated habitat enhancements to be achieved through compensatory actions, including mitigation site location (onsite enhancement or offsite habitat creation) and hydrology; • Performance and success criteria for wetland creation or enhancement including, but not limited to, the following³: <ul style="list-style-type: none"> – At least 70 percent survival of installed plants for each of the first three years following planting. – Performance criteria for vegetation percent cover in Years 1-4 as follows: at least 10 percent cover of installed plants in Year 1; at least 20 percent cover in Year 2; at least 30 percent cover in Year 3; at least 40 percent cover in Year 4. 	

³ Vegetation-related criteria listed here apply only mitigation required for impacts to vegetated wetlands and would not be required for mitigation required for impacts to unvegetated wetlands.

TABLE 2-2 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ALAMEDA POINT PROJECT

Potential Impact	Mitigation Measures	Level of Significance <i>after any recommended mitigation measures</i>
E. Biological Resources (cont.)		
Impact 4.E-3 (cont.)	<ul style="list-style-type: none"> - Performance criteria for hydrology in Years 1-5 as follows: Fourteen or more consecutive days of flooding, ponding, or a water table 12 inches or less below the soil surface during the growing season at a minimum frequency of three of the five monitoring years; OR establishment of a prevalence of wetland obligate plant species. - Invasive plant species that threaten the success of created or enhanced wetlands should not contribute relative cover greater than 35 percent in Year 1, 20 percent in Years 2 and 3, 15 percent in Year 4, and 10 percent in Year 5. - If necessary, supplemental water shall be provided by a water truck for the first two years following installation. Any supplemental water must be removed or turned off for a minimum of two consecutive years prior to the end of the monitoring period, and the wetland must meet all other criteria during this period. At the end of the five-year monitoring period, the wetland must be self-sufficient and capable of persistence without supplemental water. - At least 75 percent cover by hydrophytic vegetation at the end of the five-year monitoring period. In addition, wetland hydrology and hydric soils must be present and defined as follows: <ul style="list-style-type: none"> ▪ <i>Hydrophytic vegetation</i> – A plant community occurring in areas where the frequency and duration of inundation or soil saturation produce permanently or periodically saturated soils of sufficient duration to exert a controlling influence on the plant species present. ▪ <i>Wetland hydrology</i> – Identified by indicators such as sediment deposits, water stains on vegetation, and oxidized rhizospheres along living roots in the upper 12 inches of the soil, or satisfaction of the hydrology performance criteria listed above. ▪ <i>Hydric soils</i> – Soils that are saturated, flooded, or ponded long enough during the growing season to develop anaerobic conditions, which are often characterized by features such as redox concentrations, which form by the reduction, translocation, and/or oxidation of iron and manganese oxides. Hydric soils may lack hydric indicators for a number of reasons. In such cases, the same standard used to determine wetland hydrology when indicators are lacking can be used. - Five years after any wetland creation, a wetland delineation shall be performed to determine whether created wetlands are developing according to the success criteria outlined in the project permits. If they are not, remedial measures such as re-planting and or re-design and construction of the created wetland shall be taken to ensure that the Project's mitigation obligations are met. 	

**TABLE 2-2 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ALAMEDA POINT PROJECT**

Potential Impact	Mitigation Measures	Level of Significance <i>after any recommended mitigation measures</i>
E. Biological Resources (cont.)		
<p>Impact 4.E-3 (cont.)</p> <p>Impact 4.E-4: Development facilitated by the proposed project would interfere with the movement of native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. (Significant)</p>	<ul style="list-style-type: none"> • If permanent and temporary impacts on jurisdictional waters cannot be compensated onsite through the restoration or enhancement of wetland features incorporated within proposed open space areas, the specific project applicant shall provide additional compensatory mitigation for these habitat losses. Potential options include the creation of additional wetland acreage onsite or the purchase of offsite mitigation. Offsite compensatory mitigation would be required to fulfill the performance standards described above. <p>Mitigation Measure 4.E-4a: The City shall deploy buoys between Breakwater Island and the shoreline to create a 500-foot access corridor for all marine craft, including pleasure crafts and ferries, under non-emergency situation, in order to minimize disturbance to biological habitat on the shoreline and on the breakwater. Signs shall be posted that include a speed limit of 10 mph on the harbor side of Breakwater Island.</p> <p>Mitigation Measure 4.E-4b: Prior to the issuance of the first building permit for each new building, or for any exterior renovation that would increase the surface area of glazing by 50 percent or more or that would replace 50 percent or more of existing glazing, the City shall require that the project applicant retain a qualified biologist experienced with bird strike issues to review and approve the design of the building to ensure that it sufficiently minimizes the potential for bird strikes. The City may also consult with resource agencies such as the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or others, as it determines to be appropriate during this review.</p> <p>The project applicant shall provide to the City a written description of the measures and features of the building design that are intended to address potential impacts on birds. The design shall include some of the following measures or measures that are equivalent to, but not necessarily identical to, those listed below, as new, more effective technology for addressing bird strikes may become available in the future:</p> <ul style="list-style-type: none"> • Employ design techniques that create “visual noise” via cladding or other design features that make it easy for birds to identify buildings as such and not mistake buildings for open sky or trees; • Decrease continuity of reflective surfaces using “visual marker” design techniques, which techniques may include: <ul style="list-style-type: none"> - Patterned or fritted glass, with patterns at most 28 centimeters apart, - One-way films installed on glass, with any picture or pattern or arrangement that can be seen from the outside by birds but appear transparent from the inside, 	<p>Less than Significant</p>

TABLE 2-2 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ALAMEDA POINT PROJECT

Potential Impact	Mitigation Measures	Level of Significance <i>after any recommended mitigation measures</i>
E. Biological Resources (cont.)		
Impact 4.E-4 (cont.)	<ul style="list-style-type: none"> - Geometric fenestration patterns that effectively divide a window into smaller panes of at most 28 centimeters, and/or - Decals with patterned or abstract designs, with the maximum clear spaces at most 28 centimeters square. • Up to 60 feet high on building facades facing the shoreline, decrease reflectivity of glass, using design techniques such as plastic or metal screens, light-colored blinds or curtains, frosting of glass, angling glass towards the ground, UV-A glass, or awnings and overhangs; • Eliminate the use of clear glass on opposing or immediately adjacent faces of the building without intervening interior obstacles such that a bird could perceive its flight path through the glass to be unobstructed; • Mute reflections in glass using strategies such as angled glass, shades, internal screens, and overhangs; and • Place new vegetation sufficiently away from glazed building facades so that no reflection occurs. Alternatively, if planting of landscapes near a glazed building façade is desirable, situate trees and shrubs immediately adjacent to the exterior glass walls, at a distance of less than 3 feet from the glass. Such close proximity will obscure habitat reflections and will minimize fatal collisions by reducing birds' flight momentum. <p>Lighting. In addition to implementation of the City/VA Lighting MOA, the project applicant shall similarly ensure that the design and specifications for buildings implement design elements to reduce lighting usage, change light direction, and contain light. These include, but are not limited to, the following general considerations that should be applied wherever feasible throughout Alameda Point to reduce night lighting impacts on species other than least terns:</p> <ul style="list-style-type: none"> • Avoid installation of lighting in areas where not required for public safety • Examine and adopt alternatives to bright, all-night, floor-wide lighting when interior lights would be visible from the exterior or exterior lights must be left on at night, including: <ul style="list-style-type: none"> - Installing motion-sensitive lighting - Installing task lighting - Installing programmable timers - Installing fixtures that use lower-wattage, sodium, and yellow-red spectrum lighting. • Install strobe or flashing lights in place of continuously burning lights for any obstruction lighting. 	

TABLE 2-2 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ALAMEDA POINT PROJECT

Potential Impact	Mitigation Measures	Level of Significance <i>after any recommended mitigation measures</i>
E. Biological Resources (cont.)		
Impact 4.E-4 (cont.)	<ul style="list-style-type: none"> • Where exterior lights are to be left on at night, install fully shielded lights to contain and direct light away from the sky. <p>Antennae, Monopole Structures, and Rooftop Elements. The City shall ensure, as a condition of approval for every building permit, that buildings minimize the number of and co-locate rooftop-antennas and other rooftop equipment, and that monopole structures or antennas on buildings, in open areas, and at sports and playing fields and facilities do not include guy wires.</p> <p>Educating Residents and Occupants. The City shall ensure, as a condition of approval for every building permit, that the project applicant agrees to provide educational materials to building tenants and occupants, hotel guests, and residents encouraging them to minimize light transmission from windows, especially during peak spring and fall migratory periods, by turning off unnecessary lighting and/or closing window coverings at night. The City shall review and approve the educational materials prior to building occupancy.</p> <p>Documentation. The project applicant and/or City shall document undertaking the activities described in this mitigation measure and maintain records that include, among others, the written descriptions provided by the building developer of the measures and features of the design for each building that are intended to address potential impacts on birds, and the recommendations and memoranda prepared by the qualified biologist experienced with bird strikes who reviews and approves the design of any proposed projects to ensure that they sufficiently minimize the potential for bird strikes.</p> <p>Mitigation Measure 4.E-4c: The City shall require project applicants to conduct pre-construction breeding bird surveys for projects proposed in areas containing, or likely to contain, habitat for nesting birds as a condition of approval for any development-related permit. Specific measures to avoid and minimize impacts on nesting birds include, but are not limited to, those described below.</p> <ul style="list-style-type: none"> • To avoid and minimize potential impacts on nesting raptors and other birds, preconstruction surveys shall be performed not more than two weeks <u>one week</u> prior to initiating vegetation removal and/or construction activities during the breeding season (i.e., February 1 through August 31) • To avoid and minimize potential impacts on nesting raptors and other birds, a no-disturbance buffer zone shall be established around active nests during the breeding season until the young have fledged and are self-sufficient, when no further mitigation would be required • Typically, the size of individual buffers ranges from a minimum of 250 feet for raptors to a minimum of 50 feet for other birds but can be adjusted based on an evaluation of the site by a qualified biologist in cooperation with the USFWS and/or CDFW 	

TABLE 2-2 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ALAMEDA POINT PROJECT

Potential Impact	Mitigation Measures	Level of Significance <i>after any recommended mitigation measures</i>
E. Biological Resources (cont.)		
<p>Impact 4.E-4 (cont.)</p>	<ul style="list-style-type: none"> • Birds that establish nests after construction starts are assumed to be habituated to and tolerant of the indirect impacts resulting from construction noise and human activity. However, direct take of nests, eggs, and nestlings is still prohibited and a buffer must be established to avoid nest destruction. • If construction ceases for a period of more than two weeks, or vegetation removal is required after a period of more than two weeks has elapsed from the preconstruction surveys, then new nesting bird surveys must be conducted. <p>Mitigation Measure 4.E-4d: The City shall ensure that any project applicant for work on City property in the Northwest Territories or on Bay Trail construction through the Federal Property implements the following measures to avoid and minimize impacts on burrowing owl:</p> <ol style="list-style-type: none"> a) Prior to the issuance of grading or building permits, protocol surveys for burrowing owl shall be conducted by a qualified biologist. The survey methodology shall be consistent with the methods outlined in the California Department of Fish and Wildlife (CDFW) <i>Staff Report on Burrowing Owl Mitigation</i> (CDFG March 2012) and shall consist of walking parallel transects 7 to 20 meters apart, adjusting for vegetation height and density as needed, and noting any potential burrows with fresh burrowing owl sign or presence of burrowing owls. A copy of the survey results shall be submitted to the City and CDFW. b) In areas positive for burrowing owl presence the Lead Biologist or biological monitor shall be onsite during all construction activities in potential burrowing owl habitat. c) A qualified wildlife biologist (i.e., a wildlife biologist with previous burrowing owl survey experience) shall conduct pre-construction surveys of the permanent and temporary impact areas to locate active breeding or wintering burrowing owl burrows not more than 14 days prior to construction and/or prior to exclusion fencing installation. The survey methodology shall be consistent with the methods outlined in the <i>Staff Report</i>. d) If no burrowing owls are detected, no further mitigation is necessary. If burrowing owls are detected, no ground-disturbing activities, such as road construction or installation of solar arrays or ancillary facilities, shall be permitted within the distances specified in Table 4.E-3 from an active burrow during the nesting and fledging seasons (April 1 to August 15 and August 16 to October 15, respectively), unless otherwise authorized by CDFW. The specified buffer distance ranges from 656 feet to 1,640 feet, according to the time of year and the level of disturbance. Buffers shall be established in 	

TABLE 2-2 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ALAMEDA POINT PROJECT

Potential Impact	Mitigation Measures	Level of Significance <i>after any recommended mitigation measures</i>
E. Biological Resources (cont.)		
Impact 4.E-4 (cont.)	<p>accordance with Table 4.E-3 and occupied burrows shall not be disturbed during the nesting season unless a qualified biologist approved by CDFW, verifies through noninvasive methods that either: (1) the birds have not begun egg-laying and incubation; or (2) juveniles from the occupied burrows are foraging independently and are capable of independent survival. Burrowing owls shall not be moved or excluded from burrows during the breeding season (April 1 to October 15).</p> <p>e) During the nonbreeding (winter) season (October 16 to March 31), consistent with Table 4.E-3, ground-disturbing work shall maintain a distance ranging from 164 feet to 1,640 feet from any active burrows depending on the level of disturbance. If active winter burrows are found that would be directly affected by ground-disturbing activities, owls can be displaced from winter burrows according to recommendations made in the <i>Staff Report</i>. If active winter burrows are found that would not be directly affected and it is not possible to establish a buffer in accordance with Table 4.E-3 then owls shall not be evicted and the largest buffer possible shall be established in consultation with CDFW.</p> <p>f) Burrowing owls should not be excluded from burrows unless or until a Burrowing Owl Exclusion Plan is developed by the project applicant approved by CDFW, and submitted to the City. The plan shall include, at a minimum:</p> <ul style="list-style-type: none"> i. Confirmation by site surveillance that the burrow(s) is empty of burrowing owls and other species preceding burrow scoping; ii. Type of scope to be used and appropriate timing of scoping to avoid impacts; iii. Occupancy factors to look for and what shall guide determination of vacancy and excavation timing (e.g., one-way doors should be left in place 48 hours to ensure burrowing owls have left the burrow before excavation, visited twice daily and monitored for evidence that owls are inside and can't escape). iv. Methods for burrow excavation. Excavation using hand tools with refilling to prevent reoccupation is preferable whenever possible (may include using piping to stabilize the burrow to prevent collapsing until the entire burrow has been excavated and it can be determined that no owls reside inside it); v. Removal of other potential owl burrow surrogates or refugia onsite; vi. Photographing the excavation and closure of the burrow to demonstrate success and sufficiency; 	

TABLE 2-2 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ALAMEDA POINT PROJECT

Potential Impact	Mitigation Measures	Level of Significance <i>after any recommended mitigation measures</i>
E. Biological Resources (cont.)		
Impact 4.E-4 (cont.)	<ul style="list-style-type: none"> vii. Monitoring of the site to evaluate success and, if needed, to implement remedial measures to prevent subsequent owl use and to avoid take; viii. Methods to ensure the impacted site shall continually be made inhospitable to burrowing owls and fossorial mammals (e.g., by allowing vegetation to grow tall, heavy disking, or immediate and continuous grading) until development is complete. g) Site monitoring shall be conducted prior to, during, and after exclusion of burrowing owls from their burrows sufficient to ensure take is avoided. Daily monitoring shall be conducted for one week to confirm young of the year have fledged if the exclusion occurs immediately after the end of the breeding season. h) In accordance with the Burrowing Owl Exclusion Plan a qualified wildlife biologist shall excavate burrows using hand tools. Sections of flexible plastic pipe or burlap bag shall be inserted into the tunnels during excavation to maintain an escape route for any animals inside the burrow. One-way doors shall be installed at the entrance to the active burrow and other potentially active burrows within 160 feet of the active burrow. Forty-eight hours after the installation of the one-way doors, the doors can be removed, and ground-disturbing activities can proceed. Alternatively, burrows can be filled to prevent reoccupation. Excluded burrowing owls shall be documented if observed using artificial or natural burrows on an adjoining mitigation site (if able to confirm by band re-sight). i) During construction activities, monthly and final compliance reports shall be provided to CDFW, and the City documenting the effectiveness of mitigation measures and the level of burrowing owl take associated with the proposed project. j) Should burrowing owls be found onsite, compensatory mitigation for lost breeding and/or wintering habitat shall be implemented on-site or off-site in accordance with burrowing owl <i>Staff Report</i> guidance and in consultation with CDFW. The project applicant or its contractor shall prepare a Burrowing Owl Habitat Mitigation Plan and, at a minimum, the following recommendations shall be implemented: <ul style="list-style-type: none"> i. Temporarily disturbed habitat shall be restored, if feasible, to pre-project conditions, including decompacting soil and revegetation. ii. Permanent impacts to nesting, occupied and satellite burrows and/or burrowing owl habitat shall be mitigated such that the habitat acreage, number of burrows and burrowing owl impacted are replaced based on a site-specific analysis and shall include: 	

TABLE 2-2 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ALAMEDA POINT PROJECT

Potential Impact	Mitigation Measures	Level of Significance <i>after any recommended mitigation measures</i>
E. Biological Resources (cont.)		
Impact 4.E-4 (cont.)	<p>a. Permanent conservation of similar grassland habitat to provide for burrowing owl nesting, foraging, wintering, and dispersal (i.e., during breeding and non-breeding seasons) comparable to or better than that of the impact area, and with sufficiently large acreage, and presence of fossorial mammals.</p> <ol style="list-style-type: none"> 1. Mitigation lands should be on, adjacent or proximate to the impact site where possible and where habitat is sufficient to support the number of burrowing owls present. 2. The CDFW shall be consulted when determining off-site mitigation acreages. <p>b. Permanent protection of mitigation land through a conservation easement deeded to a nonprofit conservation organization or public agency with a conservation mission. If the project is located within the service area of a CDFW approved burrowing owl conservation bank, burrowing owl conservation bank credits may be purchased.</p> <p>c. Development and implementation of a mitigation land management plan in accordance with burrowing owl <i>Staff Report</i> guidelines to address long-term ecological sustainability and maintenance of the site for burrowing owls.</p> <p>d. Funding the maintenance and management of mitigation land through the establishment of a long-term funding mechanism such as an endowment.</p> <p>k) Habitat shall not be altered or destroyed, and burrowing owls shall not be excluded from burrows, until mitigation lands have been secured, are managed for the benefit of burrowing owls according to CDFW-approved management, monitoring and reporting plans, and the endowment or other long-term funding mechanism is in place or security is provided until these measures are completed.</p> <p>l) Copies of all completed survey reports and plans shall be submitted to the City and the CDFW.</p> <p>Mitigation Measure 4.E-4e: The City shall ensure that project construction activities on City property that would result in noise levels exceeding existing maximum ambient noise levels in the Northwest Territories or as measured on the Federal Property by more than 10 dBA and/or generally exceeding 60 dBA will avoid and minimize adverse effects on California least tern and other breeding bird reproductive success through one or more of the following measures:</p> <ol style="list-style-type: none"> a) Demolition and construction on City owned property in the Northwest Territories directly adjacent to the Federal Property, and construction of the 	

TABLE 2-2 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ALAMEDA POINT PROJECT

Potential Impact	Mitigation Measures	Level of Significance <i>after any recommended mitigation measures</i>
E. Biological Resources (cont.)		
Impact 4.E-4 (cont.)	<p>Bay Trail on Federal Property shall take place in September-January, outside the general bird breeding season of February through August, to the extent feasible. When such work is unavoidable, solid plywood fences shall be constructed between the project site and sensitive wildlife habitat prior to initiation of construction to serve as noise attenuation barriers. The fencing shall be a minimum of 8 feet in height. The fences shall shield the breeding birds from major noise generating phases of demolition and;</p> <p>b) In all other areas, major noise generating phases of demolition and construction that would exceed ambient noise levels as measured in the Federal Property by more than 10 dBA shall take place in September-January, outside the general bird breeding season of February through August; OR solid plywood fences shall be constructed as described above.</p> <p>Mitigation Measure 4.E-4f: The City shall prohibit open refuse containers that contain food waste throughout the project area. This prohibition shall be incorporated into the terms and conditions of all City approvals for future development at Alameda Point.</p>	
Impact 4.E-5: Development facilitated by the proposed project would conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. (Significant)	Mitigation Measure 4.E-5: The City of Alameda shall implement <u>Mitigation Measures 4.E-1a through 4.E-1h</u> (avoid and minimize impacts on special-status wildlife), <u>Mitigation Measures 4.E-2a through 4.E-2c</u> (avoid and minimize impacts to sensitive natural communities), <u>Mitigation Measures 4.E-3a through 4.E-3c</u> (avoid and minimize impacts to jurisdictional waters), and <u>Mitigation Measures 4.E-4a through 4.E-4f</u> (avoid and minimize impacts to migratory and breeding wildlife).	Less than Significant
Impact 4.E-6: Development facilitated by the proposed project would conflict with an adopted local, regional, or State Habitat Conservation Plan. (Significant)	Mitigation Measure 4.E-6: The City of Alameda shall implement <u>Mitigation Measures 4.E-1a through 4.E-1h</u> (avoid and minimize impacts on special-status wildlife), <u>Mitigation Measures 4.E-2a through 4.E-2c</u> (avoid and minimize impacts to sensitive natural communities), <u>Mitigation Measures 4.E-3a through 4.E-3c</u> (avoid and minimize impacts to jurisdictional waters), and <u>Mitigation Measures 4.E-4a through 4.E-4f</u> (avoid and minimize impacts to migratory and breeding wildlife).	Less than Significant
Impact 4.E-7: The proposed project, in conjunction with other past, current, or foreseeable development in Alameda, could result in cumulative impacts on special-status species, habitats, wetlands and other waters of the U.S. (Significant)	Mitigation Measure 4.E-7: The City of Alameda shall implement <u>Mitigation Measures 4.E-1a through 4.E-1h</u> (avoid and minimize impacts on special-status wildlife), <u>Mitigation Measures 4.E-2a through 4.E-2c</u> (avoid and minimize impacts to sensitive natural communities), <u>Mitigation Measures 4.E-3a through 4.E-3c</u> (avoid and minimize impacts to jurisdictional waters), and <u>Mitigation Measures 4.E-4a through 4.E-4f</u> (avoid and minimize impacts to migratory and breeding wildlife).	Less than Significant

TABLE 2-2 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ALAMEDA POINT PROJECT

Potential Impact	Mitigation Measures	Level of Significance <i>after any recommended mitigation measures</i>
F. Air Quality and Greenhouse Gases		
<p>Impact 4.F-1: Development facilitated by proposed project could potentially result in air quality impacts due to construction activities. (Significant)</p>	<p>Mitigation Measure 4.F-1a: Fugitive Dust. The following BAAQMD Best Management Practices for fugitive dust control will be required for all construction activities within the project area. These measures will reduce fugitive dust emissions primarily during soil movement, grading and demolition activities, but also during vehicle and equipment movement on unpaved project sites:</p> <p>Basic Controls that Apply to All Construction Sites</p> <ol style="list-style-type: none"> 1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. 2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered. 3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. 4. All vehicle speeds on unpaved roads shall be limited to 15 mph. 5. All streets, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. 6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of CCR). Clear signage shall be provided for construction workers at all access points. 7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. 8. A publicly visible sign shall be posted with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations. <p>Mitigation Measure 4.F-1.b: Construction Exhaust. The following control measures for construction emissions will be required for all construction activities within the project area:</p> <ul style="list-style-type: none"> • All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. 	<p>Although estimated construction emissions of regional ozone precursors (ROG and NOx) would be reduced below the BAAQMD thresholds for the reasonable conservative development scenario, because construction schedule and phasing have not been determined and development may overlap, there is the potential for project construction emissions to exceed the BAAQMD thresholds. This impact would be considered significant and unavoidable. However, unlike regional ozone, localized emissions of fugitive dust and TACs would be considered less than significant with mitigation based on the substantial emission reductions due to applied controls, even if additional development overlap were to occur.</p>

TABLE 2-2 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ALAMEDA POINT PROJECT

Potential Impact	Mitigation Measures	Level of Significance <i>after any recommended mitigation measures</i>
F. Air Quality and Greenhouse Gases (cont.)		
<p>Impact 4.F-1 (cont.)</p>	<ul style="list-style-type: none"> • Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two minutes. Clear signage shall be provided for construction workers at all access points. • The Project shall develop a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project wide fleet-average 20 percent NOx reduction and 45 percent PM reduction compared to the most recent CARB fleet average. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such become available. (The Level 3 Verified Diesel Emissions Control (VDEC) required under Mitigation Measure 4.F-1d would also comply with this measure) • Require that all construction equipment, diesel trucks, and generators be equipped with Best Available Control Technology for emission reductions of NOx and PM. • Require all contractors to use equipment that meets CARB's most recent certification standard for off-road heavy duty diesel engines <p>Mitigation Measure 4.F-1c: Demolition Controls. Demolition and disposal of any asbestos containing building material shall be conducted in accordance with the procedures specified by Regulation 11, Rule 2 (Asbestos Demolition, Renovation and Manufacturing) of BAAQMD's regulations.</p> <p>Mitigation Measure 4.F-1d: Toxic Air Contaminants and PM2.5. The project sponsors shall ensure that construction contract specifications include a requirement that all off-road construction equipment used for project improvements be equipped with a Level 3 Verified Diesel Emissions Control (VDEC), which would reduce diesel particulate emissions by at least 85 percent.</p> <p>Mitigation Measure 4.F-1.e: Delayed Occupancy. Health risks from construction-related emissions to new residences proposed under the project shall be minimized by delaying issuance of occupancy permits for new residential until after the completion of construction activities at adjacent buildings upwind in prevailing west and northwest winds during individual development phases of the project.</p>	

TABLE 2-2 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ALAMEDA POINT PROJECT

Potential Impact	Mitigation Measures	Level of Significance <i>after any recommended mitigation measures</i>
F. Air Quality and Greenhouse Gases (cont.)		
<p>Impact 4.F-2: Development facilitated by the proposed project could potentially generate operational emissions that would result in a considerable net increase of criteria pollutants and precursors for which the air basin is in nonattainment under an applicable federal or state ambient air quality standard. (Significant)</p>	<p>Mitigation Measure 4.F-2: The following measures shall be incorporated into the project design for properties within the project area:</p> <ul style="list-style-type: none"> • Implement a Transportation Demand Management (TDM) program, as described in detail in Mitigation Measure 4.C.1a in Section 4.C, Transportation. • Require only natural gas hearths in residential units as a condition of final building permit; • Require smart meters and programmable thermostats; • Meet Green Building Code standards in all new construction; • Install solar water heaters for all uses as feasible; • Use recycled water when available; • Install low-flow fixtures (faucets, toilets, showers); • Use water efficient irrigation systems; and • Institute recycling and composting services. 	Significant and Unavoidable
<p>Impact 4.F-3: Operation of the development facilitated by the proposed project could potentially expose sensitive receptors to substantial concentrations of toxic air contaminants or respirable particulate matter (PM2.5). (Less than Significant)</p>	None required.	Less than Significant
<p>Impact 4.F-4: Development facilitated by the proposed project could potentially expose persons (new receptors) to substantial levels of TACs, which may lead to adverse health. (Significant)</p>	<p>Mitigation Measure 4.F-4: Implement Mitigation Measures 4.F-1a, 4.F-1b, and 4.F-1e.</p>	Less than Significant
<p>Impact 4.F-5: Development facilitated by the proposed project could potentially expose sensitive receptors to substantial carbon monoxide concentrations. (Less than Significant)</p>	None required.	
<p>Impact 4.F-6: Development facilitated by the proposed project could potentially create objectionable odors affecting a substantial number of people. (Less than Significant)</p>	None required.	Less than Significant
<p>Impact 4.F-7: Development facilitated by the proposed project could potentially conflict with or obstruct implementation of the applicable air quality plan. (Significant)</p>	<p>Mitigation Measure 4.F-7a: Implement Mitigation Measure 4.F-2.</p> <p>Mitigation Measure 4.F-7b: The City shall <u>promote use include</u> of clean fuel-efficient <u>vehicles</u> through preferential parking, installation of charging stations, and low emission electric vehicle carsharing programs to reduce the need to have a car or second car vehicles in the TDM Program.</p>	Less than Significant

TABLE 2-2 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ALAMEDA POINT PROJECT

Potential Impact	Mitigation Measures	Level of Significance <i>after any recommended mitigation measures</i>
F. Air Quality and Greenhouse Gases (cont.)		
Impact 4.F-8: Development facilitated by the proposed, when combined with past, present and other reasonably foreseeable development in the vicinity, could potentially result in cumulative criteria air pollutant air quality impacts. (Significant)	Mitigation Measure 4.F-8: Implement Mitigation Measures 4.F-2 and 4.F-7b.	Significant and Unavoidable
Impact 4.F-9: Development facilitated by the proposed project could cumulatively expose persons to substantial levels of TACs, which may lead to adverse health effects. (Less than Significant)	None required.	
Impact 4.F-10: Development facilitated by the proposed project could potentially generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. (Less than Significant)	None required.	
Impact 4.F-11: Development facilitated by the proposed project could potentially conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. (Less than Significant)	None required.	
G. Noise		
Impact 4.G-1: Construction facilitated by the proposed project could potentially expose persons to or generate noise levels in excess of the City noise standards. (Significant)	<p>Mitigation Measure 4.G-1a: The City will require construction contractors to limit standard construction activities hours to be in compliance with the Noise Ordinance. Pile driving activities greater than 90 dBA limited to between 8:00 a.m. and 4:00 p.m. Monday through Friday. No pile driving shall be allowed on weekends and National holidays.</p> <p>Mitigation Measure 4.G-1b: To reduce daytime noise impacts due to construction, the City will require construction contractors to implement the following measures:</p> <ul style="list-style-type: none"> • Equipment and trucks used for project construction will utilize the best available noise control techniques, such as improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds, wherever feasible. • Impact tools (i.e., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust will be used; 	Significant and Unavoidable

TABLE 2-2 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ALAMEDA POINT PROJECT

Potential Impact	Mitigation Measures	Level of Significance <i>after any recommended mitigation measures</i>
G. Noise (cont.)		
Impact 4.G-1 (cont.)	<p>this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves will be used where feasible, and this could achieve a reduction of 5 dBA. Quieter procedures will be used, such as drills rather than impact equipment, whenever feasible.</p> <ul style="list-style-type: none"> • Stationary noise sources will be located as far from adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or other measures to the extent feasible. • Haul routes that affect the fewest number of people will be selected. <p>Mitigation Measure 4.G-1c: Pile driving activities within 300 feet of sensitive receptors will require additional noise attenuation measures. Prior to commencing construction, a plan for such measures will be submitted for review and approval by the City to ensure that maximum feasible noise attenuation will be achieved. These attenuation measures will include as many of the following control strategies as feasible:</p> <ul style="list-style-type: none"> • Erect temporary plywood noise barriers if they would block the line of sight between sensitive receptors and construction activities, particularly for existing residences in the northern area of the project site and for residences across Main Street; • Implement “quiet” pile driving technology (such as pre-drilling of piles or use of sonic pile drivers), where feasible, in consideration of geotechnical and structural requirements and conditions; and • Utilize noise control blankets on the building structure as the building is erected to reduce noise emission from the site. <p>Mitigation Measure 4.G-1d: Prior to the issuance of each building permit, along with the submission of construction documents, the project applicant will submit to the City a list of measures to respond to and track complaints pertaining to construction noise. These measures will include:</p> <ul style="list-style-type: none"> • Signs will be posted at the construction site that include permitted construction days and hours, a day and evening contact number for the job site, and a contact number with the City of Alameda in the event of noise complaints. The project applicant will designate an onsite complaint and enforcement manager to track and respond to noise complaints; and • Notification of neighbors within 300 feet of the project construction area at least 30 days in advance of pile-driving activities about the estimated duration of the activity. 	

TABLE 2-2 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ALAMEDA POINT PROJECT

Potential Impact	Mitigation Measures	Level of Significance <i>after any recommended mitigation measures</i>
G. Noise (cont.)		
Impact 4.G-2: Construction facilitated by the proposed project could potentially result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels. (Significant)	Mitigation Measure 4.G-2: Implement Mitigation Measures 4.G-1a through 4.G-1d.	Less than Significant
Impact 4.G-3: Transportation-related operations facilitated by the proposed project could potentially result in a substantial permanent increase in ambient noise levels in the vicinity or above levels existing without the project. (Significant)	Mitigation Measure 4.G-3: To reduce automobile trips and associated automobile noise impacts, implement Mitigation Measure 4.C2a (TDM Program).	Significant and Unavoidable
Impact 4.G-4: Non-transportation-related operations facilitated by the proposed project could potentially result in a substantial permanent increase in ambient noise levels in the vicinity. (Significant)	<p>Mitigation Measure 4.G-4: During individual project phase design preparation, the City will require a project applicant to comply with the Noise Ordinance and General Plan standards. These measures implement noise control measures to ensure that all non-transportation source operations comply with City standards and will include, but not be limited to, the following:</p> <ul style="list-style-type: none"> • The proposed land uses will be designed so that on-site mechanical equipment (e.g., HVAC units, compressors, generators) and area-source operations (e.g., loading docks, parking lots, and recreational-use areas) are located as far as possible and/or shielded from nearby noise sensitive land uses to meet City noise standards. • On-site landscape maintenance equipment will be equipped with properly operating exhaust mufflers and engine shrouds, in accordance with manufacturers' specifications. • The following activities will be limited to the hours of 7:00 a.m. to 10:00 p.m. unless site-specific analysis confirms that noise impacts to sensitive receptors would be less-than-significant: <ul style="list-style-type: none"> - Truck deliveries; - Operations of motor powered landscape maintenance equipment; and - Outdoor use of amplified sound systems. 	Less than Significant
Impact 4.G-5: Development facilitated by the proposed project could potentially place noise-sensitive residential uses in a noise environment that would exceed the City's goal for exterior/interior noise exposure. (Significant)	Mitigation Measure 4.G-5: The City will require project sponsors for residential development to submit a detailed noise study, prepared by a qualified noise consultant, to determine design measures necessary to achieve acceptable interior noise levels at the proposed new residences. The study will be submitted to the City for review and approval. Design measures such as the following could be required, depending on the specific findings of the noise study: double-paned glass windows facing noise sources; solid-core doors; increased sound insulation of exterior walls (such as through staggered-or double-studs, multiple layers of gypsum board, and incorporation of resilient channels); weather-tight seals for doors and windows; or mechanical ventilation such as an air conditioning system.	Less than Significant

TABLE 2-2 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ALAMEDA POINT PROJECT

Potential Impact	Mitigation Measures	Level of Significance <i>after any recommended mitigation measures</i>
G. Noise (cont.)		
<p>Impact 4.G-6: Increases in traffic from development facilitated by the proposed project in combination with other development could potentially result in cumulatively considerable noise increases. (Significant)</p>	<p>Mitigation Measure 4.G-6: Implement Mitigation Measures 4.G-3 and 4.G-5.</p>	<p>Significant and Unavoidable</p>
H. Geology, Soils, and Seismicity		
<p>Impact 4.H-1: In the event of a major earthquake in the region, seismic ground-shaking could potentially injure people and cause collapse of or structural damage to structures and/or retaining walls developed under the proposed project. (Significant)</p>	<p>Mitigation Measure 4.H-1: Prior to approval of a building permit, a site specific, design-level geotechnical investigation shall be prepared for all proposed development on the project site. The investigation shall include detailed characterization of the distribution and compositions of subsurface materials and an assessment of their potential behavior during violent seismic ground-shaking. The analysis shall recommend site preparation and design parameters that would be necessary to avoid or substantially reduce structural damage under anticipated peak ground accelerations in accordance with seismic design requirements within the most current version of the California Building Code and Alameda Municipal Code. The investigation and recommendations shall be in conformance with all applicable city ordinances and policies and consistent with the design requirements of the calculated Seismic Design Category for each site in accordance with the California Building Code. The geotechnical report shall be prepared by a California-registered geotechnical engineer and approved by the City, and all recommendations contained in the report shall be included in the final design of the project.</p> <p>Mitigation Measure 4.H-1 would ensure that the proposed project would be designed to withstand strong seismic ground-shaking, and that the occupants of the proposed development are informed of safety procedures to follow in the event of an earthquake.</p>	<p>Less than Significant</p>
<p>Impact 4.H-2: In the event of a major earthquake in the region, people and property at the project site could potentially be exposed to seismically-induced ground failure, including liquefaction, lateral spreading and earthquake-induced settlement. (Significant)</p>	<p>Mitigation Measure 4.H-2: Prior to issuance of a building permit, earthwork, foundation and structural design for proposed development under the project shall be conducted in accordance with all recommendations contained in the required geotechnical investigation (Mitigation Measure 4.H-1a). The investigation must include an assessment of all potentially foreseeable seismically-induced ground failures, including liquefaction, sand boils, lateral spreading and rapid settlement. Mitigation strategies must be designed for the site-specific conditions of the project and must be reviewed for compliance with the guidelines of CGS Special Publication 117A prior to incorporation into the project. Examples of possible strategies include edge containment structures (berms, diked sea walls, retaining structures, compacted soil zones), removal or treatment of liquefiable soils, soil modification, modification of site geometry, lowering the groundwater table, in-situ ground densification, deep foundations, reinforced shallow foundations, and structural design that can accommodate predicted displacements.</p>	<p>Less than Significant</p>

TABLE 2-2 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ALAMEDA POINT PROJECT

Potential Impact	Mitigation Measures	Level of Significance <i>after any recommended mitigation measures</i>
H. Geology, Soils, and Seismicity (cont.)		
<p>Impact 4.H-3: In the event of a major earthquake in the region, development facilitated by the proposed project could potentially be subject to adverse effects resulting from seismically induced landslides. (Significant)</p>	<p>Mitigation Measure 4.H-3: Prior to issuance of a building or grading permit for any building located within 50 feet of the northern shoreline, a slope stability plan shall be prepared by a California-licensed geotechnical engineer or engineering geologist and all recommendations implemented in accordance with City requirements. The required geotechnical stability report plan shall determine the stabilization measures (e.g., cement/soil mixing, construction of a bulkhead wall) necessary to obtain acceptable factors of safety in accordance with California Geological Surveys Special Publication 117A. All construction activities and design criteria shall comply with applicable codes and requirements of the most recent California Building Code, and applicable City construction and grading ordinances.</p>	Less than Significant
<p>Impact 4.H-4: Development facilitated by the proposed project could potentially be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. (Significant)</p>	<p>Mitigation Measure 4.H-4: The required geotechnical report for each development project (Mitigation Measure 4.H-1a) shall determine the susceptibility of the project site to settlement and prescribe appropriate engineering techniques for reducing its effects. Where settlement and/or differential settlement is predicted, mitigation measures—such as lightweight fill, geofabric, surcharging, wick drains, deep foundations, structural slabs, hinged slabs, flexible utility connections, and utility hangers—shall be used. These measures shall be evaluated and the most effective, feasible, and economical measures shall be recommended. Engineering recommendations shall be included in the project engineering and design plans, and be reviewed and approved by a registered geotechnical engineer. All construction activities and design criteria shall comply with applicable codes and requirements of the most recent California Building Code, and applicable City construction and grading ordinances.</p>	Less than Significant
<p>Impact 4.H-5: Development facilitated by the proposed project could potentially be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code creating substantial risks to life or property. (Significant)</p>	<p>Mitigation Measure 4.H-5: Prior to issuance of a building permit, subsurface earthwork (e.g., placement of engineered fill), shall be conducted in accordance with all recommendations contained in the required geotechnical investigation (Mitigation Measure 4.H-1). The geotechnical report must include an assessment of all potentially expansive soils that could adversely affect proposed improvements. Geotechnical strategies must be designed for the site-specific conditions of the project and must be reviewed for compliance with the requirements of the most recent California Building Code as well as any additional City of Alameda requirements.</p>	Less than Significant
<p>Impact 4.H-6: Development facilitated by the proposed project, combined with past, present, and reasonably foreseeable probable projects, could potentially result in substantial adverse cumulative impacts to geology, soils, or seismic hazards. (Less than Significant)</p>	<p>Mitigation: Implement Mitigation Measures 4.H-1a, -1b, and 4.H-2 through 4.H-5.</p>	Less than Significant

TABLE 2-2 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ALAMEDA POINT PROJECT

Potential Impact	Mitigation Measures	Level of Significance <i>after any recommended mitigation measures</i>
I. Hydrology and Water Quality		
Impact 4.1-1: Project construction facilitated by the proposed project, on-land and in-water, would potentially involve activities that could violate water quality standards or waste discharge requirements or otherwise substantially degrade water quality. (Less than Significant)	None required.	Less than Significant
Impact 4.1-2: Development facilitated by the proposed project could potentially involve dewatering and shoring activities, which would potentially result in a discharge, which if contaminated would adversely affect the receiving water quality. (Significant)	<p>Mitigation Measure 4.1-1: The City shall ensure that project applicants for projects at Alameda Point implement the following measures as part associated with the extracted water during project construction:</p> <ul style="list-style-type: none"> • The RWQCB could require compliance with certain provisions in the permit such as treatment of the flows prior to discharge. The project applicant shall discharge the extracted water to the sanitary sewer or storm drain system with authorization of and required permits from the applicable regulatory agencies, in this case the City of Alameda. • The project applicant shall comply with applicable permit conditions associated with the treatment of groundwater prior to discharge. • If necessary a dewatering collection and disposal method shall be prepared and implemented for the project. 	Less than Significant
Impact 4.1-3: Development facilitated by the proposed project would potentially increase runoff and result in flooding on or offsite. (Less than Significant)	None required.	Less than Significant
Impact 4.1-4: Development facilitated by the proposed project would potentially result in intensified use of increased use at the project site, including maintenance of new landscaping areas and open lawns, which would affect receiving water quality. (Significant)	<p>Mitigation Measure 4.1-2: The City shall ensure that future project applicants implement Integrated Pest Management measures to reduce fertilizer and pesticide contamination of receiving waters, as follows:</p> <ul style="list-style-type: none"> • Prepare and Implement an Integrated Pest Management Plan (IPM) for all common landscaped areas. The IPM shall be prepared by a qualified professional and shall recommend methods of pest prevention and turf grass management that use pesticides as a last resort in pest control. Types and rates of fertilizer and pesticide application shall be specified. • The IPM shall specify methods of avoiding runoff of pesticides and nitrates into receiving storm drains and surface waters or leaching into the shallow groundwater table. Pesticides shall be used only in response to a persistent pest problem that cannot be resolved by non-pesticide measures. Preventative chemical use shall not be employed. • The IPM shall fully integrate considerations for cultural and biological resources into the IPM with an emphasis toward reducing pesticide application. 	Less than Significant

TABLE 2-2 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ALAMEDA POINT PROJECT

Potential Impact	Mitigation Measures	Level of Significance <i>after any recommended mitigation measures</i>
I. Hydrology and Water Quality (cont.)		
Impact 4.1-5: Maintenance dredging to serve development facilitated by the proposed project would potentially affect water quality of the Bay. (Less than Significant)	None required.	Less than Significant
Impact 4.1-6: Development facilitated by the proposed project would potentially place housing and other structures in an area subject to 100-year flooding, however would not subject people or structures to a substantial risk of loss from a 100-year storm event. (Significant)	Mitigation Measure 4.1-6: The City will require that any new construction within the Adaptive Reuse areas, prior to the installation of the proposed storm drain system and flood protection measures, would be constructed at an elevation of 1 foot above the 100-year flood risk elevation.	Less than Significant
Impact 4.1-7: Development facilitated by the proposed project could expose people or structures to risk of loss, injury, or death from inundation by a tsunami. (Less than Significant)	None required.	Less than Significant
Impact 4.1-8: Development facilitated by proposed project would potentially be subjected to flooding as a result of sea level rise. (Significant)	<p>Mitigation Measure 4.1-8: The City shall implement the following steps prior to project implementation:</p> <ul style="list-style-type: none"> • Apply for membership in the National Flood Insurance Program (NFIP) Community Rating System (CRS), and as appropriate through revisions to the City Code, obtain reductions in flood insurance rates offered by the NFIP to community residents. • Cooperate with FEMA in its efforts to comply with recent congressional mandates to incorporate predictions of sea level rise into its Flood Insurance Studies and FIRM. • Implement climate adaptation strategies such as avoidance/planned retreat, enhance levees, setback levees to accommodate habitat transition zones, buffer zones and beaches, expanded tidal prisms for enhanced natural scouring of channel sediments, raising and flood-proofing structures, or provisions for additional floodwater pumping stations, and inland detention basins to reduce peak discharges. 	Less than Significant
Impact 4.1-9: Increased construction activity and new development facilitated by the proposed project, in conjunction with past, present, reasonably foreseeable future development in Alameda, could potentially impact hydrologic resources including water quality. (Less than Significant)	None required.	Less than Significant

TABLE 2-2 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ALAMEDA POINT PROJECT

Potential Impact	Mitigation Measures	Level of Significance <i>after any recommended mitigation measures</i>
J. Hazards and Hazardous Materials		
<p>Impact 4.J-1: Demolition of the existing structures on Alameda Point which contain hazardous building materials—such as lead-based paint, asbestos, and PCBs—could potentially expose workers, the public, or the environment from the transport, use, or disposal of these hazardous materials and waste. (Significant)</p>	<p>Mitigation Measure 4.J-1a: Prior to issuance of any demolition permit, the project applicant shall submit to the City a hazardous building material assessment prepared by qualified licensed contractors for each structure intended for demolition indicating whether LBP or lead-based coatings, ACMs, and/or PCB-containing equipment are present.</p> <p>Mitigation Measure 4.J-1b: If the assessment required by Mitigation Measure 4.J-1a indicates the presence of LBP, ACMs, and/or PCBs, the project applicant shall create and implement a health and safety plan to protect demolition and construction workers and the public from risks associated with such hazardous materials during demolition or renovation of affected structures.</p> <p>Mitigation Measure 4.J-1c: If the assessment required by Mitigation Measure 4.J-1a finds presence of LBP, the project applicant shall develop and implement a LBP removal plan. The plan shall specify, but not be limited to, the following elements for implementation:</p> <ul style="list-style-type: none"> • Develop a removal specification approved by a Certified Lead Project Designer. • Ensure that all removal workers are properly trained. • Contain all work areas to prohibit off-site migration of paint chip debris. • Remove all peeling and stratified LBP on building and non-building surfaces to the degree necessary to safely and properly complete demolition activities according to recommendations of the survey. The demolition contractor shall be responsible for the proper containment and disposal of intact 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. <p>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</p>	<p>Less than Significant</p>

TABLE 2-2 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ALAMEDA POINT PROJECT

Potential Impact	Mitigation Measures	Level of Significance <i>after any recommended mitigation measures</i>
J. Hazards and Hazardous Materials (cont.)		
Impact 4.J-1 (cont.)	<p>asbestos consultant and approved by the City, all ACMs shall be removed and appropriately disposed of by a state certified asbestos contractor.</p> <p>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.</p>	
<p>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. (Significant)</p>	<p>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:</p> <ol style="list-style-type: none"> 1. <i>Soil management requirements.</i> Protocols for stockpiling, sampling, and transporting soil generated from onsite activities. The soil management requirements must include: <ul style="list-style-type: none"> • 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. 	Less than Significant

**TABLE 2-2 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ALAMEDA POINT PROJECT**

Potential Impact	Mitigation Measures	Level of Significance <i>after any recommended mitigation measures</i>
J. Hazards and Hazardous Materials (cont.)		
<p>Impact 4.J-2 (cont.)</p>	<ul style="list-style-type: none"> • 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. <p>2. <i>Groundwater management requirements.</i> 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:</p> <ul style="list-style-type: none"> • 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. <p>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.</p> <p>3. <i>Unknown contaminant/hazard contingency plan.</i> 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:</p>	

TABLE 2-2 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ALAMEDA POINT PROJECT

Potential Impact	Mitigation Measures	Level of Significance <i>after any recommended mitigation measures</i>
J. Hazards and Hazardous Materials (cont.)		
Impact 4.J-2 (cont.)	<ul style="list-style-type: none"> • Protocols for identifying potential contamination through 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. 	
Impact 4.J-3: Hazardous materials used onsite during construction activities (e.g., oils, solvents, etc.) at Alameda Point could potentially be spilled through improper handling or storage, potentially increasing public health and/or safety risks to future residents, maintenance workers, visitors, and the surrounding area. (Less than Significant)	None required.	Less than Significant
Impact 4.J-4: Development facilitated by the proposed project could potentially involve the transportation, use, and storage of hazardous materials, which could present public health and/or safety risks to residents, visitors, and the surrounding area. (Less than Significant)	None required.	Less than Significant
Impact 4.J-5: Hazardous materials used at Alameda Point during the operational phase could potentially be spilled through upset or accidental conditions, potentially increasing public health and/or safety risks to future residents, workers, visitors, and the surrounding area. (Less than Significant)	None required.	Less than Significant
Impact 4.J-6: Hazardous materials use at Alameda Point could potentially emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within 0.25 mile of an existing or proposed school. (Less than Significant)	None required.	Less than Significant

TABLE 2-2 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ALAMEDA POINT PROJECT

Potential Impact	Mitigation Measures	Level of Significance <i>after any recommended mitigation measures</i>
J. Hazards and Hazardous Materials (cont.)		
<p>Impact 4.J-7: Development facilitated by the proposed 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 (Significant)</p>	<p>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.</p>	<p>With the continued remediation efforts currently being conducted by the Navy and any that would be assumed by the City⁴ as overseen by the DTSC or Water Board, combined with the City's tracking system, continued compliance with deed restrictions, SMP, and other permit requirements including adherence to the Marsh Crust Ordinance, the potential for residual contamination to significantly impact residents, employees or the general public would be minimized and is considered less than significant with mitigation.</p>
<p>Impact 4.J-8: Development facilitated by the proposed project could potentially impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. (Less than Significant)</p>	<p>None required.</p>	<p>Less than Significant</p>
<p>Impact 4.J-9: Hazards at Alameda Point, in combination with past, present, and future projects could potentially contribute to cumulative hazards in the vicinity of the project site. (Less than Significant)</p>	<p>None required.</p>	<p>Less than Significant</p>
K. Aesthetics		
<p>Impact 4.K-1: Development facilitated by the proposed project could potentially have an adverse effect on a scenic vista. (Significant)</p>	<p>None required.</p>	<p>Less than Significant</p>
<p>Impact 4.K-2: Development facilitated by the proposed project could potentially damage scenic resources, including, but not limited to, trees, rocks, outcroppings, and historic buildings within a state scenic highway. (Less than Significant)</p>	<p>None required.</p>	
<p>Impact 4.K-3: Development facilitated by the proposed project could potentially degrade the existing visual character or quality of the site and its surroundings in a substantial manner. (Less than Significant)</p>	<p>None required.</p>	<p>Less than Significant</p>

⁴ In some instances there may be a change from the assumed future land use originally used in the risk analysis where additional remediation is necessary to maintain protection of human health. As with any other development associated with the project, occupancy of the subject site would still not occur until the risk analysis indicates no unacceptable health risks or hazards are present at the site.

TABLE 2-2 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ALAMEDA POINT PROJECT

Potential Impact	Mitigation Measures	Level of Significance <i>after any recommended mitigation measures</i>
K. Aesthetics (cont.)		
<p>Impact 4.K-4: Development facilitated by proposed 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. (Significant)</p>	<p>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:</p> <ol style="list-style-type: none"> 1. Lighting in swimming pools and other water features. 2. Exit signs and other illumination required by building codes. 3. Lighting for stairs and ramps, as required by the building code. 4. Signs that are regulated by the City sign code. 5. Holiday and temporary lighting (less than thirty days use in any one year). 6. Low-voltage landscape lighting, but such lighting should be shielded in such a way as to eliminate glare and light trespass. 	Less than Significant
<p>Impact 4.K-5: Development facilitated by the proposed project, in combination with other past, present, existing, approved, pending, and reasonably foreseeable future projects, could potentially result in cumulatively considerable impacts to aesthetic resources. (Less than Significant)</p>	None required.	
L. Public Services and Recreation		
<p>Impact 4.L-1: Development facilitated by proposed project could potentially result in an increase in calls for fire protection and emergency medical response services, and could require new or physically altered fire protection facilities in order to maintain acceptable performance standards. (Less than Significant)</p>	None required.	Less than Significant
<p>Impact 4.L-2: Development facilitated by the proposed project could potentially result in an increase in calls for police services, but would not require new or physically altered police facilities in order to maintain acceptable performance objectives. (Less than Significant)</p>	None required.	Less than Significant
<p>Impact 4.L-3: Development facilitated by the proposed project could potentially result in new students for local schools, but would not and potentially require new or physically altered school facilities to maintain acceptable performance objectives. (Less than Significant)</p>	None required.	Less than Significant

TABLE 2-2 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ALAMEDA POINT PROJECT

Potential Impact	Mitigation Measures	Level of Significance <i>after any recommended mitigation measures</i>
L. Public Services and Recreation (cont.)		
Impact 4.L-4: Development facilitated by the proposed project could potentially result in increased use of other governmental facilities, including libraries, but would not require new or physically altered government facilities to maintain acceptable performance objectives. (Less than Significant)	None required.	Less than Significant
Impact 4.L-5: Development facilitated by the proposed project could potentially increase the use of existing neighborhood and regional parks and recreation centers, but not to the extent that substantial physical deterioration of the facilities would occur or be accelerated, nor would it cause the necessity for new or expanded facilities. (Less than Significant)	None required.	Less than Significant
Impact 4.L-6: Development facilitated by the proposed project would include recreational facilities and the construction or expansion of recreational facilities which could potentially have an adverse physical effect on the environment. (Less than Significant)	None required.	Less than Significant
Impact 4.L-7: Development facilitated by the proposed project, in conjunction with other past, current, or foreseeable development in Alameda, could potentially result in impacts related to public services and recreation. (Less than Significant)	None required.	Less than Significant
M. Utilities and Service Systems		
Impact 4.M-1: Development facilitated by the proposed project could potentially result in an exceedance of wastewater treatment requirements of the applicable Regional Water Quality Control Board. (Less than Significant)	None required.	Less than Significant
Impact 4.M-2: Development facilitated by the proposed project could potentially result in wastewater service demands that would result in a determination by the wastewater treatment provider that it does not have adequate capacity to serve projected demand or result in the construction of new or expanded wastewater treatment facilities. (Less than Significant)	None required.	Less than Significant
Impact 4.M-3: Development facilitated by the proposed project would require and result in the need for new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. (Less than Significant)	None required.	Less than Significant

TABLE 2-2 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ALAMEDA POINT PROJECT

Potential Impact	Mitigation Measures	Level of Significance <i>after any recommended mitigation measures</i>
M. Utilities and Service Systems (cont.)		
Impact 4.M-4: Development facilitated by the proposed project could potentially have insufficient water supplies available to serve the development from existing entitlements and could require construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. (Less than Significant)	None required.	Less than Significant
Impact 4.M-5: Development facilitated by the proposed project could potentially be served by a landfill with insufficient permitted capacity to accommodate solid waste generated by the project, and would comply with federal, state, and local statutes and regulations related to solid waste. (Significant)	Mitigation Measure 4.M-5: The City shall develop a solid waste management plan for the Alameda Point project consistent with Alameda's demolition and debris ordinance. Plans for managing construction debris from specific reuse and development projects that require separation of waste types and recycling, and provide for reuse of materials onsite for the reuse and development areas, shall be developed by the project sponsor. The solid waste management plan shall be prepared in coordination with City staff, the project sponsor(s), and demolition subcontractors, and shall be approved by City staff prior to issuance of a demolition permit. The City and sponsors of projects shall work with organizations able to provide funding and technical assistance for managing and financing deconstruction, demolition, and recycling and reuse programs, should those programs exist at the time of site clearance.	
Impact 4.M-6: Development facilitated by the proposed project, in combination with other past, present, existing, approved, pending, and reasonably foreseeable future projects, could potentially result in cumulatively considerable impacts to utilities and service systems. (Less than Significant)	None required.	