Draft

DEL MONTE WAREHOUSE PROJECT

Initial Study / Subsequent Mitigated Negative Declaration

Prepared for
City of Alameda

April 2014

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CITY OF ALAMEDA

California Environmental Quality Act (CEQA) Initial Study / Subsequent Mitigated Negative Declaration

1. Introduction and CEQA Overview

This draft Initial Study/Subsequent Mitigated Negative Declaration (IS/SMND) evaluates the potential environmental effects of the proposed redevelopment of the Del Monte Warehouse Project. The proposed project is the adaptive re-use of the Del Monte Warehouse building and the possible construction of several new structures on the site. The proposed project entails modifications to the proposed conceptual redevelopment of the Del Monte Warehouse building analyzed in the previous Northern Waterfront General Plan Amendment EIR (GPA EIR) certified by the City of Alameda in 2007. [1] Generally, the proposed project would include a combination of residential and commercial uses that would be housed in the Del Monte Warehouse building and the other new structures to be built on the project site. A detailed description of the proposed project is provided in the *Project Description* below.

This IS/SMND is prepared pursuant to the California Environmental Quality Act (CEQA). As provided in Section 15162 of the CEQA *Guidelines*, a Lead Agency may prepare a SMND when a previous Environmental Impact Report (EIR) has been prepared for a project and certified by the Lead Agency, and substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects (CEQA Guidelines Section 15162[a][1]).

1.1 Standard for Determining if Further Environmental Review is Required

Since redevelopment of the Del Monte site was analyzed as part of the GPA EIR which the City of Alameda certified in 2008, the standard for determining whether further CEQA review is required for the currently proposed project is established by Public Resources Code (PRC) Section 21166 and CEQA *Guidelines* Section 15162. PRC Section 21166 applies to the proposed project because in-depth CEQA review has already occurred for a conceptual project on the project site and the time for challenging the sufficiency of the GPA EIR has passed. Repeating a

[1] City of Alameda, *Alameda Northern Waterfront General Plan Amendment Final Environmental Impact Report.* December 2006. State Clearinghouse No. 202102118.

substantial portion of the EIR process, such as preparation and public review of a subsequent or supplemental EIR, is warranted if the proposed project meets any of the following conditions:

1) **Substantial** changes to the project or **substantial** changes to circumstances, or new information of **substantial** importance; which

2) Require **major revisions** to the EIR; **and**

3) Result in **new significant** environmental effects or a **substantial increase the severity** of previously identified significant effects. (PRC Section 21166; CEQA Guidelines Sections 15162 and 15163.)

The findings for each of these standards must be based on substantial evidence (CEQA Guidelines Sections 15162). Further, the findings in PRC Section 21166 provide the basis for focusing the scope of the issues to be addressed in a subsequent or supplemental EIR.

CEQA Scope of this IS/SMND

Table 1-2 outlines the scope of the supplemental review of the Del Monte project undertaken in this IS/SMND, pursuant to the CEQA standards outlined above (PRC Section 21166 and CEQA Guidelines Section 15162). As a result of the analysis conducted in the Initial Study herein, the City has determined that it is appropriate to prepare an SMND for the proposed project.

TABLE 1-2
SCOPE OF CEQA REVIEW OF THE PROPOSED PROJECT

CEQA Guidelines	Proposed Project Compared to the GPA EIR
Substantial Changes to the Project (Sec.15162(a)(1))	
	Residential Use: Modify GPA EIR assumption of 75 work-live or Measure A Exempt Affordable Housing Units (52,000 sq. ft.) to up to 414 residential units.
	Commercial Use: Modify GPA EIR assumption of 166,000 sq.ft. of commercial to 25,000 sq. ft. of commercial space.
	Structure Alterations: Approximately 50 new openings would be made along the first floor level of the Del Monte building. Demolition of the non-historic loading dock and the 1950s-era Storage and Labeling Shed at the northwest corner of the site.
	Development Program and Site Area: Over 300 residential units, 10,000 to 25,000 sq.ft. of retail space in the warehouse building itself, and development of two additional development pads to the west of the warehouse building, which would house 114 additional residential units and 0 to 15,000 sq. ft. of other commercial uses. The GPA EIR only considered the reuse of the warehouse building itself with 237,000 sq.ft.
Substantial Changes to Circumstances (Sec.15162(a)(2)) *and/or* New Information of Substantial Importance (Sec.15162(a)(3)) [a]	
	***Transportation and Circulation*:** Updates to environmental setting, traffic model, and thresholds of significance since the GPA EIR.
	Land Use: With the adoption of the City's recent Housing Element, the City zoned the property to Mixed Use (MX) with a Multi-Family Overlay, which allows for a wide variety of residential, retail, marine and commercial uses.
	***Biological Resources*:** The Townsend's big-eared bat was identified in June 2013 by the California Fish and Wildlife Commission as a candidate for protection as an endangered species under the state's Endangered Species Act.

a Air quality and global climate change are not considered "changed circumstances" or "new information" since information regarding these topics was known, or could have been known, in 2007.

SOURCE: CEQA Guidelines Section 15162; ESA

1.2 Comparison of Environmental Impacts

The comparison of potential environmental effects that may result with the proposed project to the effects identified previously for the Del Monte site as evaluated in the GPA EIR is intended to determine if circumstances exist that could result in the proposed project having a new significant environmental impact not previously identified in the GPA EIR. For each topic addressed in the Environmental Checklist (Section 4 in this document), the SMND concludes one of the following comparative determinations for the proposed project compared to the GPA EIR:

- **No Change to Previous Impact or Mitigation -** The proposed project would result in substantially the same impact (significant or otherwise) as identified for the Del Monte Site in the GPA EIR.

- **No Change to Previous Impact, but New or Revised Mitigation Identified -** The proposed project would result in substantially the same impact (significant or otherwise) as identified for the Del Monte Site in the GPA EIR, but mitigation measures are added or revised due to changes proposed by the City (e.g., methodologies and standard practices) or to update performance or regulatory standards.

- **New Impact Indentified, but Reduced to Less than Significant with New Mitigation -** The proposed project would result in a new or substantially more severe significant impact, new information, or changes in circumstances that were not identified for the Del Monte Site in the GPA EIR; however the new impact is reduced to less than significant with new or revised mitigation measures.

- **Potentially New Significant Impact Requiring Further Investigation in an EIR -** The proposed project would result in a new or substantially more severe significant impact than identified for the Del Monte Site in the GPA EIR; no feasible mitigation measure would reduce the impact to less than significant.

- **Topic Not Previously Analyzed; No Significant Impact –** The topic was not previously required to be analyzed in the GPA EIR, and the impact is less than significant.

1.3 Environmental Review Process

The environmental review process is set forth in the CEQA Statutes and Guidelines and requires circulation of this IS/SMND for public and agency review for a 30-day period. The City will consider the written comments received during this review period, along with the environmental documentation, and provide both the comments and responses to the decision-making body.

The City Council, at a regularly scheduled meeting, will review all of the information developed throughout this CEQA process prior to making a determination as to adequacy of this analysis and Mitigation Determination (as presented in Section 3 of this document). A Notice of Determination, if made, will then be filed with the County Recorder.

1.4 Organization and Format of this Document

The organization and format of this document is stipulated by the CEQA Guidelines. Following this **Section 1**, Introduction and CEQA Overview, **Section 2** provides a detailed description of the

proposed project; **Section 3** presents the City's Mitigation Determination; and **Section 4** is the Environmental Checklist, which presents the comparative impact determinations (discussed under 1.2, above), discussion, and mitigation measures that address the 18 environmental factors (e.g., Air Quality, Cultural Resources, Transportation and Traffic, etc.). **Appendices** including Del Monte Master Plan and technical detail supporting the biological resources and the transportation analysis are included within this document as well.

Environmental Checklist

For the reader's convenience, a detailed description of the approach, format, and nomenclature used throughout the Environmental Checklist is presented at the beginning of Section 4, which presents the Checklist. Briefly, for each factor, the Checklist is marked with findings regarding the findings of the proposed project compared to those of the GPA EIR, followed by the discussion of the anticipated impacts to each of the environmental factors. If a new or modified potentially significant impact is identified, new or modified mitigation is presented to reduce the impact to less than significant. Lastly, each Checklist section includes reference citations of all technical studies, agencies, and other resources consulted in the evaluation.

Regarding mitigation measures, because this IS/SMND has been prepared as a subsequent document to the certified GPA EIR, several mitigation measures from the GPA EIR are incorporated into this IS/SMND - sometimes in modified form (shown in <u>underlined</u> and/or ~~strike-out~~ text format to show revisions) to adequately address the proposed project. For clarity, new mitigation measures introduced in the IS/SMND are labeled with new numeric designators, and mitigation measures added or updated from the GPA EIR maintain the alphabetical designators established in the GPA EIR.

Overall, this analysis has been undertaken, pursuant to the provisions of CEQA, to provide the City of Alameda with the factual basis for determining, based on the information available, the form of environmental documentation the proposed project warrants. The basis for each of the findings identified in the Environmental Checklist in Section 4 is explained in the Environmental Factors Potentially Section.

1.5 Project Specifics

A. Project Address and Title:

Address: 1501 Buena Vista Avenue, Alameda, CA
APNs: 072-0383-004, 072-0384-031
Title: Del Monte Warehouse Project

B. Lead Agency Name and Address:

City of Alameda
2263 Santa Clara Street
Alameda, CA 94501

C. Contact Person and Phone Number:

Andrew Thomas
City Planner
2263 Santa Clara Street
Alameda, CA 94501
510.747.6881

D. Project Sponsor's Names and Addresses:

TL Partners I, LP
3500 Douglas Boulevard, Suite 270
Roseville, CA 95661

E. Existing General Plan Designation and Zoning:

General Plan: Mixed Use
Zoning: Mixed Use Plan Development (M-X), Multi-Family Residential Combining Zone (MF Overlay)

F. Project Description:

See Section 2. *Project Description*, below.

G. Location of Project:

See Section 2. *Project Description*, below.

2. Project Description

The project sponsor, TL Partners I, LP, proposes to adaptively re-use the Del Monte Warehouse building and develop several new structures on the Del Monte Warehouse site ("site" or "project site"). The proposed project entails the Del Monte Project Master Plan (Master Plan), which establishes the planning and design principles guiding the implementation of land use designations, site layout, landscaping, and architectural design for the development of the entire 11.5 acre site. The Master Plan would include up to 414 units of residential lofts, townhomes and flats, and up to 25,000 square feet (sf) of retail space. The Del Monte Warehouse building would contain approximately 309 of the total 414 units and potentially all of the commercial space proposed; the remainder of the residential units and, commercial space, if any, would be housed in several new structures that would be built on currently vacant portions of the site.

2.1 Project and Site Vicinity

The Del Monte Warehouse project site is located at 1501 Buena Vista Avenue in the north-central portion of the City of Alameda, as illustrated in **Figure 1**. The project site is approximately 2 miles south and west of Oakland and approximately 12 miles from San Francisco (10 miles by ferry). Regional vehicular access to the project area is provided by Interstate 880 (I-880) from Oakland through the Webster Street (State Route [SR] 260) Tunnel to Alameda Island. Access to the project site is provided by Buena Vista Avenue (running east-west), which served former industrial uses and currently more residential uses, as the Northern Waterfront changes from industrial land uses to residential. Sherman Street and Entrance Road connect to Buena Vista Avenue from the west and east of the project site, respectively.

The site encompasses 11.51 acres and contains a large, brick warehouse, which occupies approximately 7 acres of this property. Built in 1927 for the California Packing Company, better known today as the Del Monte Company, the Del Monte Warehouse was part of the first phase of construction for the Encinal Terminals, which is located just north of the project site

Del Monte ceased using the former cannery/warehouse in the 1960s; currently the building operates as a general-purpose warehouse. In December 2003, the City's Historic Advisory Board designated the building as a City monument and it is listed in the City of Alameda's Historic Preservation Inventory. Although the warehouse has been listed as a historical building locally in Alameda, it does not have either State or federal designations, and it is eligible for listing on the National Register.

The northern boundary of the project site abuts Encinal Terminals along the future alignment of Clement Avenue. The eastern edge of the property runs down the center of Entrance Road, abutting the former Chipman Warehouse property. Surrounding land uses in the vicinity include the Wind River office / research park, Alaska Basin channel, the Encinal Terminal and Oakland Estuary beyond, to the north. To the south are primarily single family residential neighborhoods and Littlejohn Park (see Figure 2).

SOURCE: ESA, 2013

Del Monte Warehouse . 130968

Figure 1
Regional Location

2.2 Northern Waterfront GPA

This IS/SMND has been prepared to evaluate the proposed changes to the Del Monte Warehouse project originally presented and evaluated in the Northern Waterfront General Plan Amendment EIR. The City of Alameda City Council adopted the Northern Waterfront GPA and certified the Final EIR in July 2009.

In 2008, the City adopted the Northern Waterfront GPA to provide a planning framework for future growth and redevelopment of a collection of primarily industrial parcels located along the City's north-central shoreline. The purpose of the Northern Waterfront GPA was to establish General Plan and Zoning Ordinance policy, standards, and requirements for future development while encouraging economically viable redevelopment of the area with a mix of uses that are sensitive to existing residential neighborhoods and the historic character of the area.

The Northern Waterfront GPA defined the City's planning and development policies for the area generally bounded by Sherman Street on the west, Buena Vista Avenue on the south, Grand Street on the east, and the Oakland/Alameda Estuary on the north. Del Monte is a sub-area within the Northern Waterfront GPA area and is located south of Encinal Basin and Encinal Terminal. The Planning Area is presented in **Figure 3**.

The Northern Waterfront GPA evaluated the proposed buildout of the Del Monte site to include 75 live-work units (or Measure A Exempt Affordable Housing Units occupying 52,000 sq. feet) and 166,000 square feet of commercial development. As described in the GPA:

> The Northern Waterfront GPA would require a mix of land uses on the [project] site, including residential development, commercial, (retail, restaurant and/or office), and parks and open space. Since the optimum combination of future uses has not been determined at this time, the Northern Waterfront GPA proposes flexibility, within limits, for future development of this site.

Since certification of the GPA EIR in 2007, Marina Cove I, Parrot Village, and Grand Marina Village have been developed and are currently occupied with uses described in Section 4, below.

2.3 Project Characteristics

The proposed project modifies the existing building, but would comply with the Secretary of the Interior's standards for the treatment of historic buildings. With the exception of a limited number of changes to the brick exterior walls of the Del Monte Warehouse, the project would retain and preserve the exterior of the building to maintain its historic industrial character. The limited exterior changes would include replacing non-historic metal doors with storefronts and glazing systems required for residential and commercial usage, demolishing the non-historic loading dock at the northwest corner of the site, and modifying the loading docks along the north and south sides of the building to create private patios for the first floor units. The majority of the reuse

0 400
Feet

SOURCE: ESA

Del Monte Warehouse . 130968

Figure 2
Project Site Vicinity

General Plan Amendment Area

0 800
Feet

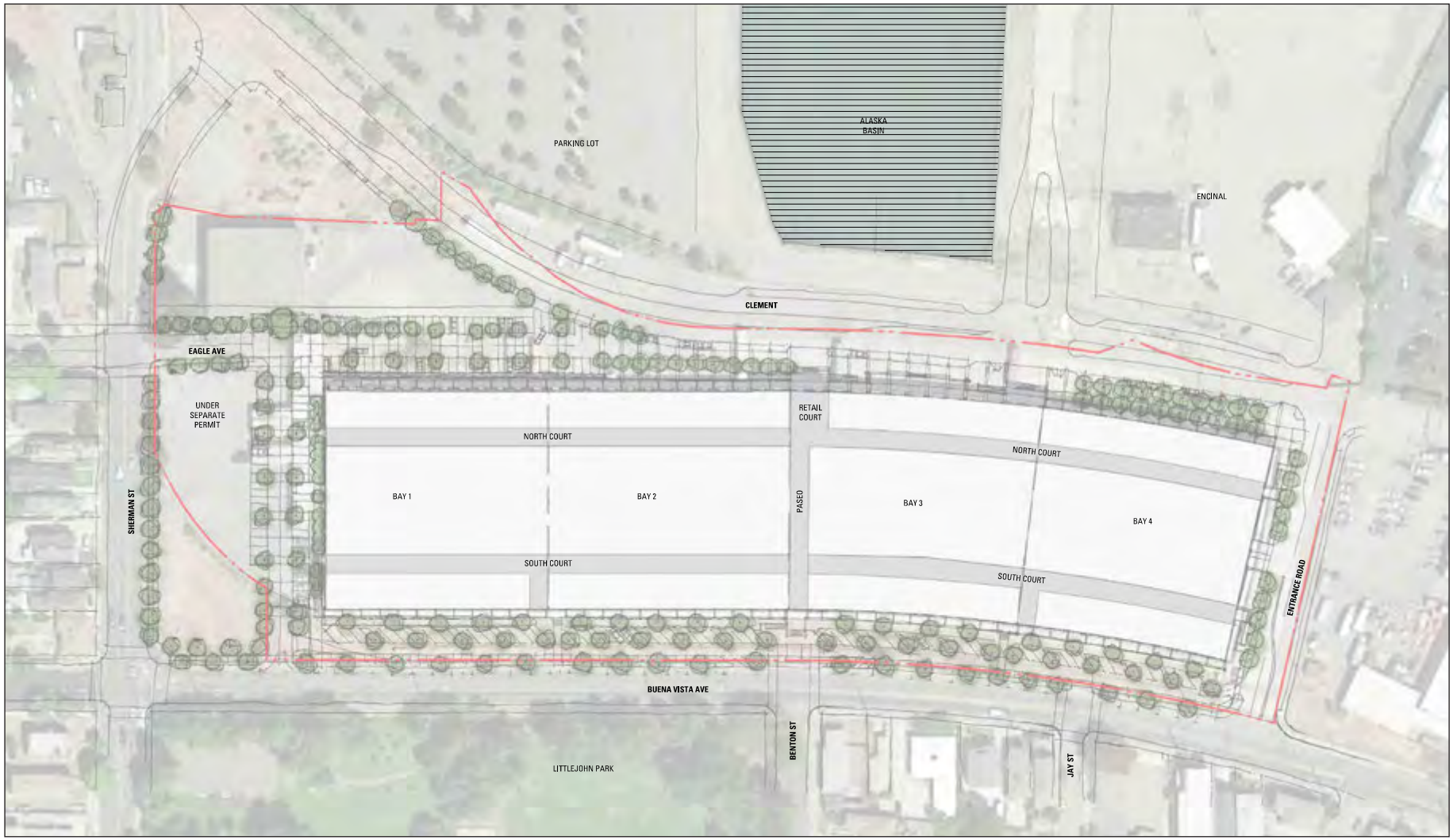
SOURCE: ESA

Del Monte Warehouse . 130968

Figure 3
Northern Waterfront Planning Area

program would occur within the interior volume of the existing Del Monte Warehouse building, but it is expected that some additional units would be created within the center of the building, by constructing a new four-level-over-garage structure within the existing footprint of the building. The parking garage would accommodate approximately 309 vehicles. In addition to reuse and rehabilitation of the Del Monte Warehouse building, new structures would be constructed on vacant areas surrounding the Del Monte Warehouse for both residential and commercial uses. Approximately 105 dwelling units would be established outside of the Del Monte Warehouse.

Figure 4 presents the project site plan layout and **Figures 5 through 8** present the proposed floor plans for the first through fifth floors. **Figures 9 and 10** present renderings of the improved building from the south and north, respectively. As shown in Figure 4, retail uses would be located on the northern side of the building, facing Clement Avenue. A paseo or promenade would be established on the first floor, which would provide connectivity from the future Clement Avenue extension to Benton Street, Buena Vista Avenue and Littlejohn Park to the south of the building. As shown in the renderings in Figures 9 and 10, the perimeter of the project site would be landscaped with trees and low-lying shrubs.



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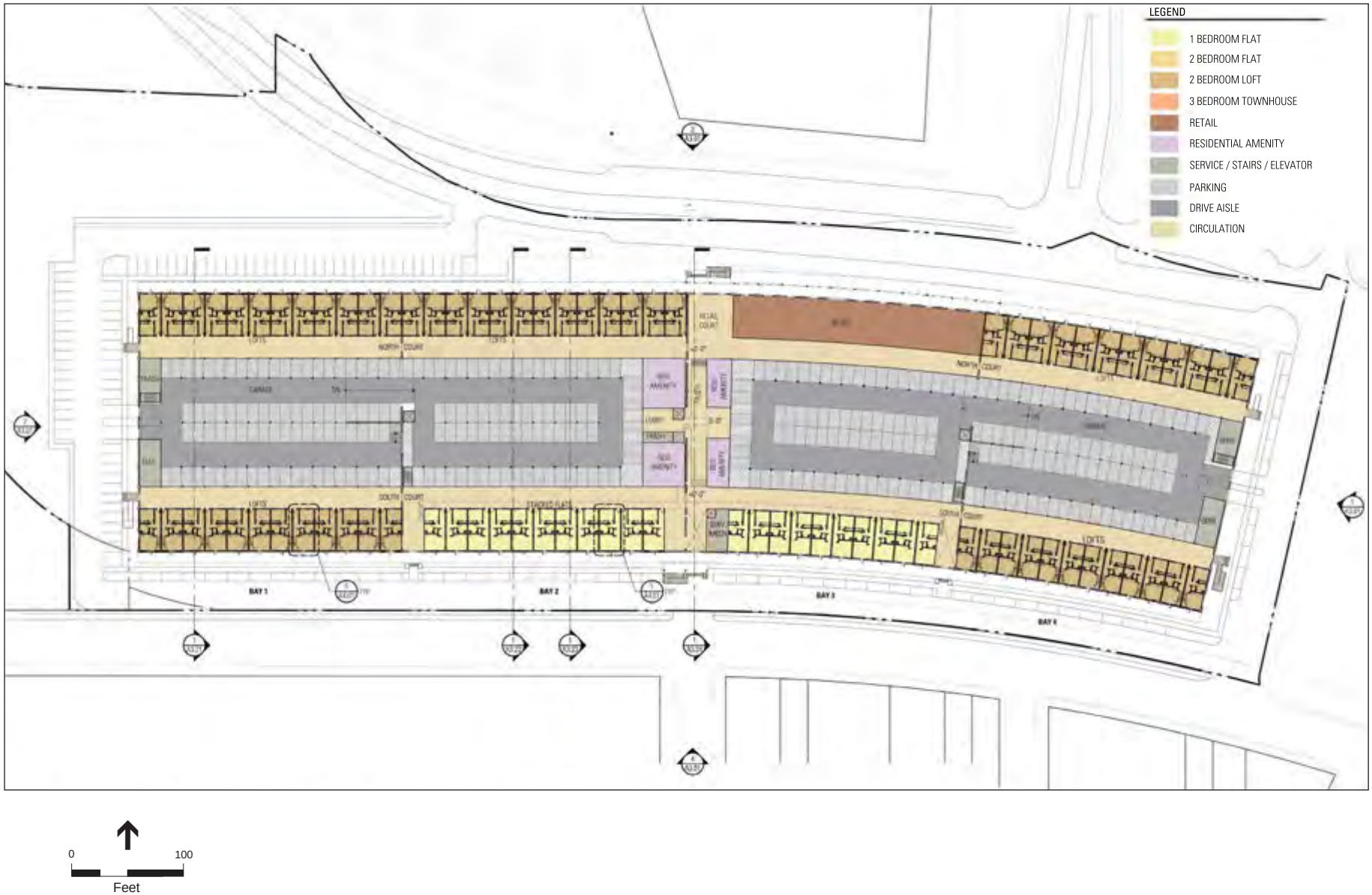
SOURCE: BAR Architects

Del Monte Warehouse . 130968

Figure 4
Project Site



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SOURCE: BAR Architects

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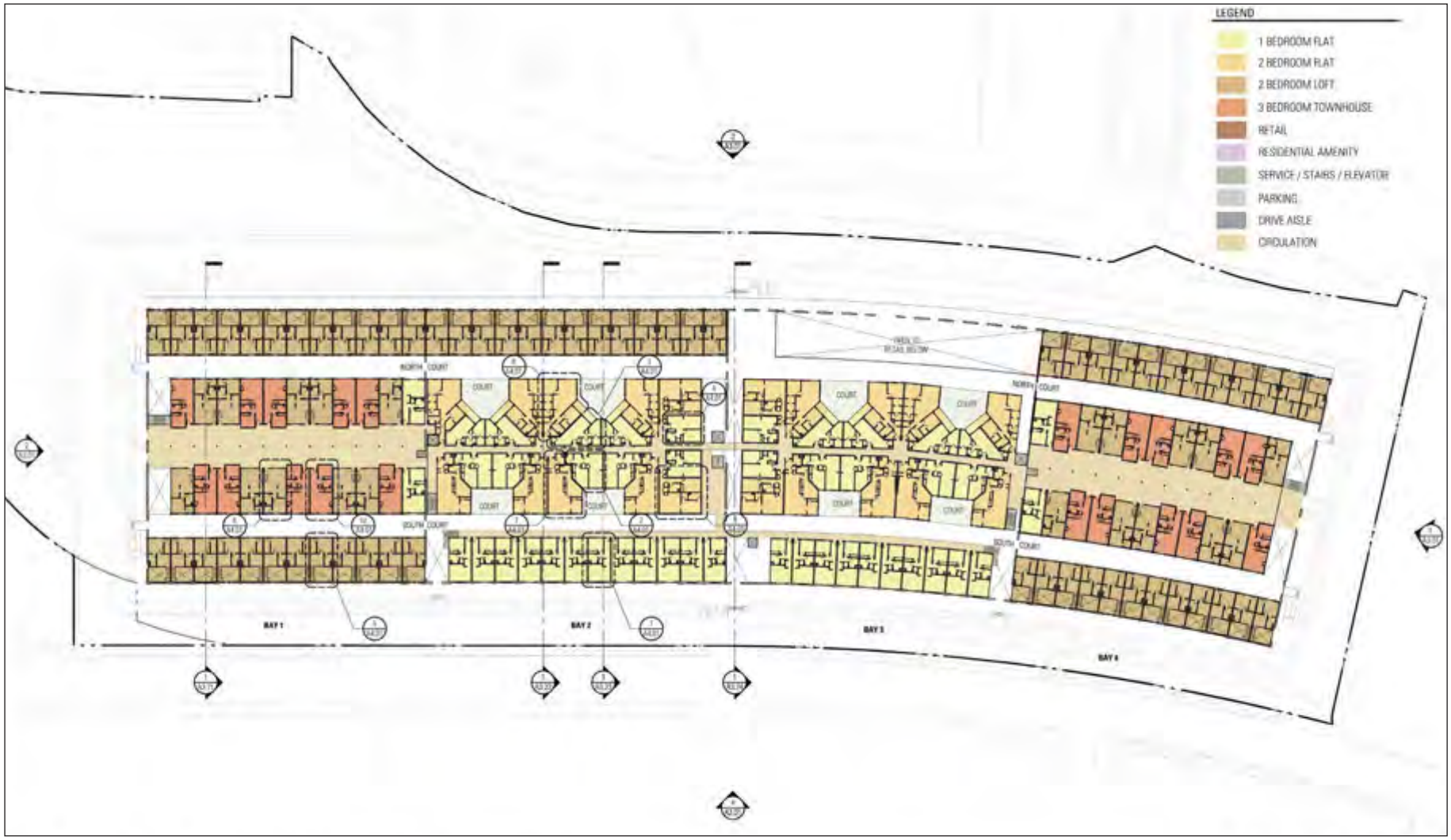
Figure 5
First Floor Plan



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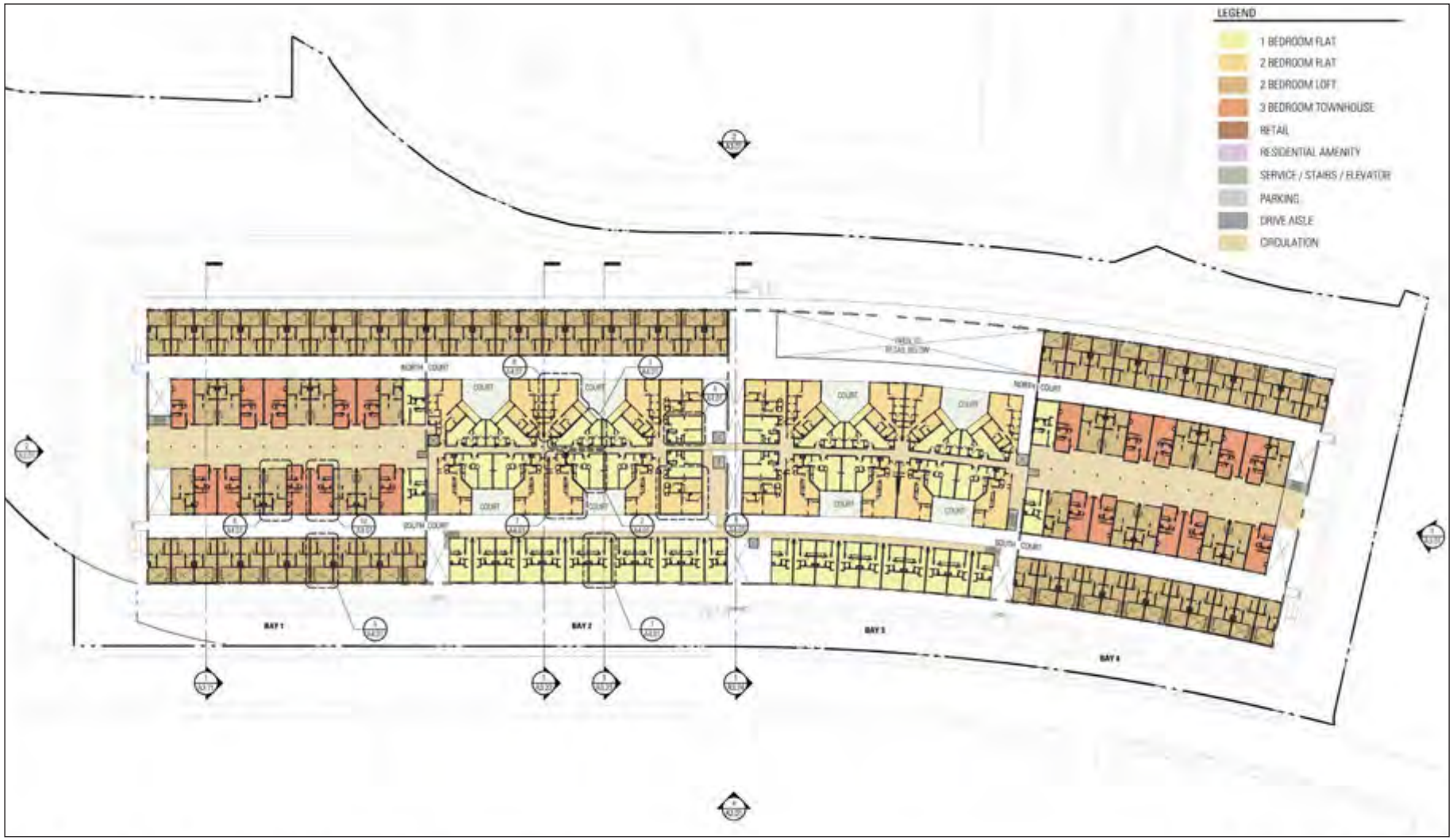
SOURCE: BAR Architects

Del Monte Warehouse . 130968

Figure 6
Second Floor Plan



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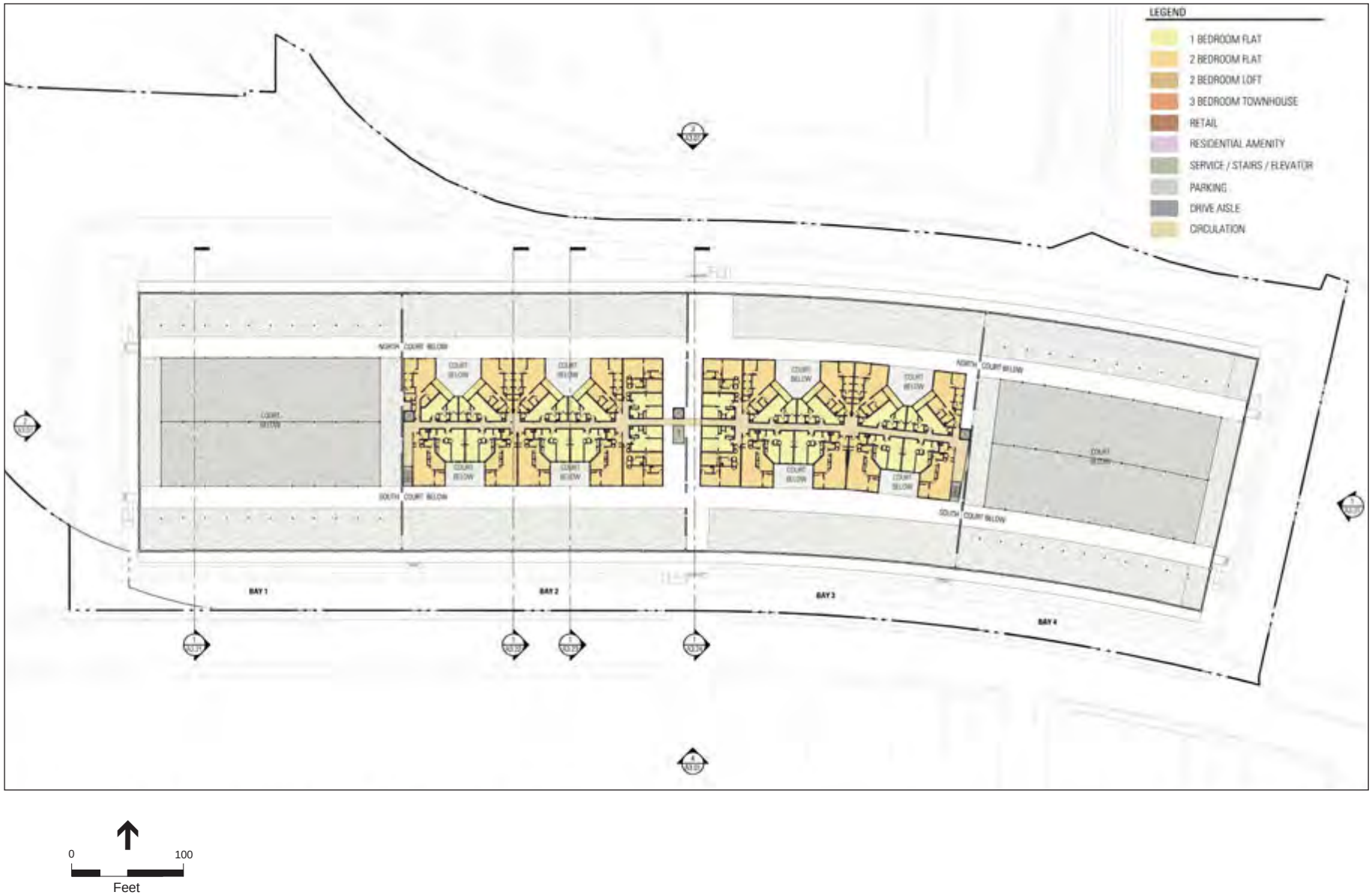
SOURCE: BAR Architects

Del Monte Warehouse . 130968

Figure 7
Third Floor Plan



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SOURCE: BAR Architects

Del Monte Warehouse . 130968

Figure 8
Fourth and Fifth Floor Plans

BAY 1 (BAY 4 SIMILAR , SKEWED & REVERSED)

BAY 2 (BAY 3 SIMILAR , SKEWED & REVERSED)

0 20
Feet

SOURCE: BAR Architects

Del Monte Warehouse . 130968

Figure 9
South Elevations of Proposed Project

BAY 2 (BAY 3 SIMILAR , SKEWED & REVERSED)

BAY 1 (BAY 4 SIMILAR , SKEWED & REVERSED)

0 20
Feet

SOURCE: BAR Architects

Del Monte Warehouse . 130968

Figure 10
North Elevations of Proposed Project

General characteristics of the proposed adaptively reused Del Monte Warehouse are summarized in **Table 2-1**, below.

TABLE 2-1
PROJECT CHARACTERISTICS ASSOCIATED WITH THE PROJECT

Proposed Use	Description	Gross Building Area (GSF)
Residential	414 units	346,232 sq. ft.
Retail	Ground floor (part)	9,162 sq. ft.
Residential circulation	All floors	102,710 sq. ft.
Common Areas	1st Floor	6,050 sq. ft.
Auto Parking	384 total (309 in garage)	108,485 sq. ft.
TOTAL	—	572,639 sq. ft.

Project Component	Number
Dwelling Units (total)	414
Parking Spaces	443
Garage	309
On grade	134
Maximum Height of Building	49 feet
Number of Stories	5

SOURCE: Tim Lewis Communities, Bar Architects, GLS Landscape Architecture, and CBG, 2014.

Master Development Plan

Initial discretionary approvals for Del Monte Warehouse include the proposed Master Plan Development Plans, Certificate of Approval, and Large Lot Tentative Map. As previously discussed, the proposed Master Plan describes the characteristics of future development on the project site, the placement and capacity of utilities, and the circulation infrastructure. The proposed project would be a residential community with commercial space and public gathering spaces. The Master Plan features creative and adaptive re-use of the Del Monte Warehouse building, which would be repurposed and rehabilitated consistent with the Secretary of Interior Standards for a mix of uses including: office and work space, shops and food sellers, and work live studios or residential lofts.

The Master Plan envisions creation of over 300 residential units, 10,000 to 25,000 square feet of retail space in the warehouse building itself, and development of two additional pads situated to the west of the warehouse building, which would house the remainder of the residential units and commercial uses for a total of 414 units and 25,000 square feet of retail space.

This Master Plan is designed to ensure that the redevelopment of the plan area achieves the General Plan objectives for the Northern Waterfront area:

- *Reconnecting the community to the waterfront*. The Master Plan seeks to reconnect the community to its waterfront by requiring new public shoreline access, extending the

existing street grid to the waterfront, replacing existing waterfront industrial and warehouse uses with residential, commercial, retail, and open space.

- *Improving access through and around the district*. Extending the existing Alameda grid system into and through the area allows for the extension of the Clement Avenue truck route, reduces traffic volumes on Buena Vista, and increases access to the waterfront. Requirements promote use of alternative modes of transportation-such as shuttles, water taxis, and bicycles and a future light rail line to reduce present and future congestion.
- *Fostering a vibrant new mixed-use environment*. The Master Plan seeks to create a new and vibrant district with a variety of uses that are compatible with the waterfront location and adjacent neighborhoods and create a pedestrian-friendly, transit-oriented environment.
- *Preserving the unique history and environment of the Northern Waterfront Area*. This Master Plan will preserve *Economic Development*. This Master Plan seeks to generate jobs and services for the community while reducing citywide traffic and the associated environmental, economic and social impacts of long commute trips through the mixed-use development.
- *Financially Sound Development.* The Master Plan requires that new development fund and construct the public facilities and services that are needed to serve the plan area, achieve General Plan objectives, and avoid any financial impact on the City's ability to provide services to the rest of the City.

Master Plan Objectives for the Del Monte Site

The Master Plan objectives for the Del Monte site are to:

- *Protect and preserve the Del Monte City Monument* by allowing economically viable adaptive reuse of the building to ensure that current and future property owners are able to improve, maintain and preserve the building for future generations.
- *Reduce truck traffic in the adjacent neighborhoods* by replacing warehouse and trucking uses with employment and residential uses.
- *Improve public access through the site and building to the public waterfront* from Buena Vista Street and the adjacent neighborhoods.
- *Expand and improve the community's supply of housing* through the installation of needed site improvements and the construction of housing, consistent with the existing density and residential character of Alameda and with existing City of Alameda policies and standards, including Measure A.
- *Provide diversity in housing opportunities* through compliance with CIC inclusionary housing policy (i.e., providing on-site affordable housing)
- *Integrate the site into the City of Alameda* by emphasizing mixed use development; ensuring land use compatibility within and surrounding the Project site; achieving the same human-scale, tree-lined character of neighborhood walkable streets found throughout the existing City; and reflecting the grid street pattern that is characteristic to the existing City of Alameda.
- *Protect and improve the waterfront* by enhancing views of water and public access to the waterfront (CBG, 2014).

Land Use

In 2008, the land use designation for the property was changed from Industrial to Mixed Use upon approval of the North Waterfront GPA. In 2010, the City rezoned the property to Mixed Use (MX). In 2012, the city added a Multi-Family Overlay (MF, which allows for a wide variety of residential, retail, marine and commercial uses. **Figure 11** depicts land uses and the development framework for the project site including the Del Monte Warehouse building, the Eagle Subarea (referred to as Subarea C in Figure 11), the Sherman Subarea (referred to as Subarea B), and new gathering areas, roadways, and parking spaces within the project area. The Master Plan identifies the following permitted land uses in the Del Monte building provided that the parking for the uses can be accommodated on site and uses are consistent with the truck cap established in the Master Plan. Some of the permitted land uses include commercial retail, hotel, office or medical office use, entertainment, residential townhomes, and commercial work/live units. For a complete overview of proposed land uses, refer to **Appendix A** of this Initial Study.

Circulation, Public Access and Parking

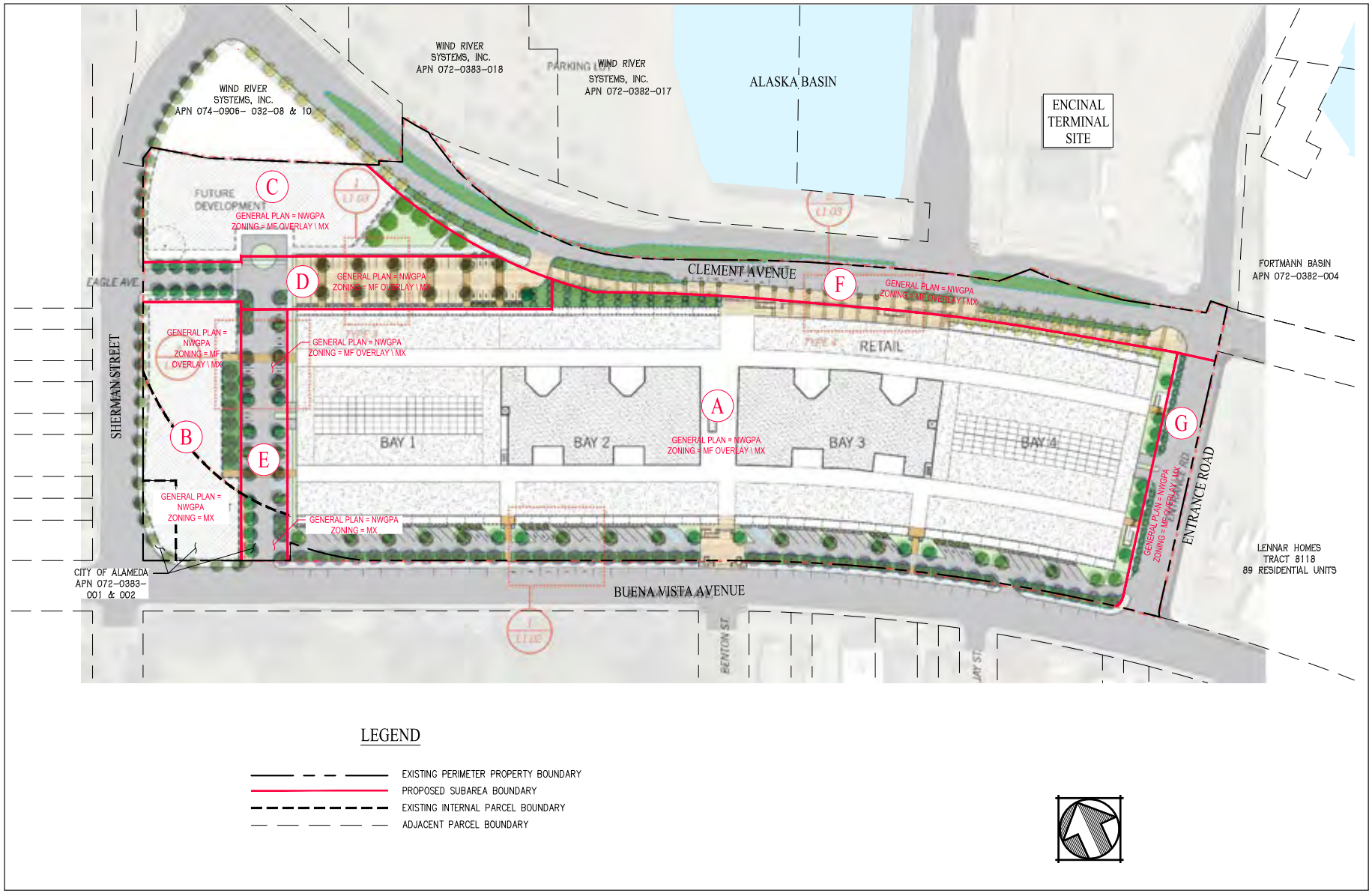
Off-site Roadways

As shown in **Figure 12,** Clement Avenue would be extended along the northern side of the project site from the intersection of Entrance Road to the northwestern boundary of the Del Monte Warehouse building site. It would be designed and constructed for a maximum operating speed of 25 miles per hour to reduce noise and calm traffic flow past residential areas, and would accommodate trucks, transit, bicycles and pedestrians through its area. The street would have an overall width of 68 feet and include a 16-foot-wide landscaped median. As indicated in Figure 12, the segment of Clement Avenue from the intersection with Entrance Road and along the Encinal Terminals project frontage would be constructed by the Encinal Terminals developer. The Del Monte project would be responsible for the construction for the frontage improvements behind the southern curb along this segment. An additional 400 feet of the Clement Avenue improvements would be constructed as part of the proposed project, providing access to the project site. The remainder of the ultimate Clement Avenue extension and Sherman Street reconfiguration would be completed by future project developers in the area.

Entrance Road, bordering the eastern edge of the property, would be improved to a 36-foot-wide roadway and would have sidewalks on both sides of the street between Buena Vista Avenue and Clement Avenue.

Internal Street System

The proposed internal public street system would include vehicular access into the project site from all sides of the Del Monte building: Sherman Road (two lane road), Entrance Road (access to the Del Monte building garage), from Buena Vista (access to the site parking), and from Clement Avenue (access to the north side of the building parking areas). As shown in both Figures 11 and 12, Eagle Avenue would be extended off of Sherman Street. This roadway would be a two-lane road and 24 feet wide; parallel and perpendicular parking would be allowed along the Eagle Avenue extension.

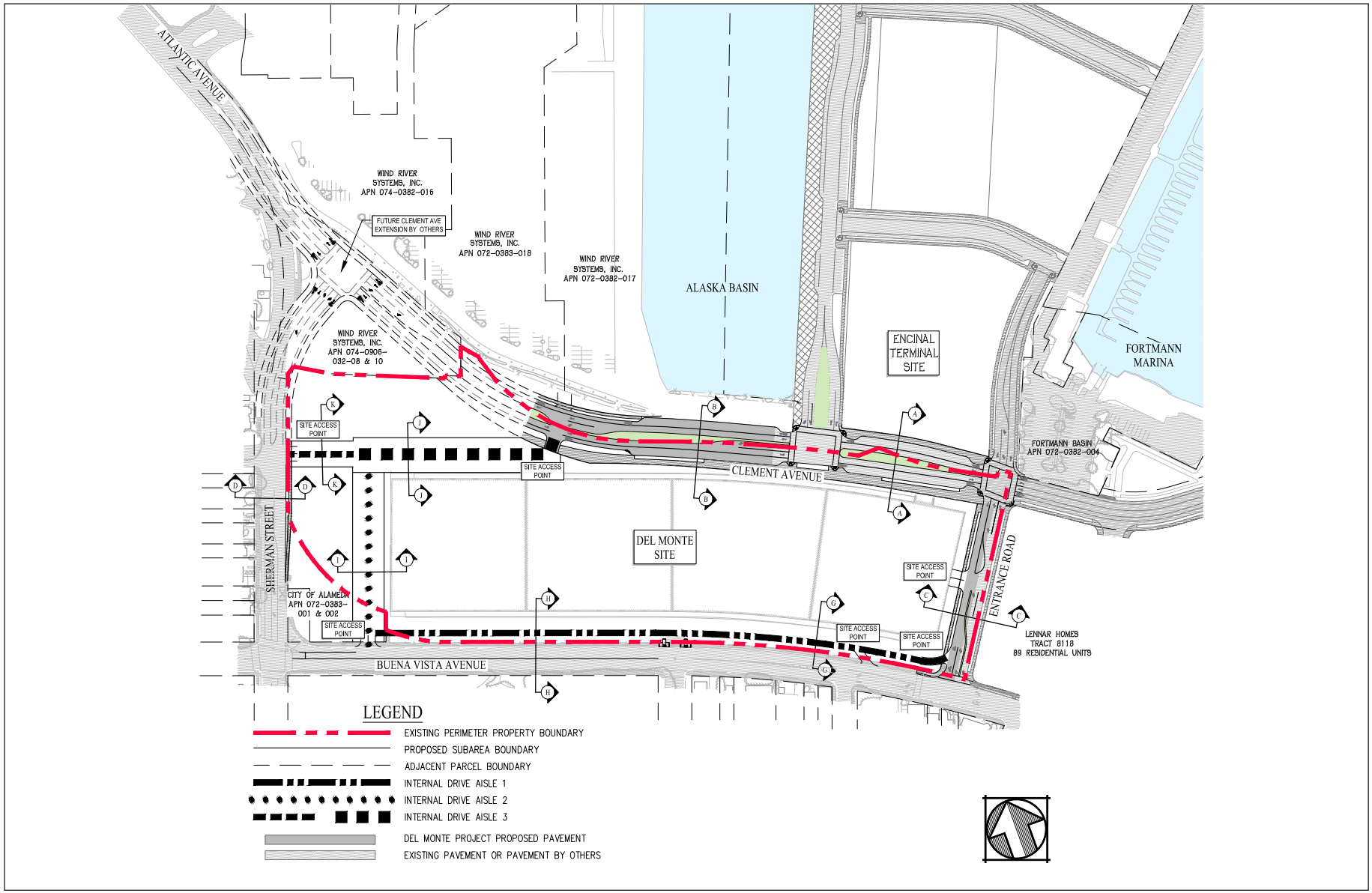


SOURCE: Carlson, Barbee & Gibson, Inc.

Del Monte Warehouse . 130968

Figure 11

Del Monte Subarea Plan



SOURCE: Carlson, Barbee & Gibson, Inc.

Del Monte Warehouse . 130968

Figure 12
Proposed Circulation Plan

Emergency Vehicle Access

Four points of access/egress would be established along the project site's perimeter. The above-described network of improved roadways would provide suitable access for all City and County emergency vehicles.

Pedestrian, Waterfront, and Bicycle Access

All new streets would include sidewalks (at least 5 feet wide) on both sides of the street and pedestrian crossings at all intersections. Traffic signals with pedestrian countdowns are planned to be installed at the following intersections: Sherman Street and Clement Avenue, Entrance Road and Clement Avenue, and Entrance Road and Buena Vista Avenue.

Public pedestrian access would be created through the Del Monte building from Littlejohn Park to the Alaska Basin and waterfront promenade. Mid-block crossings would be necessary at Benton Street and on the north side of the Del Monte building at Clement Avenue.

Parking

Parking throughout the project site would be accommodated on site or along the Clement Avenue, Buena Vista Avenue, Entrance Road and Sherman Street frontage. With the exception of parking established along the southern edge of the Del Monte Warehouse building, all other on-site surface parking spaces would be available for public use in support of the Transportation Demand Management Program (TDM), described further below. Refer to Appendix A for an overview of the minimum parking standards.

Transportation Demand Management

Prior to approval of the first building permit for the first development within the Master Plan area, a site-specific TDM Plan would be prepared. The TDM Plan is intended to reduce demand for parking and to meet the City's General Plan goal of reducing peak hour traffic by 10 percent for residential use and 30 percent for commercial use. The TDM Plan may include shuttle services, car share programs and parking programs provided with funds from the assessment district and any onsite parking revenues. The TDM Plan may be combined with other developments to more effectively manage the program.

Public Open Space and Landscape Improvements

In addition to the public access and open space provided along the waterfront promenade to the north of the project site, the Del Monte site would be adjacent to the Littlejohn Park, and the planned 21-acre Jean Sweeney Park, which would be established within the vacant Alameda Beltline, northwest of the project site. Public open space areas outside of the Del Monte Warehouse building would primarily consist of gathering areas. The project applicant would contribute a portion of its development fees to the planned Jean Sweeney Open Space Park in-lieu of providing the required amount of onsite open space.

Landscaping improvements include planting of street trees on all streets and pedestrian areas. Except for Buena Vista Avenue, street trees would be planted within the planting strips on each

side of the street and spaced on average every 30 feet. Other improvements include installation of lights, bollards, railing, and benches. All landscape improvements would be compliant with the Bay Friendly Landscape design standards. In addition, public art would be required within the project site and would be consistent with AMC Subsection 30-65, the City's Public Art ordinance.

Building Design Standards

The Master Plan includes building design standards for the Del Monte Warehouse building and other new structures proposed within the project site. The building design standards require that the buildings have a strong relationship to the sidewalk, Clement Avenue shoreline, and other nearby public spaces, and require that building facades near public pedestrian areas have design elements that are human-scaled. For a complete list of Master Plan building standards, refer to Appendix A.

Infrastructure

The project site is currently served by existing private utilities that are deteriorated and at the end of their service life. Many of these existing utilities do not meet current codes or standards. Therefore, as part of the Master Plan, existing stormwater, wastewater, potable water, electrical, natural gas and telecommunications facilities would be replaced in accordance with adopted standards.

Flood and Sea Level Rise Protection

The existing finish floor elevations of the Del Monte warehouse range from 6.3 to 8.0 feet above City of Alameda Datum. The southern side of the building has the highest elevation at 8.0 feet and the building gradually slopes to the north side of the building, where the finish floor elevations are approximately 6.3 feet.

According to the Federal Emergency Management Agency (FEMA), the current 100-year tidal elevation is approximately 3.9 feet. Accordingly, the existing warehouse minimum floor finish of 6.3 feet is approximately 2.4 feet above the current 100-year flood elevation. The proposed finish floor elevation of any additional structures within the project site would have a similar elevation as the existing warehouse minimum finish floor. To protect the existing warehouse and other planned structures within the project site from future sea level rise that exceeds 2.4 feet, an adaptive management strategy would be implemented with the design of Clement Avenue extension. The portion of Clement Avenue closest to the Oakland Estuary would be designed such that land along the waterside is reserved for future adaptive measures (e.g., increasing the height of a sea wall or levee), if necessary.

Stormwater System

The storm runoff from the project site is collected and conveyed to the City of Alameda's storm drain system, eventually discharging to the Arbor Street Pump Station. The City of Alameda owns and maintains a large diameter (54-inches) storm drain pipeline that is aligned along the northern side of the warehouse. This facility collects drainage from a large watershed that

encompasses the northwestern portions of Alameda. This pipeline connects to the existing Arbor Street Pump Station, which is located just east of the Entrance Road and Clement Avenue intersection, next to the Fortman Marina. The pump station discharges the stormwater to the Oakland Estuary at this location.

The proposed drainage patterns would closely match the existing patterns and, as part of the project, existing onsite storm drain facilities would be replaced with new stormwater pipes ranging in size from 12 to 24 inches in diameter. With implementation of landscaping and/or an onsite underground detention system, the project would generally reduce the amount of impervious surfaces within the project site. The new stormwater system would entail installation of new inlets and pipelines that would connect to the City's existing 54-inch pipeline, which eventually discharges to the Arbor Street Pump Station (CBG, 2014). In accordance with Alameda County Clean Water Program guidelines, bio-treatment areas would be established throughout the project site to treat runoff from proposed impervious areas. Proposed biotreatment areas would be integrated into landscaping areas adjacent to street and parking areas to the extent feasible.

Wastewater System

The City of Alameda owns and maintains local sanitary sewer pipelines within the public streets, which collect and convey wastewater to East Bay Municipal Utility District's (EBMUD's) conveyance and treatment facilities. Currently, the wastewater generated from the project site is collected and conveyed by an existing 10-inch pipeline that falls east to west towards Sherman Street. This pipeline is privately owned and maintained. It is aligned along the north side of the Del Monte Warehouse. The 10-inch pipeline extends to Sherman Street and connects into the City of Alameda collection system near the intersection with Eagle Avenue. The City's pipelines within Sherman Street range in size from 8 to 12 inches and flow from north to south. The 12-inch pipeline in Sherman Street connects to the EBMUD 60-inch interceptor pipeline at the intersection with Buena Vista Avenue.

The proposed project would abandon the existing 10-inch pipeline along the north side of the warehouse and install new pipelines within Entrance Road and along the southern side of the warehouse. These new pipelines would connect to EBMUD's interceptor in Buena Vista Avenue as well as the existing pipelines in Sherman Street. The onsite sewer collection system would include new pipelines ranging in size from 6 to 8 inches (CBG, 2014).

Potable Water

EBMUD also provides potable water service to the City of Alameda and the project site. EBMUD owns and maintains the existing pipelines within Buena Vista Avenue, Sherman Street and Clement Avenue. There is a 12-inch pipeline in Buena Vista Avenue, an 8-inch pipeline in Sherman Street and a 10-inch pipeline in Clement Avenue to the east. Existing private water pipelines extend from the EBMUD distribution system to the existing structures within the project site. The project site is current served by existing pipelines ranging in size from 6-inches to 15-inches that are located in Entrance Road and along the northern side of the Del Monte warehouse. These water pipelines have substantial leaks and require replacement.

As part of the proposed project, new potable water pipelines would be installed within Clement Avenue and Entrance Road to serve the project site. These facilities would be owned and maintained by EBMUD and would range in size from 8-inches to 12-inches. Within the project site, potable and fire water pipelines would extend from the pipelines in Clement Avenue, Entrance Road, Sherman Street and Buena Vista Avenue. These pipelines would range in size from 6 to 8 inches in diameter.

Dry Utilities

Electric

Alameda Municipal Power provides electric service to the project site. Existing transmission and distribution lines extend along the south side of Buena Vista Avenue, and would remain the electrical source for the project. A new joint trench would be constructed in Entrance Road and Clement Avenue. The joint trench would connect to the facilities in either Clement Avenue, Entrance Road, or Sherman Street and would include new facilities for all dry utility systems. There are also existing overhead electric facilities along the northern side and western side of the warehouse; these would be replaced with the joint trench planned in the Clement Avenue extension and include new facilities for all dry utility systems. No overhead electric facilities would remain adjacent to the project, with the exception of the high voltage lines along Buena Vista Avenue which would remain above ground. Additionally, the service to the existing historic streetlights on the north side of Buena Vista Avenue would be undergrounded as part of the project.

Natural Gas

Pacific Gas & Electric (PG&E) provides natural gas service to the project site. As described above, a new joint trench would be constructed in Entrance Road and Clement Avenue. The new joint trench could connect the proposed facilities in either Clement Avenue, Entrance Road, or Sherman Street.

Telecommunications

AT&T would provide telecommunication service to the project site. A new joint trench would be constructed from the source to and throughout the project site. The joint trench would include new facilities for all dry utility systems.

Affordable Housing

The project developer would enter into an Affordable Housing Agreement with the City of Alameda for the provision of housing affordable to moderate-, low-, and very low-income households consistent with Alameda Municipal Code (AMC) 30-16 Affordable Housing onsite. Consistent with AMC 30-16, a minimum of four percent of all units would be affordable to very-low income households, four percent would be affordable to low income households, and seven percent would be affordable to moderate-income households.

In addition, this project requires approval of a Density Bonus Application pursuant to State of California Section 65915 and AMC Section 30-17 Affordable Housing Density Bonus. Proposals that qualify under Section 30-17 may be granted additional residential density and waivers from local development standards, subject to and consistent with AMC 30-17.

Phasing

The project may be developed in phases; however, for the purpose of this analysis a conservative assumption, that the project would be developed in one phase over 12-months, was assumed phasing may occur in any logical pattern so long as:

- Open space parcels or public open space or waterfront public access would be offered for dedication and improved concurrently with completion of the residential or commercial areas immediately inland of them.
- Any phase that includes the Del Monte Warehouse building would require a Certificate of Approval from the Alameda Historic Advisory Board.
- All uses would be consistent with the onsite parking plan, site wide infrastructure plan, and site wide public access plan.
- All required public access, and site wide infrastructure improvements would be completed with completion of the final residential phase.
- Future specific development projects would not exceed the maximum densities specified in the Master Plan. All phase submittals must include:
    - Reconciliation of maximum unit densities for the Residential component as it relates to the entirety of the site built out.
    - Reconciliation of maximum square footage for the Non-Residential component as it relates to the entirety of the site build out.
- In addition to the submittal requirements of AMC 30-4.20 and AMC 30-4.13, the first phase Site Development Plan submittals must include:
    - A site wide, “full build out” parking plan,
    - A Clement Avenue extension plan,
    - An overall site development and open space phasing plan.
    - A site-wide Master Infrastructure and Site Improvement Plan that includes storm water improvement plan, wastewater assessment and improvement plan, master grading plan, master on-site public space improvement plant, and a master on-site power plan.

Construction

Project demolition and construction activities would occur Monday through Friday between the hours of 7:00 a.m. and 7:00 p.m. If weekend work is necessary, construction would occur on Saturdays from 8:00 a.m. to 5:00 p.m., pursuant to required approvals by the City. If construction work occurs over a single-phase construction period, construction may occur within 12 months,

but could occur over a longer timeframe. Construction circulation could require temporary lane closures and sidewalk closures along adjacent streets. Approximately eight pieces of heavy equipment would access the project site; equipment and materials would be staged for construction within established work areas onsite. In addition to on-haul and off-haul trips, project construction would generate an estimated maximum of 10 to 20 trucks and automobiles per day. Up to 220 vehicle parking spaces would be provided during the peak construction period for deliveries, visitors, and construction employees.

2.4 Approvals Required

The project would require or may include the following approvals and discretionary actions from the City of Alameda:

- Approval of the Master Plan and Subdivision Approvals (large lot tentative map, small lot tentative map, condominium map, final map, etc.)
- Development Agreement
- Development Plan and Design Review approvals for individual buildings
- Certificate of Approval from the Historical Advisory Board to modify the Del Monte Warehouse building
- Affordable Housing Plan approval
- Approval of a Density Bonus Application pursuant to State of California Section 65915 and AMC Section 30-17 Affordable Housing Density Bonus
- Ministerial Permits (including demolition, construction, building or grading permits)

Other approvals may be required from the following agencies:

- State Water Resources Control Board – National Pollutant Discharge Elimination System (NPDES) NPDES General Construction Permit and Storm Water Pollution Prevention Plan
- San Francisco Bay Area Regional Water Quality Control Board (RWQCB)
- Bay Area Air Quality Management District (BAAQMD)
- San Francisco Bay Conservation and Development Commission (BCDC)

References

Carlson, Barbee, & Gibson, Inc. (CBG), 2014. Draft Master Plan: Del Monte Warehouse, March 2014.

City of Alameda, 2006. Alameda Northern Waterfront General Plan Amendment Draft EIR, prepared by Lamphier-Gregory, DKS Associates, Charles M. Salter Associates, and Questa Engineering, January.

3. Environmental Factors Potentially Affected and City's Mitigation Determination

The proposed project could potentially affect the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☒ Geology, Soils and Seismicity
☒ Greenhouse Gas Emissions	☒ Hazards and Hazardous Materials	☒ Hydrology and Water Quality
☐ Land Use and Land Use Planning	☐ Mineral Resources	☒ Noise
☐ Population and Housing	☐ Public Services	☐ Recreation
☒ Transportation and Traffic	☐ Utilities and Service Systems	☒ Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial study:

☐ The City finds that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ The City finds that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION will be prepared.

☐ The City finds the proposed project may have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. If the effect is a potentially significant impact or potentially significant unless mitigated an ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to addressed.

☐ The City finds that changes to the project or the circumstances under which the project would be undertaken require major revisions to the previous EIR in order to make the previous EIR adequately apply to the proposed project in accordance with Public Resources Code §21166 and CEQA Guidelines §15163. Thus, a SUBSEQUENT EIR shall be prepared.

☐ The City finds that changes to the project or the circumstances under which the project would be undertaken require only minor revision to the previous EIR in order to make the previous EIR adequately apply to the proposed project in accordance with Public Resources Code §21166 and CEQA Guidelines §15163. Thus, a SUPPLEMENTAL EIR shall be prepared.

☒ The City finds that the significant effects that would result from the proposed project have been addressed in the Northern Waterfront General Plan Amendment EIR, and that none of the determinations set forth in Public Resources Code §21166 and CEQA Guidelines §15162 can be established. Thus, a SUBSEQUENT MITIGATED NEGATIVE DECLARATION to the Northern Waterfront General Plan Amendment EIR shall be prepared.

Signature _____ Date 4/28/2014

ANDREW THOMAS
Printed Name

For City of Alameda

4. Environmental Checklist, Discussion, and Mitigation Measures

4.1 Organization and Format

This Section presents the Environmental Checklist for each CEQA environmental factor, the discussion of the anticipated impacts to each of the environmental factors, the identification of any new or modified mitigation measures, and the reference citations of all technical studies, agencies, and other resources consulted in the evaluation.

Environmental Checklist

For each of CEQA's 18 specific environmental factors (e.g., Air Quality, Cultural Resources, Transportation and Traffic, etc.) to be addressed, the Checklist is marked with findings as to the comparative impact determinations of the proposed project compared to those identified in the Northern Waterfront General Plan Amendment EIR for the Del Monte site. A checked box (☒) in the first column of the Checklist requires additional environmental analysis in the form of a supplemental or subsequent EIR. A checked box in the second column of the Checklist requires preparation of a subsequent mitigated negative declaration. A checked box in the third through fifth column of the Checklist requires preparation of an addendum to the EIR. (See Section 1.2 of this document for a detailed description of the Checklist determination categories in the Environmental Checklist.)

A discussion of the anticipated impacts to each of the environmental factors follows the Checklist and starts with a summary of the GPA EIR findings. If a potentially significant impact is identified, mitigation is presented to reduce the impact to less than significant.

Impacts, Mitigation Measures and Nomenclature

Because this IS/SMND has been prepared as a subsequent document to the certified GPA EIR, several mitigation measures from the GPA EIR are incorporated into this IS/SMND - sometimes in modified form (shown in <u>underlined</u> and/or ~~strike-out~~ text format to show revisions) to adequately address the proposed project changes when compared to the original Northern Waterfront GPA project evaluation in the GPA EIR.

For clarity, new mitigation measures introduced in the IS/SMND are labeled with new numeric designators corresponding to sequence of the environmental factor (e.g., **New Mitigation Measures 8-1a through 8-1e** to address "Hazards and Hazardous Materials, the eight environmental factor under CEQA). Mitigation measures added or updated from the GPA EIR maintain the alphabetical designators used in the GPA EIR (e.g., **Mitigation Measures HAZ 1 through HAZ 1b**).

Lastly, each Checklist section includes reference citations of all technical studies, agencies, and other resources consulted in this evaluation.

Aesthetics

Environmental Factors for Determining Environmental Effect	Proposed Project Compared to the GPA EIR Project				
	Potentially New Impact – Further Investigation to be Undertaken	*New Impact – Reduced to LS with New Mitigation Identified*	*No Change to Previous Impact, but New or Revised Mitigation Identified*	*No Change to Previous Impact or Mitigation Identified*	*Topic Not Previously Analyzed; No Significant Project Impact*
1. AESTHETICS — Would the project:					
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	☐	☐	☐	☒	☐

The GPA EIR concluded that the Northern Waterfront GPA would result in less-than-significant visual resources impacts. In particular, the Northern Waterfront GPA includes policies that would support and supplement the City of Alameda's existing General Plan policies related to visual resources, and would generally have a beneficial effect on scenic vistas and visual quality by preserving view corridors, renovating important architectural landmarks, creating continuity between surrounding neighborhoods and the waterfront, and eliminate underutilized or deteriorating structures.

There are no substantial changes in the proposed project or new information of substantial importance since the GPA EIR that would result in any new significant environmental effects or substantial increase the severity of previously identified significant effects related to aesthetics. As described below, the proposed project would have less than significant impacts to aesthetics, which is consistent with the GPA EIR. Therefore, the proposed project would not result in any new potentially significant aesthetic effects that were not identified in the GPA EIR or a substantial increase the severity of any previously identified significant aesthetic effects.

Discussion

a, b) **No Change to Previous Impact or Mitigation.** As described in the Project Description, the 11.51-acre project site consists of a large, brick warehouse, which occupies approximately 7 acres of the property. The undeveloped portion of the site in the northwestern corner (closest to Sherman Street) consists of a combination of pavement and unkempt, overgrown vegetation. The project site does not include any designated scenic vistas, resources or state scenic highways. Underutilized and under-maintained industrial facilities have substantially degraded the existing visual character and quality at

the property. From the southern side of the site, views consist of residential neighborhoods and Littlejohn Park. Currently, there is no public access provided along the estuary to the north of the project site, and views of the estuary and the Oakland hills are completely blocked by buildings and fencing on the property. At the western side of the site, views consist of residential uses and the Wind River office/research park.

The scale and uses located in the project area vary substantially from the neighborhoods surrounding the site. The Del Monte Warehouse itself and buildings such as the recently demolished Chipman Warehouse to the east of the project site are large and comprise highly visible landmarks within the generally flat landscape. Encinal Terminal, located just north of the site, is currently vacant, but once served as a shipping container dock.

The eastern portion of the Northern Waterfront GPA area is comprised of waterfront uses located between Fortman Marina and Alameda Marina, including the Grand Harbor Marina, and the Grand Street boat launch. City properties located along Fortman Way include a service yard and animal shelter; the industrial and office uses located along Grand Street north of Buena Vista; and small pockets of single-family residential. The Marina Cove subdivision comprises the area north of Buena Vista Avenue and south of the planned extension of Clement Avenue between Paru Street and the Chipman warehouse. Building composition and style is diverse in this area - buildings vary from one and two to sometimes three stories. Views along this portion of the waterfront are of the Oakland Estuary and the East Bay hills.

Scenic resources in the project vicinity include long-range views of the developed Oakland hills. Views of the Oakland hills from the project site are available above intervening development. Views across the Estuary include Coast Guard Island and industrial and commercial sites on the Oakland side.

Existing foreground views from the project site consist of the views across Encinal Terminals of the Oakland Estuary, the vacant Beltline property (i.e., Sweeney Open Space Park), single-family homes, and the backs or sides of one- and two-story buildings. These views are representative of the similar views available from surrounding properties. Development of the proposed project would change the visual character of the site by constructing a mix of residential and commercial uses on the site and adapting and restoring the Del Monte warehouse building. **Figures 13 and 14** show existing views and renderings of future views of the Del Monte warehouse building upon completion of the project. As shown in Figure 13, some metal structures used as part of the loading dock would be replaced with private patios for the first floor units. As shown in Figure 14, awnings would be established at the entryway from Buena Vista Avenue and the glazing systems of the bays would be visible behind the building's brick exterior. Improvements would include the removal of metal roll-up doors and metal fencing bordering the site, and installation of pedestrian access ways, landscaping and street trees to maximize open space and view corridors to the nearby estuary. In accordance with the Master Plan's

VIEW 1 - EXISTING CONDITION
VIEW FROM SHERMAN ST AND EAGLE AVE

VIEW 2 - EXISTING CONDITION
VIEW FROM ENTRANCE RD AND CLEMENT ALONG BUILDING FACADE

VIEW 1 - PROPOSED
VIEW FROM SHERMAN ST AND EAGLE AVE

VIEW 2 - PROPOSED
VIEW FROM ENTRANCE RD AND CLEMENT ALONG BUILDING FACADE

KEY MAP

SOURCE: BAR Architects

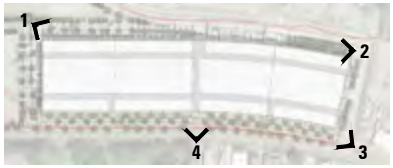
Del Monte Warehouse . 130968

Figure 13
Existing and Proposed Views of the Project Site from the North

VIEW 3 - EXISTING CONDITION
VIEW FROM BUENA VISTA AVE AND ENTRANCE RD

VIEW 4 - EXISTING CONDITION
VIEW OF ENTRY ALONG BUENA VISTA AVE

VIEW 3 - PROPOSED
VIEW FROM BUENA VISTA AVE AND ENTRANCE RD



KEY MAP

VIEW 4 - PROPOSED
VIEW OF ENTRY ALONG BUENA VISTA AVE

SOURCE: BAR Architects

Del Monte Warehouse . 130968

Figure 14
Existing and Proposed Views of the Project Site from the South

building design standards, building facades adjacent to public pedestrian areas would also consist of design elements that are human-scaled and would enhance pedestrian comfort at the ground level. Adaptive reuse of the existing warehouse building and installation of pedestrian access ways and landscaping and street trees around the perimeter of the building would substantially improve the visual character and quality of the property as there is currently no landscaping and vegetation on the site is unkempt and overgrown. The proposed Master Plan would ensure compatibility with the Northern Waterfront GPA goals, including consistency with existing development in the vicinity in terms of scale, design, and use. Since these goals were developed with the intent to improve the site's overall conditions, the Master Plan would result in a beneficial visual effect, and therefore would not result in a significant impact on the visual quality of the site.

The proposed project is subject to the City of Alameda Municipal Code requirements for Design Review[2] and City of Alameda standard conditions and requirements regarding lighting placement and design. This process is intended to ensure compatibility between the proposed project and "…adjacent or neighboring buildings or surroundings and promote harmonious transitions in scale and character in areas between different designated land uses" (City of Alameda, 2013)

Because there are no designated scenic vista points or scenic resources in proximity to the project site, the project would not displace or obstruct a scenic vista. Therefore, the proposed project would not result in a substantial adverse effect on a scenic vista or scenic resources, and the impact would be less than significant. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

c) **No Change to Previous Impact or Mitigation.** The project site is located within the Northern Waterfront area of Alameda, an urban environment composed of a mix of industrial, water-oriented, and residential land uses. The site's immediate neighbors include residential uses and Littlejohn Park to the south, the Oakland Estuary and Encinal Terminal to the north, the Wind River office/research park to the northwest, the Fortman Marina to the northeast, and the Chipman warehouse and residential uses to the east. As described above for criteria "a" and "b", underutilized and under-maintained industrial facilities have substantially degraded the existing visual character and quality at the property. The proposed project would alter the existing deteriorated visual character of the project site as it would rehabilitate and adaptively reuse the historic warehouse for a mix of residential and commercial uses. Adaptive reuse of the building along with the proposed landscaping and planting of street trees along the perimeter of the site would enhance the subject property and complement neighboring maritime and open space uses. The proposed development would be designed consistent with the Master Plan's building design standards (refer to Appendix A) to ensure compatibility with other uses in the project vicinity and would focus on contemporary architecture style, height, and bulk. For

[2] Alameda Municipal Code Section 30-37, Design Review Regulations.

example, the façade of the Del Monte Warehouse building would provide a pedestrian-friendly scale along the waterfront edge to enhance the pedestrian environment at the ground level and should include building materials (e.g., window types) that complement the existing architectural styles in the area. Overall, given the degraded visual conditions of the existing site, the project site would be improved with implementation of the proposed project. Impacts related to substantial degradation of the existing visual character or quality of the site and its surroundings would be less than significant. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

d) **No Change to Previous Impact or Mitigation.** Development of the proposed project would result in an intensification of light and glare on the project site associated with the potential use of reflective building materials, street light fixtures, nighttime lighting of commercial identification signs and logos, and increased vehicle and transit use. Street lighting would be included on the Clement Avenue Extension as well as on internal local streets, and installed along all pedestrian and bike through-ways. However, the consistent use of a standard design review process for all proposed developments within the Northern Waterfront GPA area, and the enforcement of Implementing Policy 10.8.f , Urban Design and Aesthetics,[3] of the Northern Waterfront General Plan policies, would ensure that new development does not create unnecessary glare or lighting impacts on adjacent land uses through design standards such as downcasting lighting, limited night lighting, and the imposition of limits on the use of reflective building materials. Therefore, impacts resulting from new sources of substantial light or glare which would adversely affect daytime or nighttime views in the area would be less than significant. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

References

City of Alameda, 2006. Alameda Northern Waterfront General Plan Amendment Draft EIR, prepared by Lamphier-Gregory, DKS Associates, Charles M. Salter Associates, and Questa Engineering, January.

City of Alameda, 2013. Citywide Design Review Manual. Available at: http://alamedaca.gov/sites/default/files/department-files/2014-01-13/citywide_design_review_manual_1-2014_part1.pdf. December 2013.

[3] Policy 10.8.f states: Ensure that new development does not create unnecessary glare or lighting impacts on adjacent land uses.

Agricultural and Forest Resources

Environmental Factors for Determining Environmental Effect	Proposed Project Compared to the GPA EIR Project				
	Potentially New Impact – Further Investigation to be Undertaken	***New Impact – Reduced to LS with New Mitigation Identified***	***No Change to Previous Impact, but New or Revised Mitigation Identified***	***No Change to Previous Impact or Mitigation Identified***	***Topic Not Previously Analyzed; No Significant Project Impact***
2. AGRICULTURAL AND FOREST RESOURCES — In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. **Would the project:**					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☐	☒

The GPA EIR found that no agricultural lands would be converted with implementation of the Northern Waterfront GPA, since these resources are not present in the Northern Waterfront GPA area. There are no changes to the physical environment since the adoption of the Northern Waterfront GPA. As described below, the proposed project would have no impacts to agriculture resources, which is consistent with the GPA EIR.

Forest resources were not analyzed in the GPA EIR and were not commonly analyzed in CEQA documents at the time the GPA EIR was prepared and adopted. However, information about forestry resources could have been known with the exercise of reasonable diligence at the time

the GPA EIR was adopted. However, similar to agricultural lands, forest resources are not present in the Northern Waterfront GPA area. The proposed project would not result in any significant effects related to forestry resources. The site is developed with industrial uses. Therefore, the new information related to forest resources would not result in a new potentially significant environmental effect that was not identified in the GPA EIR.

Discussion

a,b,e) **Topic not Previously Analyzed; No Significant Project Impact.** The project site is not designated by either the General Plan or the Zoning Ordinance as agricultural land (City of Alameda, 2013). It is not designated as important farmland by the state (CDC, 2011). Thus, no significant agricultural resources or operations would be affected as a result of the proposed project.

c,d) **Topic not Previously Analyzed; No Significant Project Impact.** The project site is not zoned or designated for forestry or timberland uses (City of Alameda, 2013). The site currently contains the Del Monte Warehouse building which would be rehabilitated for adaptive reuse as part of the project. The majority of the site is paved, with some ornamental trees bordering the parking area. As such, the proposed project would have no impact on forest land or farmland resources.

References

City of Alameda, 1991. City of Alameda General Plan.

City of Alameda, 2013. Alameda Municipal Code.

City of Alameda, 2013. Zoning Map.

California Department of Conservation (CDC), 2011. Alameda County Important Farmland 2010 (map). Division of Land Resource Protection. Accessed March 11, 2014.

Air Quality

Environmental Factors for Determining Environmental Effect	Proposed Project Compared to the GPA EIR Project				
	Potentially New Impact – Further Investigation to be Undertaken	***New Impact – Reduced to LS with New Mitigation Identified***	***No Change to Previous Impact, but New or Revised Mitigation Identified***	***No Change to Previous Impact or Mitigation Identified***	***Topic Not Previously Analyzed; No Significant Project Impact***
3. AIR QUALITY — Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. **Would the project:**					
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒	☐

The GPA EIR concluded that the Northern Waterfront GPA would result in less-than-significant operational impacts associated with odors, air toxics, consistency with the applicable air quality plan, and carbon monoxide concentrations. Since the GPA EIR was a programmatic analysis, projects proposed within the Northern Waterfront GPA are subject to a project-level review for air quality impacts, which is included below. **Mitigation Measures AIR-1a**, related to construction, would apply to the proposed project, and is modified to address current construction practices as further discussed below.

GPA EIR **Mitigation Measure AIR-1b** related to Diesel Reduction Programs, does not apply to the proposed project based on the minimal development of the project and associated construction emissions.

There are no substantial changes in the proposed project or new information of substantial importance since the GPA EIR that would result in any new significant environmental effects or substantial increase in the severity of previously identified significant effects related to air quality. As described below, with implementation of mitigation measures from the GPA EIR, the proposed project would have less than significant impacts to the region's air quality, which is

consistent with the GPA EIR. Therefore, the proposed project would not result in any new potentially significant air quality effects that were not identified in the GPA EIR or a substantial increase the severity of any previously identified significant air quality effects.

The following analysis was developed from information contained in the *Air Quality Impact Analysis Del Monte Warehouse Project* (LSA Associates, Inc., 2014), incorporated by reference and summarized below. The full analysis is presented in **Appendix D**.

CEQA requires the analysis of potential adverse effects of the project on the environment. Potential effects of the environment on the project are legally not required to be analyzed or mitigated under CEQA. However, this section nevertheless analyzes potential effects of the air quality environment on the project in order to provide information to the public and decision-makers. Where a potential significant effect of the environment on the project is identified, relevant mitigation measures are recommended.

Discussion

Under amendments to the federal Clean Air Act (CAA), the U.S. Environmental Protection Agency (USEPA) has classified air basins or portions thereof as either “attainment” or “non-attainment” for each criteria air pollutant, based on whether or not the national standards have been achieved. The California CAA, which is patterned after the federal CAA, also requires areas to be designated as “attainment” or “non-attainment” for the state standards. Thus, areas in California have two sets of attainment / non-attainment designations: one set with respect to the national standards and one set with respect to the state standards. The San Francisco Bay Area Air Basin (Bay Area) is currently designated as a nonattainment area for state and national ozone standards, state particulate matter (PM10 and PM2.5) standards, and federal PM2.5 (24-hour) standard.

The Bay Area Air Quality Management District (BAAQMD) is the regional air quality authority in the proposed project area. The most recently adopted air quality plan for the San Francisco Bay Area is the *Bay Area 2010 Clean Air Plan* (BAAQMD, 2010). The 2010 Clean Air Plan (CAP) is an update to the BAAQMD 2005 Ozone Strategy to comply with State air quality planning requirements. The 2010 CAP also serves as a multi-pollutant air quality plan to protect public health and the climate. The 2010 CAP control strategy includes revised, updated, and new measures in the three traditional control measure categories, including stationary source measures, mobile source measures, and transportation control measures. In addition, the 2010 CAP identifies two new categories of control measures, including land use and local impact measures, and energy and climate measures.

The BAAQMD *CEQA Air Quality Guidelines* were adopted in 2010 and amended in 2011 to assist in the evaluation of air quality impacts of projects and plans proposed within the Bay Area. The guidelines provide recommended procedures for evaluating potential air impacts during the environmental review process, consistent with CEQA requirements, and include recommended thresholds of significance, mitigation measures, and background air quality information. They also include recommended assessment methodologies for air toxics, odors, and greenhouse gas

emissions. In 2012, the Alameda County Superior Court ruled that the BAAQMD had failed to comply with CEQA when it adopted the thresholds of significance in the BAAQMD *CEQA Air Quality Guidelines*. In August 2013, the First District Court of Appeal reversed the trial court's judgment and upheld the BAAQMD's *CEQA Guidelines*. Although reliance on the 2011 thresholds is in a state of flux, local agencies still have a duty to evaluate impacts related to air quality and GHG emissions. In addition, CEQA grants local agencies broad discretion to develop their own thresholds of significance, or to rely on thresholds previously adopted or recommended by other public agencies or experts so long as they are supported by substantial evidence. Accordingly, this analysis is based on the BAAQMD's 2011 thresholds to evaluate project impacts in order to protectively evaluate the potential effects of the project on air quality. Despite the court ruling, the science and reasoning contained in the BAAQMD 2011 *CEQA Air Quality Guidelines* provide the latest state-of-the-art guidance available. For that reason, substantial evidence supports continued use of the BAAQMD 2011 *CEQA Air Quality Guidelines*.

For the purposes of this air quality analysis and consistent with BAAQMD, sensitive receptors are defined as facilities and land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples include schools, hospitals, and daycare centers. Residential areas are also considered sensitive to poor air quality because people usually stay home for extended periods of time, which results in greater exposure to ambient air quality. As shown in Figure 3 of the Project Description, sensitive receptors in the vicinity of the project include residences along Buena Vista Avenue, along Sherman Street, and the planned Marina Cove residential subdivision. Each of these receptors is about 60 feet from the project boundary.

a) **No Change to Previous Impact or Mitigation.** For air quality plan consistency determinations, the BAAQMD recommends that agencies analyze the proposed project with respect to the following questions: (1) does the project support the primary goals of the air quality plan; (2) does the project include applicable control measures from the air quality plan; and (3) does the project not disrupt or hinder implementation of any 2010 CAP control measures? The questions are assessed below. If all the questions are concluded in the affirmative, BAAQMD considers the project consistent with air quality plans prepared for the Bay Area (BAAQMD, 2011). Any project that would not support the 2010 CAP goals would not be considered consistent with the 2010 CAP, and if approval of the proposed project would not result in significant and unavoidable air quality impacts after the application of mitigation, then the proposed project would be considered consistent with the 2010 CAP.

(1) As presented in the subsequent impact discussions, proposed project-related construction and operation emissions would not exceed the identified significance thresholds; therefore, the proposed project would support the primary goals of the 2010 CAP.

(2) As mentioned above, projects that incorporate all feasible air quality plan control measures are considered consistent with the 2010 CAP.

The control strategies of the 2010 CAP include measures in the traditional categories of stationary source measures, mobile source measures, and transportation control measures. The 2010 CAP identifies two new subcategories of control measures, including land use and local impact measures and energy and climate measures. Stationary source measures are not specifically applicable to the proposed project and therefore are not evaluated as part of this analysis.

a) Transportation and Mobile Source Control Measures: The transportation control measures are designed to reduce emissions from motor vehicles by reducing vehicle trips and vehicle miles traveled in addition to vehicle idling and traffic congestion. The proposed project would not conflict with the identified transportation and mobile source control measures of the 2010 CAP.

b) Land Use and Local Impact Measures: The 2010 CAP includes Land Use and Local Impacts Measures (LUMs) to achieve the following: promote mixed-use, compact development to reduce motor vehicle travel and emissions; and ensure that planned growth is focused in a way that protects people from exposure to air pollution from stationary and mobile sources of emissions. The LUMs identified by the BAAQMD are not specifically applicable to the proposed project as they relate to actions the BAAQMD will take to reduce impacts from goods movement and health risks in affected communities. Therefore, the project would not conflict with any of the LUMs of the 2010 CAP.

c) Energy Measures: The 2010 CAP also includes Energy and Climate Control Measures (ECM), which are designed to reduce ambient concentrations of criteria pollutants and reduce emissions of CO_2. Implementation of these measures is intended to promote energy conservation and efficiency in buildings throughout the community, promote renewable forms of energy production, reduce the “urban heat island” effect by increasing reflectivity of roofs and parking lots, and promote the planting of (low-VOC-emitting) trees to reduce biogenic emissions, lower air temperatures, provide shade, and absorb air pollutants. The energy measures of the 2010 CAP are not specifically applicable to the proposed project. Therefore, the proposed project would not conflict with any of the ECM measures.

(3) Examples of how a project may cause the disruption or delay of control measures include a project that precludes an extension of a transit line or bike path, or proposes excessive parking beyond parking requirements. The proposed project would develop residential and commercial uses in an area previously used as warehouse uses and would not create any barriers or impediments to planned or future improvements to transit or bicycle facilities in the area and therefore would not hinder implementation of 2010 CAP control measures.

The proposed project would support the primary goals of the 2010 CAP and it would not disrupt or hinder implementation of any 2010 CAP control measures. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

b) **No Change to Previous Impact, but New or Revised Mitigation Identified.** Criteria pollutant and precursor exhaust emissions of reactive organic gases (ROG), nitrogen oxides (NOx), respirable particulate matter (PM10), and fine particulate matter (PM2.5) from construction equipment and vehicles would incrementally add to the regional atmospheric loading of these pollutants during construction of the proposed project. Impacts related to the proposed project contributing to an existing or projected air quality violation are judged by comparing estimated direct and indirect project exhaust emissions to the significance thresholds, which for short-term construction emissions are 54 pounds per day for ROG, NOx, and PM2.5; and 82 pounds per day for PM10 (BAAQMD, 2011).

BAAQMD recommends that analyses focus on implementation of dust control measures rather than comparing estimated levels of fugitive dust to a quantitative significance threshold. Rather, BAAQMD considers implementation of BAAQMD-recommended basic mitigation measures for fugitive dust sufficient to ensure that construction-related fugitive dust is reduced to a less-than-significant level.

Precise details of construction are unknown at this time; therefore, construction emissions were estimated using the default assumptions (i.e., construction fleet activities) included in the California Emissions Estimator Model (CalEEMod) version 2013.2.2. Construction was assumed for a duration of 12 months (LSA Associates, Inc., 2014). Average daily criteria air pollutant emissions from project construction are shown in **Table 3-1**.[4] Additional assumptions and information are included in the *Air Quality Impact Analysis Del Monte Warehouse Project* presented in Appendix D (LSA Associates, Inc., 2014).

TABLE 3-1
AVERAGE DAILY CONSTRUCTION-RELATED POLLUTANT EMISSIONS (Pounds/Day)

Year	ROG	NOx	Exhaust PM10[a]	Exhaust PM2.5[a]
Unmitigated Emissions	42.7	42.3	2.4	2.2
BAAQMD Construction Threshold	54	54	82	54
Significant Impact?	No	No	No	No

a BAAQMD's proposed construction-related significance thresholds for PM10 and PM2.5 apply to exhaust emissions only and not to fugitive dust.

SOURCE: LSA Associates, Inc., 2014.

[4] Per the BAAQMD's *CEQA Air Quality Guidelines*, daily thresholds of significance for construction are based on average daily emissions.

Although the project would not generate emissions during construction that would exceed the BAAQMD thresholds, due to the non-attainment status of the air basin with respect to ozone, PM10, and PM2.5, the BAAQMD recommends that projects implement a set of Basic Construction Mitigation Measures as best management practices regardless of the significance determination. Incorporation of GPA EIR **Mitigation Measure AIR-1a** (and modified as shown by underline and ~~strikeouts~~ below to reflect the latest BAAQMD recommendations), would reduce impacts to less than significant levels.

In regards to operations, the proposed project would result in the operation of 414 residential lofts, townhomes, and flats, and up to 25,000 square feet of retail space on an approximately 11.51 acre site. Operational emissions, including mobile, energy, and area (i.e., architectural coating, consumer products, landscape equipment) sources were estimated using CalEEMod and are depicted below in **Table 3-2**. Additional assumptions and information are included in the *Air Quality Impact Analysis Del Monte Warehouse Project* (LSA Associates, Inc., 2014). As shown below, long-term operational emissions of the project would be less than significant and mitigation measures would not be required. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

TABLE 3-2
OPERATION-RELATED POLLUTANT EMISSIONS

Emissions in Pounds Per Day	**ROG**	**NOx**	**PM10**	**PM2.5**
Area Sources	12.8	0.4	0.6	0.6
Energy Sources	0.1	1.0	0.1	0.1
On-road Vehicles	13.2	35.0	14.8	4.2
Total Operational Emissions	26.1	36.4	15.5	4.9
BAAQMD Operational Threshold	54	54	82	54
Significant Impact?	No	No	No	No
Emissions in Tons per Year	**ROG**	**NOx**	**PM10**	**PM2.5**
Area Sources	2.1	0.0	0.0	0.0
Energy Sources	0.0	0.2	0.0	0.0
On-road Vehicles	2.2	6.1	2.6	0.7
Total Operational Emissions	4.3	6.3	2.6	0.7
BAAQMD Operational Threshold	10	10	15	10
Significant Impact?	No	No	No	No

SOURCE: LSA Associates, Inc., 2014.

Mitigation Measure AIR-1a: Implementation of Dust Abatement Programs. Proponents of development projects within the Northern Waterfront GPA area shall be required to demonstrate compliance with all applicable City regulations and operating procedures prior to issuance of building or grading permits, including standard dust control measures. The effective implementation of dust abatement

programs, incorporating all of the following dust control measures, would reduce the temporary air quality impact associated with construction dust.

- All active construction areas shall be watered two times daily using equipment and staff provided by the project applicant or prime contractor, as needed, to avoid visible dust plumes. Appropriate non-toxic dust palliative or suppressant, added to water before application, may be used.
- All trucks hauling soil, sand and other loose materials shall be covered ~~or shall maintain at least two feet of freeboard~~.
- All unpaved access roads, parking areas and construction staging areas shall be either paved, watered as necessary to avoid visible dust plumes, or subject to the application of (non-toxic) soil stabilizers.
- All paved access roads, parking areas and staging areas at the construction site shall be swept daily with water sweepers. The use of dry power sweeping is prohibited.
- If visible soil material is carried onto adjacent public streets, these streets shall be swept daily with water sweepers. The use of dry power sweeping is prohibited.
- All stockpiles of debris, soil, sand or other materials that can be blown by the wind shall either be covered or watered as necessary to avoid visible dust plumes.
- An off-pavement speed limit of 15 miles per hour for all construction vehicles shall be incorporated into the construction contract and enforced by the prime contractor.
- All inactive portions of the project site (those areas which have been previously graded, but inactive for a period of ten days or more) shall be watered with an appropriate dust suppressant, covered or seeded.
- All earth-moving or other dust-producing activities shall be suspended when the above dust control measures prove ineffective in avoiding visible dust plumes during periods of high winds. The wind speed at which this suspension of activity will be required may vary, depending on the moisture conditions at the project site, but suspension of such activities shall be required in any case when the wind speed exceeds 25 miles per hour.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.

- 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.
- Post a publicly visible sign with the telephone number and person to contact at the City of Alameda regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

c) **No Change to Previous Impact or Mitigation.**According to the BAAQMD, no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. In addition, according to the BAAQMD CEQA Air Quality Guidelines, if a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions (BAAQMD, 2011). Alternatively, if a project does not exceed the identified significance thresholds, then the project would not be considered cumulatively considerable and would result in less-than-significant air quality impacts. As discussed for criterion "b" above, the proposed project would result in less than significant regional emissions from project operations and therefore would also not make a cumulatively considerable contribution to regional air quality impacts. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect. The GPA EIR did not include an operation emission analysis and instead required a project-level analysis, which is summarized herein, and presented in Appendix D (see 3.b, above).

d) **No Change to Previous Impact or Mitigation.** BAAQMD defines sensitive receptors as children, adults, and seniors occupying or residing in residential dwellings, schools, colleges and universities, daycares, hospitals, and senior-care facilities. There are residential receptors about 60 feet from the proposed project site boundary. There are also sensitive residential receptors proposed to be developed under the proposed project. Pollutant exposure associated with proposed project construction and operations, as well as land use compatibility of locating new residences at the project site are discussed below.

Construction. Construction of the project would result in short-term diesel exhaust emissions (DPM), which are toxic air contaminants (TACs), from onsite heavy-duty equipment and diesel trucks. Exposure of sensitive receptors is the primary factor used to determine health risk. Exposure is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with the substance. A longer exposure period would result in a higher exposure level. Thus, the risks estimated for a maximally exposed individual are higher if a fixed exposure occurs over a longer period of time. According to the Office of Environmental Health Hazard

Assessment (OEHHA), health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 70-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project. Thus, the duration of the proposed construction activities (12 months) would only constitute a small percentage of the total 70-year exposure period. Additionally, the proposed project would reuse the existing Del Monte warehouse building, which would reduce the level of site preparation, grading, and construction activities compared with development of a similar sized project that would require all new construction. Therefore, due to the short duration of the construction period and the dispersion of project construction emissions, health risk impacts associated with proposed project construction would be less than significant (LSA Associates, Inc., 2014). The GPA EIR did not include a health risk analysis related to construction. A project-level analysis, which is presented in Appendix D. Implementation of **Mitigation Measure AIR-1a**, which includes measures such as minimizing the idling time of diesel powered construction equipment and requiring that all construction equipment is maintained and properly tuned, would also reduce potential DPM emissions.

Operations. The proposed project would result in on-road mobile traffic that could result in localized carbon monoxide (CO) exposure. The proposed project would not result in any sources of TAC emissions. However, an assessment of locating sensitive residential receptors on the project site is included below in regards to health risk of future residents.

For CO exposure, the proposed project would not conflict with the Alameda County Transportation Commission's (ACTC) program for designated roads or highways, a regional transportation plan, or other agency plans, as the proposed project would not cause the level of service to significantly deteriorate on any regional roadway. In addition, traffic volumes on roadways in the vicinity of the project site are less than 44,000 vehicles per hour and would not result in localized CO concentrations that exceed State or federal standards (LSA Associates, Inc., 2014).

TAC exposure for future residents could be associated with diesel traffic on nearby roadways as well as stationary sources. The closest roadway with the high volumes of traffic is Buena Vista Ave, with an ADT of about 10,000 vehicles per day, and a potential maximum cancer risk of 3.83 in 1 million, which is well below the BAAQMD threshold of 10 in 1 million (LSA Associates, Inc., 2014). Furthermore, no stationary sources were identified within 1,000 feet of the proposed project site using the BAAQMD KML (Google Earth) file for Alameda County (LSA Associates, Inc., 2014). Thus, future residents of the proposed project would not be exposed to substantial concentrations of TACs and this impact would be less than significant without mitigation. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

e) **No Change to Previous Impact or Mitigation.** As a general matter, the types of land use development that pose potential odor problems include wastewater treatment plants, refineries, landfills, composting facilities and transfer stations. No such uses would occupy the project site. However, the proposed project itself would develop residential sensitive receptors. According to BAAQMD, sensitive receptors should be located 1,000 feet from odor sources with a substantial number of odor complaints; specifically, more than five confirmed complaints per year averaged over the past three years, would indicate an odor impact. There are no sources of substantial odor within 1,000 feet of the proposed project (LSA Associates, Inc., 2014). Therefore the project would not create objectionable odors that would affect a substantial number of people, nor would it expose future residents of the proposed project to substantial odor. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

References

Bay Area Air Quality Management District (BAAQMD), 2010. Bay Area 2010 Clean Air Plan, adopted September 15, 2010. Available at http://www.baaqmd.gov.

Bay Area Air Quality Management District (BAAQMD), 2011. CEQA Air Quality Guidelines, revised May 2011.

LSA Associates, Inc., 2014. *Air Quality Impact Analysis Del Monte Warehouse Project*, April 2014.

Biological Resources

Environmental Factors for Determining Environmental Effect	Proposed Project Compared to the GPA EIR Project				
	Potentially New Impact – Further Investigation to be Undertaken	***New Impact – Reduced to LS with New Mitigation Identified***	***No Change to Previous Impact, but New or Revised Mitigation Identified***	***No Change to Previous Impact or Mitigation Identified***	***Topic Not Previously Analyzed; No Significant Project Impact***
4. BIOLOGICAL RESOURCES — Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☐	☒

The GPA EIR concluded that the Northern Waterfront GPA would result in potentially significant impacts to bat roost sites. The GPA EIR also concluded that sediment dredging and in-water construction activities in the Alaska Basin could result in potentially significant impacts to fish, aquatic bird species, and other aquatic organisms. Since the GPA EIR was a programmatic analysis, projects proposed within the Northern Waterfront GPA are subject to a project-level review for biological impacts, which is included below.

GPA EIR **Mitigation Measure BIO-1** requiring a pre-construction survey of all buildings scheduled for demolition or renovation, to identify possible bat roosting sites, would apply to the proposed project. GPA EIR **Mitigation Measure BIO-2** requires dredging activities to be consistent with the Long-Term Management Strategy[5] program and would not apply to the project.

This analysis further identifies **Mitigation Measure 4-1** to reduce potential impacts to nesting-birds during construction to a less-than-significant level.

As described below, the proposed project would have less than significant impacts to the City's biological resources with implementation of **Mitigation Measures BIO-1 and 4-1**. This is consistent with the GPA EIR. Therefore, the proposed project would not result in any new potentially significant biological resources effects that were not identified in the GPA EIR or a substantial increase the severity of any previously identified significant biological resources effects.

Discussion

Buildout of the proposed project has the potential to adversely affect biological resources including special-status species in the vicinity of the project site. This section describes these resources, the regulatory environment surrounding them, how and to what extent they might be affected by the project, and provides mitigation measures to offset project impacts.

The approach to analysis for this project is as follows: (1) review available biological resource studies of the project area and relevant surrounding vicinity; (2) review special-status species lists derived from the California Natural Diversity Database (CNDDB), U.S. Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW)[6], and California Native Plant Society (CNPS); and (3) perform a field reconnaissance of the project site to record current site conditions.

The following documents were reviewed and referenced to support the analysis of potential environmental impacts of the project:

- *Northern Waterfront General Plan Amendment Draft EIR, January 2006*
- *Boatworks Residential Project Draft EIR, March 2010*
- *The 34th America's Cup and James R. Herman Cruise Terminal and Northeast Wharf Plaza Draft EIR, July 2011*

5 Refers to the Long-Term Management Strategy program developed by the Bay Conservation and Development Commission (BCDC), Regional Water Quality Control Board (RWQCB), and the U.S. Environmental Protection Agency (EPA), among other agencies.

6 The California Department of Fish and Game (CDFG) changed its name on January 1, 2013 to the California Department of Fish and Wildlife (CDFW). In this document, references to literature published by CDFW prior to Jan. 1, 2013 are cited as 'CDFG, [year]'. The agency is otherwise referred to by its new name, CDFW."

- *Alameda Point Project Draft EIR, September 2013*

The findings of these previous biological resources analysis were used in conjunction with lists derived from the CNDDB, USFWS, and CNPS for the Oakland West, Oakland East, Richmond, and San Leandro, California U.S. Geological Survey 7.5-minute topographic quadrangles in order to compile the list of special-status species that may occur at the project site (**Appendix B**).

Reconnaissance Survey

An ESA biologist conducted a reconnaissance-level field survey of the project area on March 20, 2014, to verify existing biological conditions, assess vegetation and wildlife habitats, and identify potential for special-status plant and animal species[7] to occur onsite, and to determine if there have been substantial changes in circumstances since the certification of the GPA EIR. The proposed project site is 11.51 acres and contains the large, brick Del Monte Warehouse, a paved parking area and loading dock, an open pavilion, large mulched area, and inactive train tracks running along the south side of the building now overgrown with non-native grasses and common weeds.

The urban landscape of the project site supports minimal vegetation limited to landscaped exotics along the northwest perimeter of the project site and non-native grasses and common weeds along the south boundary of the site between the warehouse building and property line along Buena Vista Avenue. Landscaped and volunteer exotic species included a variety of acacia trees (*Acacia* spp.), pampas grass (*Cortaderia jubata*), eastern arborvitae (*Thuja occidentalis*), French broom (*Genista monspessulana*), and oleander (*Nerium oleander*). Few native species were also present within the project site landscaping and included several coyote bush (*Baccharis pilularis*) and coast live oak (*Quercus agrifolia*) saplings. Vegetation is generally scarce within the proposed project site and dominated by non-native weedy species which are not conducive to supporting habitats that favor sensitive species. Wildlife observed during the survey included house finch (*Haemorhous mexicanus*), American crow (*Corvus brachyrhynchos*), European starling (*Sturnus vulgaris*), and bushtit (*Psaltriparus minimus*).

Regional Setting

The project site is located in the Bay Area-Delta Bioregion, as defined by the State's Natural Communities Conservation Program. This bioregion consists of a variety of natural communities that range from the open waters of the Bay and Delta, to salt and brackish marshes, to chaparral and oak woodlands. The temperate climate is Mediterranean in nature, with relatively mild, generally wet winters and warm, dry summers. The high diversity of vegetation and wildlife found in Alameda County, which reflects that of the region as a whole, is a result of soils, topography, and micro-

7 The term "special-status" species includes those species that are listed and receive specific protection defined in federal or state endangered species legislation, as well as species not formally listed as Threatened or Endangered, but designated as "Rare" or "Sensitive" on the basis of adopted policies and expertise of state resource agencies or organizations, or local agencies such as counties, cities, and special districts. A principle source for this designation is the California "Special Animals List" (CDFG, 2009B)state endangered species legislation, as well as species not formally listed as Threatened or Endangered, but designated as "Rare" or "Sensitive" on the basis of adopted policies and expertise of state resource agencies or organizations, or local agencies such as counties, cities, and special districts. A principle source for this designation is the California "Special Animals List" (CDFG, 2011).

climate diversity that combine to promote relatively high levels of endemism.[8] This, in combination with the rapid pace of development in the region, has resulted in a relatively high degree of endangerment for local flora and fauna.

The project area is located on the north east side of Alameda Island, adjacent to the Oakland-Alameda Estuary, which is part of the larger San Francisco Bay Estuary. The San Francisco Estuary is designated as a Western Hemisphere Shorebird Reserve Network of international importance, with more than one million shorebirds using regional wetlands each winter. Between 300,000 and 900,000 shorebirds pass through San Francisco Bay during spring and fall migration periods, more than 50 percent of the diving ducks in the Pacific Flyway winter in the shallow wetlands of the Bay, and several species breed in regional wetlands during the summer (Goals Project 1999).

Alameda Island

The area encompassed by modern-day Alameda Island was historically a combination of shallow bay waters, tidal marshes, and upland habitats (SFEI 2001). The first documented filling of marshes and bay waters began during the 1890s. By 1927, the northern part of what later became Naval Air Station (NAS) Alameda had been filled, chiefly with dredge materials from U.S. Army Corps of Engineers (Corps) projects associated with the Oakland Harbor and other harbors throughout the East Bay. The filled land was partially occupied by the Alameda Airport (a City-owned facility) and Benton Field, a minor U.S. Army Air Corps facility (City of Alameda 1999). After World War II, filling of San Francisco Bay waters and marshes over time increased the dry land acreage to current levels. Construction activities continued intermittently until the decision was made to close NAS Alameda (Alameda Reuse and Redevelopment Authority 1999).

Project Setting

The project site is located on the northeast corner of Buena Vista and Sherman Streets in the City of Alameda. Surrounding uses include the vacant Encinal shipping terminal, office building parking lots, Alaska Basin, Fortman Basin marina, and the Oakland-Alameda Estuary to the north; warehouse and residential housing to the east; residential housing and Littlejohn Park to the south; residential housing and Alameda Beltline to the west; and office buildings, Shoreline Park and the Encinal Yacht Club and marina to the northwest.

Vegetation Communities and Habitat Types

Developed

The project site is largely developed and occurs in a highly urbanized context on Alameda Island. The existing structures, concrete, and asphalt surfaces of the project site, provide little wildlife habitat and limited habitat for plants other than opportunistic weedy species adapted to harsh conditions or the horticultural plants used in landscaped areas.

Wildlife species utilizing urban areas must be able to tolerate the presence of humans and their activities and are typically generalists, capable of utilizing the limited food sources available, such

[8] *Endemism* refers to the degree to which organisms or taxa are restricted to a geographical region or locality and are thus individually characterized as endemic to that area.

as garbage and horticultural plants and their fruit. Urban wildlife species found in the Alameda area include common raven (*Corvus corax*), northern mockingbird (*Mimus polyglottos*), raccoon (*Procyon lotor*), striped skunk (*Mephitis mephitis*), Norway rat (*Rattus norvegicus*), Virginia opossum (*Didelphis virginiana*), and feral cats. Several exceptions to the generalist rule are red-tailed hawk, which prey on rodents, and Cooper's hawk (*Accipiter cooperii*) and peregrine falcon (*Falco peregrinus anatum*), which prey almost exclusively on small to medium sized birds. Bats may also colonize unoccupied portions of the warehouse or pavilion within the project site.

Non-native grassland

A small sliver of non-native grassland is present on the south side of the warehouse between the building and pedestrian sidewalk along Buena Vista Avenue. Inactive train tracks run through this area. Vegetation observed on the March 20, 2014 site visit included slender oat (*Avena barbata*), Italian rye grass (*Festuca perennis*), foxtail barley *(Hordeum murinum*), ripgut brome (*Bromus diandrus*), bristly ox tongue (*Helminthotheca echioides*), sweet fennel (*Foeniculum vulgare),* stork's beak (*Erodium* sp.), and stinkwort (*Dittrichia graveolens*), all of which are common non-native weedy species typical of urban settings, and not indicative of habitats that support sensitive species.

This vegetation community can provide cover, foraging, and nesting habitat for a variety of bird species as well as reptiles and small mammals, especially those that are tolerant of disturbance and human presence. Birds commonly found in such areas include non-native species such as English sparrow (*Passer domesticus*) and European starling as well as birds native to the area, including American robin (*Turdus migratorius*), house finch, and western scrub jay (*Aphelocoma californica*).

Open Water, Aquatic, and Subtidal Habitat

While open water is not found within the project site, Alaska Basin an arm of the Oakland-Alameda Estuary, is located approximately 40 feet to the north, and is hydrologically connected to San Francisco Bay. The Oakland-Alameda Estuary was originally a tidal slough, but was dredged in the mid- to late 1800s to create a viable port and shipping channel. The estuary is influenced by both freshwater and marine water. It receives freshwater inflow from a combination of natural creeks, human-made stormwater drainage facilities, and direct surface runoff. The estuary is also influenced by the marine waters of the Bay and is subject to tidal currents. Sediment from Oakland's shoreline and creeks is carried by the tidal current to shoals and sandbars, causing siltation of the nearby shipping channels.

Although the proposed project does not include open water features, the proximity of the Alaska Basin and Oakland-Alameda Estuary to the Del Monte Warehouse introduces a variety of aquatic wildlife to the project area including common and special-status fish, resident and migratory birds, and marine mammals. Of this wildlife present in nearby waters, aquatic foraging birds may fly through the project site during construction and roost in or on structures within the project site. The San Francisco Bay-Delta is an important wintering and stop-over site for the Pacific Flyway. More than 300,000 wintering waterfowl use the Bay and associated salt ponds. Typical

marine birds regularly inhabiting or found in the project area include cormorants (*Phalacrocorax* spp.), western gull, California gull (*L. californicus*), western grebe (*Aechmophorus occidentalis*), and California brown pelican (*Pelecanus occidentalis californicus*). Among the diving benthivores guild, canvasback (*Aythya valisineria*), greater scaup (*A. marila*), lesser scaup (*A. affinis*), and surf scoter (*Melanitta perspicillata*) are common in Bay waters.

Wetlands and Other Waters of the United States

Wetlands are ecologically complex habitats that support a variety of both plant and animal life. The federal government defines and regulates wetlands and other waters in Section 404 of the Clean Water Act as "areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support (and do support, under normal circumstances) a prevalence of vegetation typically adapted for life in saturated soil conditions" (33 CFR 328.3[b] and 40 CFR 230.3).

Under normal circumstances, the federal definition of wetlands requires the presence of three identification parameters: wetland hydrology, hydric soils, and hydrophytic vegetation. Examples of wetlands include freshwater marsh, seasonal wetlands, and vernal pool complexes that have a hydrologic link to other waters of the United States. Other waters of the U.S. include unvegetated waters of streams, lakes and ponds.

The Porter-Cologne Water Quality Control Act Section 13260 of the California Water Code requires "any person discharging waste, or proposing to discharge waste, in any region that could affect the waters of the state to file a report of discharge (an application for waste discharge requirements)." Under the Porter-Cologne Water Quality Control Act definition, the term "waters of the state" is defined as "any surface water or groundwater, including saline waters, within the boundaries of the state." Although all waters of the United States that are within the borders of California are also waters of the state, the converse is not true—in California, waters of the United States represent a subset of waters of the state. Therefore, the State of California through each of nine Regional Water Quality Control Boards retains authority to regulate discharges of waste into any waters of the state, regardless of whether USACE has concurrent jurisdiction under Clean Water Act Section 404.

Jurisdictional wetlands and other waters of the United States and waters of the State occur adjacent to the project site in Alaska Basin. Project activities are not planned to occur within this jurisdictional feature.

Special-Status Species

The California Natural Diversity Database (CNDDB) and USFWS database searches found 86 special status plant and animals species within the Oakland West, Oakland East, Richmond, and San Leandro U.S. Geological Survey (USGS) quadrangles, which surround the project site (CDFW 2014; USFWS 2014). Of these 86 species identified within the four quadrangles, 36 plants and 44 animals are associated with specific habitat types and vegetation communities such as cismontane woodland, valley and foothill grassland, chaparral, coastal scrub, riparian

woodland, and alkali playa; none of which are found on the project site. **Appendix B** lists special-status plants and animals, their preferred habitats and plant blooming periods, and their potential to occur in the project area. Conclusions regarding habitat suitability and species occurrence are based on the results described in previous studies, the reconnaissance survey conducted by ESA on March 20, 2014 as well as the analysis of existing literature and database queries described above. The proposed project was initially analyzed under the *Northern Waterfront General Plan Amendment EIR* in 2006, and these findings also were considered.

It was then determined whether there is a low, moderate, or high potential for species occurrence at the project site based on previous special-status species record locations and current site conditions. Only species with a moderate or high potential for occurrence are discussed further in this section. Species unlikely to occur within the project area due to lack of suitable habitat or range were eliminated from the discussion.

Special-Status Plants

The CNDDB documents two occurrences of special-status plant species within the City of Alameda which include the robust spineflower (*Chorizanthe robusta* var. *robusta*) and Kellogg's horkelia (*Horkelia cuneata* ssp. *sericea*). These species occur on sandy soils in coastal dunes and coastal scrub communities; none of which are present within the project site where the minimal vegetation consists of non-native grasses, weed species, and landscaped exotics. The other 34 special-status plants listed in the CNDDB and USFWS database searches also require specialized supportive vegetation communities or geological substrates which are not present within the project site (see Appendix B).

Special-Status Animals

Although the GPA EIR considered aquatic environments, as the proposed Del Monte project would not occur in the aquatic environment and thus special-status fish are not considered in this analysis. The following special-status animal species were determined to have a moderate to high potential to occur at or in the vicinity of the project site:

- Special-status and Migratory Birds
- Special-status Bats

California least tern (*Sternula antillarum browni*). California least tern is federally and State-listed as endangered and is also a state Fully Protected species. The California least tern is the smallest tern in North America and it forages over open water or protected bays, skimming low over the water or diving for small fish. The California least tern breeds on sandy beaches along the coast of California south to Mexico, and winters in Mexico, Central America, and south to South America. The majority of current nesting colonies and the population are found in southern California, with smaller populations in the San Francisco Bay Area and in Baja California (DVA, 2013). The California least tern was first documented nesting at the former NAS Alameda in 1976, while the air station and its runways were still active. Since that time and the closure of NAS Alameda, the colony has grown to be the largest in the San Francisco Bay Area (DVA, 2013). The majority of least terns typically arrive at Alameda by late April. Least terns nest

almost entirely within the fenced tern colony on the Federal Property with the exception of occasional instances of terns attempting to nest outside of the fenced area. Terns also fledge to and roost outside of the fenced colony. Least terns use the adjacent open waters of San Francisco Bay, nearby Seaplane Lagoon, and the Oakland-Alameda Estuary for foraging. Tern foraging primarily occurs in the waters south and west of the colony (DVA, 2013). The colony at Alameda is the largest in the Bay, with the second largest occurring at Hayward Regional Shoreline, about 14 miles southeast of the project area (Reinsche et al., 2012).

Peregrine falcon (*Falco peregrinus*). Listed as Fully Protected[9] under the California Fish and Game Code, the peregrine falcon was removed from the federal list of threatened and endangered species in 1999 and the State list of threatened and endangered species in 2008 due to recovery. Peregrines are known throughout California and is a year-around resident along the Pacific coast. The peregrine is a specialist, preying primarily on mid-sized birds, such as pigeons and doves, in flight. Occasionally these birds will take insects and bats. Although typical nesting sites for the species are tall cliffs, preferably over or near water, peregrines are also known to use urban sites, including the Bay Bridge and tall buildings in San Francisco and San Jose, and throughout the Bay Area. Peregrine falcons nest annually on the Fruitvale Bridge between Oakland and Alameda and in other urban sites throughout the Bay Area. Peregrines are also known to use structures at the Port of Oakland for roosting (but are not known to nest there). In recent years, peregrines have been one of the top predators at the California least tern colony during the breeding season (DVA, 2013).

Osprey (*Pandion haliaetus*). The osprey is a former California Species of Special Concern and nesting osprey are currently on the CDFW Watchlist. Osprey are also protected under Section 3503.5 of the California Fish and Game Code. These large fish-eating raptors can be found around nearly any water body, including salt marshes, rivers, ponds, reservoirs, estuaries, and oceans. Historically, ospreys nested throughout much of California but by the 1960's much of the osprey population declined in central and southern California area. This decline was attributed to human persecution, habitat alteration, and DDT use. The osprey prefers to nest within sight of permanent water and readily builds its nest on manmade structures, such as telephone poles, channel markers, duck blinds, and nest platforms designed especially for it. A nesting pair has bred successfully within the project area at the end of Breakwater Island and, more recently, on one of the MARAD ships moored in Seaplane Lagoon (City of Alameda 2013a and b). The nest failed in 2013 (City of Alameda 2013b)

Double-crested cormorant (*Phalacrocorax auritus*). The double-crested cormorant is a former Species of Special Concern in California and its nesting colonies are still considered a resource of conservation concern by the CDFW. A yearlong resident along the entire coast of California, the species is fairly common to locally very common along the coast and in estuaries and salt ponds. The species forages mainly on fish, crustaceans, and amphibians. It sometimes feeds cooperatively in flocks of up to 600, often with pelicans, and nests in colonies of a few to hundreds of pairs (Zeiner et al., 1990). There are known breeding colonies within the Bay on

9 A California fully protected species cannot be taken at any time, except, under certain circumstances, in association with a species recovery plan.

Yerba Buena and Alcatraz Islands, as well as the Richmond-San Rafael and Bay Bridges. The species forages and roosts within the project area.

Caspian tern (*Sterna caspia*). These terns, whose nesting colonies are listed as a sensitive resource on the California Special Animals List, are common to very common along the California coast and at scattered locations inland, from April through early August. They nest in colonies on sandy estuarine shores, on levees in salt ponds, and on islands in alkali and freshwater lakes. Breeding adults often fly substantial distances to forage in lakes, rivers, and fresh and saline emergent wetland habitats. Caspian terns nest west of the project area in the West Wetland of the Northwest Territories but may forage in the surrounding waters of the project area.

Other breeding and migratory birds. Alameda Island and surrounding Bay waters provide habitat for a diversity of birds, with some species as year-round residents, other species as winter residents, and still others passing through along the Pacific Flyway during spring and fall migrations. Avian diversity in urbanized areas is highest where relatively large sized, diverse patches of habitat remain. Trees, shrubs, grasslands, and buildings within the project area provide foraging and nesting habitat for a variety of birds as well as patches of habitat for potential use by migrants as stop-over sites. As discussed further below in the Regulatory Framework, most migratory birds are protected from harm by the federal Migratory Bird Treaty Act and nearly all breeding birds in California are protected under the California Fish and Game Code (Section 3503).

Red-tailed hawk (*Buteo jamaicensis*), red-shouldered hawk (*Buteo lineatus*), and Great horned owl (*Bubo virginianus*) may forage and nest in the mature trees south of the project site in Littlejohn Park. California gull (*Larus californicus*) may occur in the project area on a transient basis.

Townsend's big-eared bat (*Corynorhinus townsendii*). Townsend's big-eared bat is distributed along the Pacific coast British Columbia south to central Mexico and east into the Great Plains, with isolated populations occurring in the central and eastern United States. It has been reported in a wide variety of habitat types ranging from sea level to over 7,000 feet elevation. Habitat associations include coniferous forests, mixed mesophytic forests, deserts, native prairies, riparian communities, active agricultural areas, and coastal habitat types. While its distribution is strongly correlated with the availability of caves and cave-like roosting habitat, including abandoned mines, the species has also been reported to utilize buildings, bridges, rock crevices and hollow trees as roost sites. Over 90 percent of the species' diet consists of moths. The species has been reported from the northern Alameda Island shoreline roosting in buildings (City of Alameda 2010) and may occur in the project area, most likely only on a transient basis. This is new information since the GPA EIR, as the Townsend's big-eared bat was identified in June 2013 by the California Fish and Wildlife Commission as a candidate for protection as an endangered species under the state's Endangered Species Act.

a) **New Impact Reduced to Less than Significant with New Mitigation Identified.** Special-status and migratory bird and bat species have the potential to occur in the vicinity of the project site and building renovation of the Del Monte Warehouse and associated construction activities could disrupt occupied nests/roosts on or in the vicinity

of the project site. Implementation of **Mitigation Measure BIO-1** from the GPA EIR and **New Mitigation Measure 4-1**, as required by this analysis, would reduce potential project-related impacts on these species to a less-than-significant level.

Nesting Birds. Breeding birds are protected under Section 3503 of the California Fish and Game Code (Code), and raptors are protected under Section 3503.5. In addition, both Section 3513 of the Code and the Federal Migratory Bird Treaty Act (16 USC, Sec. 703 Supp. I, 1989) prohibit the killing, possession, or trading of migratory birds. Finally, Section 3800 of the Code prohibits the taking of non-game birds, which are defined as birds occurring naturally in California that are neither game birds nor fully protected species.

In general, CDFW recommends a 250-foot construction exclusion zone around the nests of active passerine songbirds during the breeding season, and a 500-foot buffer for nesting raptors. These buffer distances are considered initial starting distances once a nest has been identified, and are sometimes revised downward to 100 feet and 250 feet, respectively, based on site conditions and the nature of the work being performed. These buffer distances may also be modified if obstacles such as buildings or trees obscure the construction area from active bird nests, or existing disturbances create an ambient background disturbance similar to the proposed disturbance. This is a new finding for the proposed project. **Mitigation Measure 4-1** would reduce impacts that were not identified in the GPA EIR. However, with implementation of Mitigation Measure 4-1 the effects of the proposed project would be less than significant.

> **NEW Mitigation Measure 4-1:** To the extent practicable, construction activities including building renovation, demolition, vegetation and tree removal, and new site construction shall be performed between September 1 and January 31 in order to avoid breeding and nesting season for birds. If these activities cannot be performed during this period, preconstruction survey for nesting birds shall be conducted by a qualified biologist.
>
> In coordination with the City, surveys shall be performed during breeding bird season (February 1 – August 31) no more than 14 days prior to construction activities listed above in order to locate any active passerine nests within 250 feet of the project site and any active raptor nests within 500 feet of the project site. Building renovation, tree and vegetation removal, and new construction activities performed between September 1 and January 31 avoid the general nesting period for birds and therefore would not require pre-construction surveys.
>
> If active nests are found on either the project site or within the 500-foot survey buffer surrounding the project site, no-work buffer zones shall be established around the nests in coordination with CDFW. No demolition, vegetation removal, or ground-disturbing activities shall occur within a buffer zone until young have fledged or the nest is otherwise abandoned as determined by the qualified biologist. If work during the nesting season stops for 14 days or more and then resumes, then nesting bird surveys shall be repeated, to ensure that no new birds have begun nesting in the area.

Roosting Bats. The proposed project has the potential to affect special-status and common roosting bat species, including the Townsend's big-eared bat, during renovation activities of the Del Monte Warehouse. Bats have the potential to roost in existing vacant or underutilized buildings, other man-made structures, and trees within or near the project site. Bats and other non-game mammals are protected in California under the State Fish and Game Code. The GPA EIR **Mitigation Measure BIO-1** has been expanded upon, as described below.

Maternity roosts are those that are occupied by pregnant females or females with non-flying young. Non-breeding roosts are day roosts without pregnant females or non-flying young. Destruction of an occupied, non-breeding bat roost, resulting in the death of bats; disturbance that causes the loss of a maternity colony of bats (resulting in the death of young); or destruction of hibernacula[10] are prohibited under the Fish and Game Code and would be considered a significant impact (although hibernacula are generally not formed by bat species in the Bay Area due to sufficiently high temperatures year round). This may occur due to direct or indirect disturbances. Direct disturbance includes tree removal, building removal, or roost destruction by any other means. Indirect disturbance to bat species could result in behavioral alterations due to construction-associated noise or vibration, or increased human activity in area. The proposed project would involve building renovation of existing structures, tree and vegetation removal prior to construction. Prior to the issuance of construction permits the City shall ensure the project applicant for development facilitated under the proposed project implements the following measures protective of protected bats which would reduce the impacts to a less-than-significant level. This is the same finding as the proposed project in the GPA EIR, however, Mitigation Measure BIO-1 is expanded upon to add more project level detail to the mitigation measure and to be consistent with updated standard measures. The effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

> **Mitigation Measure BIO-1:** Proponents of each project in the Northern waterfront GPA area shall prepare a preconstruction survey of all buildings scheduled for demolition or renovation shall be conducted no more than 30 days prior to the initiation of demolition or renovation activities. Special attention shall be given to buildings where pallid bats were observed during the earlier survey or where measures to discourage roosting were implemented. If no bats or signs of an active roost are found, no additional measures are required. If a bat roost site is found, then measures shall be implemented to discourage roosting at the site. If a maternity colony of bats is found, the building and the bats shall not be disturbed until the young have dispersed, as determined by a qualified biologist.
>
> 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 initiation of building demolition or renovation activities 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

[10] Hibernaculum refers to the winter quarters of a hibernating animal.

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.

If a maternity colony is located within the project site during pre-construction surveys, the project shall be redesigned to avoid impacts if feasible, and a no-disturbance buffer acceptable in size to the CDFW shall be created around the roost. Bat roosts (maternity or otherwise) initiated during construction are generally presumed to be unaffected by increased noise, vibration, or human activity, and no buffer is necessary as long as roost sites are not directly altered or destroyed. However, the "take" of individuals is still prohibited at any time.

- If there is a maternity colony present and the project cannot be redesigned to avoid removal of the tree or structure inhabited by the bats, removal of that tree or renovation/demolition of that structure shall not commence until after young are flying (i.e., after July 31, confirmed by a qualified bat biologist) or before maternity colonies form the following year (i.e. prior to March 1).
- If a non-maternity roost must be removed as part of the project, the non-maternity roost shall be evicted prior to building renovation by a qualified biologist, using methods such as making holes in the roost to alter the air-flow or creating one-way funnel exits for the bats.
- If significant (e.g., maternity roosts or large non-maternity roost sites) bat roosting habitat is destroyed during building/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.

b) **No Change to Previous Impact or Mitigation.** There is no riparian habitat located within the Del Monte Warehouse project site. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

c) **No Change to Previous Impact or Mitigation.** There are no wetlands located within the Del Monte Warehouse project site. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

d) **New Impact Reduced to Less than Significant with New Mitigation Identified.** The proposed project has the potential to interfere substantially with the movement of native resident or migratory avian and bat species within the project vicinity as described in the GPA EIR and further evaluated in this analysis. Implementation of **Mitigation Measures BIO-1 and 4-1** under criterion "a" would reduce these potential project-related impacts

to a less-than-significant level. The effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

e) **No Change to Previous Impact or Mitigation.** The proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

f) **No Change to Previous Impact or Mitigation.** There are no habitat conservation plans or natural communities conservation plans that apply to the project. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

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Cultural Resources

Environmental Factors for Determining Environmental Effect	Proposed Project Compared to the GPA EIR Project				
	Potentially New Impact – Further Investigation to be Undertaken	*New Impact – Reduced to LS with New Mitigation Identified*	*No Change to Previous Impact, but New or Revised Mitigation Identified*	*No Change to Previous Impact or Mitigation Identified*	*Topic Not Previously Analyzed; No Significant Project Impact*
5. CULTURAL RESOURCES — Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒	☐

The GPA EIR concluded that the Northern Waterfront GPA could result in potentially significant impacts to unidentified archaeological resources, unknown human remains, and unidentified paleontological resources. Since the GPA EIR was a programmatic analysis, projects proposed within the Northern Waterfront GPA are subject to a project-level review for cultural resource impacts, which is included below.

GPA EIR **Mitigation Measure CULT-1** relating to the discovery of previously identified archaeological resources, GPA EIR **Mitigation Measure CULT-2** relating to the encounter of human remains, and GPA EIR **Mitigation Measure CULT-3** relating to the discovery of paleontological resources would all apply to the project.

There are no substantial changes in the proposed project or new information of substantial importance since the GPA EIR that would result in any new significant environmental effects or substantial increase in the severity of previously identified significant effects related to cultural resources. As described below, the proposed project would have less than significant impacts to the City's cultural resources with implementation of Mitigation Measures CULT-1, CULT-2, and CULT-3, as identified in the GPA EIR. This is consistent with the GPA EIR. Therefore, the proposed project would not result in any new potentially significant cultural resources effects that were not identified in the GPA EIR or a substantial increase in the severity of any previously identified significant cultural resources effects.

Discussion

a) **No Change to Previous Impact or Mitigation.** The City of Alameda was once part of a Spanish land grant given to Luis Peralta in 1818 by the Governor of California. The land grant extended from Berkeley to San Leandro. The first settlers were William Worthington Chipman and Gideon Aughinbauh, who established a peach orchard on the land. Around 1851, they purchased "the Encinal" area, a 160-acre parcel west of Oakland, from Peralta for $14,000. While Alameda was established at the east end of the peninsula, other communities grew up in the area, including Woodstock in the west, with its commercial district, and Encinal in the center (City of Alameda, 2006).

Since its initial development in the mid-1800s, land uses and economic activities in the Northern Waterfront area, which includes the project site, have been characterized by continual change. Prior to 1852, the area consisted primarily of marshland. Boatyards, shipping facilities, warehouses, and residences were among the first buildings constructed at the Northern Waterfront. Residential tracts were subdivided for development in the 1870s, resulting in development of the first neighborhoods in the area. In the 1880s and 1890s, the shipping and commercial marine activities at the Northern Waterfront were considered to be the best in the Bay Area. The Alaska Packers Association (the world's largest salmon-packing company and subsidiary of the California Packing Corporation) started berthing its vessels in the area around 1890 (City of Alameda, 2007).

In the early part of the twentieth century, a great deal of industrial plant construction occurred along Buena Vista Avenue to support the growing shipping and commercial marine uses in the area.The Encinal Terminals, a large industrial shipping terminal on the north side of Atlantic near the Oakland Estuary, was opened in 1925. Its construction came about after an agreement between the owners, the Alaska Packer's Association, and their parent company, the California Packing Corporation. The terminal was created as a general cargo facility for agricultural products, and before World War II, Encinal Terminals was one of the largest cargo facilities in the Bay Area and one of the largest employers in Alameda. During World War II, it served as the General Navy Supply Depot for the South Pacific (City of Alameda, 2006).

In 1927, Del Monte built its warehouse and distribution center (project site), constructed by the Alaska Packer's Association for the California Packing Corporation. The warehouse was sited between two spurs of the Alameda Beltline Railyard to serve as a distribution center and shipping port for the California Packing Corporation's Del Monte canned food brand. The California Packing Corporation was formed in 1916 by a merger with four major fruit and vegetable canners and a stock purchase from the Alaska Packer's Association. The new company was formed to market the state's food products nationally as well as overseas (City of Alameda, 2006).

The Del Monte Warehouse was designed by the engineer Phillip Bush and built by R. W. Littlefield. The brick structure was originally called the California Packing Corporation Warehouse. The approximately 237,000 square-foot structure is an industrial building

with Classical Revival and Mission Revival elements. It was built of heavy timber and brick at a cost of $297,247 which was a substantial sum at the time. The building was designed with residential concerns in mind, as evidenced by the long curving facade with proportions that match the small-scale neighborhood across Buena Vista Avenue. The long, curving elevation is visually broken up by five pedimented projections at the parapet level. A metal shed projection covers the concrete loading dock along the entire front elevation. The simple ornamentation is composed of red brick walls contrasting with the darker-hued, clinker brick piers, pediments, and beltcourses. The pediments and piers also feature panels of glazed green tile. A continuous band of steel sash clerestory windows runs along the front and side elevations. The side elevations are punctuated with steel roll-up doors. Del Monte ceased using the warehouse in 1973; it currently operates as a general-purpose warehouse (City of Alameda, 2006).

The warehouse was found to be eligible for listing in the National Register of Historic Places (NRHP) as an exemplary example of early 20th century industrial warehouse structures in Alameda. The structure is considered historically significant because it is a major element in the industrial development of the north shore of Alameda in the early 20th century. It represents the modernization of the food canning industry in America in its role as the central distributing warehouse for the California Packing Corporation during its period of greatest innovation, and it is a successful work of urban design and architecture. The building is listed in the City of Alameda's Historic Preservation Inventory (City of Alameda, 2006). As a structure which is eligible for the NRHP and is listed on the City of Alameda's Historic Preservation Inventory, the former Del Monte Warehouse is a historic resource as defined in CEQA Section 15064.5.

The Del Monte Warehouse's significant character-defining features include its composition as a two-story, four-part, gable-roofed volume; its solid brick walls (50 bays each along the north and south façades and 12 each along the east and west façades) articulated by pilasters and spandrel panels made of a contrasting clinker brick with green tile inlay; its regularly spaced gable-roofed parapets (five each on the north and south façades and three each on the east and west façades); its shallow-pitched roof punctuated by monitors; its regularly spaced, punched door openings at the first floor level; its punched multi-lite steel industrial windows at the second floor level; its shed-roofed canopy and loading docks on the north and south façades; and its exposed timber framing inside the building.

A significant environmental impact would result if rehabilitation of historic resources results in an adverse material alteration of the physical characteristics that define the resources' historic significance. CEQA Guidelines Section l5064.5(b)(3), which states: "Generally, a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings shall be considered as mitigated to a level of less than a significant impact on the historic

resource." As part of any future development review process for a project in the Northern Waterfront GPA area, that includes the project site, the City of Alameda would ensure that rehabilitation plans prepared by the project sponsor comply with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings. If the project does not comply with these standards, then a future project specific environmental document would be required to evaluate the potential environmental impacts (City of Alameda, 2006).

The Northern Waterfront GPA also contains a number of policies that apply specifically to the reuse of the Del Monte Warehouse; including:

D-M 1. Encourage the sensitive rehabilitation and adaptive reuse of the Del Monte Warehouse Building consistent with Secretary of the Interior's Standards for Rehabilitation.

D-M 2. Consider a pedestrian access or "pass through" through the building to connect Littlejohn Park to the public greenway adjacent to Alaska Basin in a manner consistent with the Secretary of the Interior's Standards for Rehabilitation.

D-M 3. Adaptive reuse of the structure may include a range of uses including work/live, hotel, commercial, retail, office and/or residential uses. A mix of compatible uses is encouraged, but a single use is allowable if the single use is compatible with the historic structure and the surrounding land uses. Allow a mix of retail, residential, and commercial uses in the Del Monte Warehouse Building.

With the exception of a limited number of changes to the brick exterior walls of the Del Monte Warehouse, and the central portion of the gable roof, the project proposes to retain and preserve the exterior of the building to maintain its historic industrial character. The exterior changes would include replacing non-historic metal doors with storefronts and metal-framed glazing systems required for residential and commercial usage (the historic industrial windows at the second floor level would remain). Approximately fifty new openings would also be punched along the first floor level to allow light and air into the building. The project would also demolish the non-historic loading dock and the 1950s-era Storage and Labeling Shed at the northwest corner of the site. The loading docks along the north and south sides of the building would be retained and modified to create private patios for the first floor units.

The vast majority of the reuse program would occur within the interior volume of the existing Del Monte Warehouse building. However, a number of additional units would be created within the center of the building, by constructing a new four-level-over-garage structure within the existing footprint of the building. The center two sections of the 4-bay roof (bays 2 and 3), as well as the wood-framing that supports it, would be removed to construct this new addition. The addition would rise one-story above the existing building's gable roof, and approximately one-and-a-half stories above the exterior walls. The addition would be set back from the north and south façades by about 60 feet, and

would be set back from both the east and west façades by about 250 feet. The addition would be contemporary in style and would have a flat roof. The addition would occupy about one third of the overall floorplate. The project would also include a “pass-through” or “paseo” through the center of the ground floor of the structure, allowing pedestrian access to the Alaskan Basin waterfront.

The proposed project was evaluated for compliance with the Secretary of the Interior’s Standards for Rehabilitation for the City of Alameda’s Historical Advisory Board (HAB) by VerPlanck Historic Preservation Consulting (VerPlanck, 2014). As part of this effort, Mr. VerPlanck met with the project architects, BAR Architects, who prepared four alternate schemes that varied the massing of the proposed addition. Through this process, the proposed project was the preferred alternative because it would have the least amount of physical and visual impacts on the historic building. Under this alternative, the addition would be depressed into the ground by 5 feet, making it rise only one-story above the existing building’s gable roof, and approximately one-and-a-half stories above the exterior walls. With these changes, the proposed project was found to comply with the Secretary of the Interior’s Standards. The following conclusion has been excerpted from the evaluation:

> The proposed project appears to comply with all ten Rehabilitation Standards. Though the project is ambitious in its scope, its potential physical impacts are mitigated by several factors. First, it is an industrial building, which in many ways makes it better-suited to additions and other alterations than other building types. Second, the visibility of the addition would be minimized by virtue of the existing building’s sprawling footprint, which allows the addition to be set back 60’ from the north and south façades and 250’ from the east and west facades, rendering it invisible from the east and west and minimizing its visibility from the north and south. Third, the project sponsor has decided to depress the addition into the ground by 5’, making it rise only one-story above the existing building’s gable roof (and approximately one-and-a-half stories above the exterior walls), complying with the Rehabilitation Guidelines’ restriction on the number of stories on lower, one or two-story buildings. Under CEQA, a project that complies with all ten Rehabilitation Standards is considered to have a less-than-significant impact on the environment. It is my professional opinion that the proposed project would not alter in an adverse manner those characteristics that justify the property’s eligibility for inclusion in the City’s Historic Preservation Inventory (VerPlanck, 2014).

The proposed project would also comply with the Northern Waterfront GPA policies which apply specifically to the Del Monte Warehouse, because it would rehabilitate and adaptively reuse the building consistent with Secretary of the Interior's Standards for Rehabilitation (D-M-1), would include a pedestrian access or “pass through” through the building (D-M-2), and would adaptively reuse the structure with a mixture of compatible uses (D-M-3).

The remainder of the residential units and commercial space would be housed in several new structures to be built on currently vacant portions of the site (see Figure 11). These structures would be physically separated from the Del Monte Warehouse and would be

clearly smaller than, and subordinate to this large structure, allowing the historic building to retain its current visual and historic prominence. As such, the proposed new buildings would have no impact on the integrity of the warehouse building. No significant direct or indirect impacts to historic resources resulting from construction of these other structures on the project site are anticipated because they would be subordinate to the Del Monte Warehouse.

For these reasons, the proposed project would have a less-than-significant impact on historical resource as defined in Section 15064.5. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

b) **No Change to Previous Impact or Mitigation.** The project site is underlain by Latest Pleistocene to Holocene-age dune sand with up to 4 feet of overlying artificial fills (Witter et al., 2006). Latest Pleistocene to Holocene-age dune sand typically has a high potential to contain buried prehistoric archaeological resources. This sensitivity is heightened due to the project site proximity to the Bay margins. However previous archaeological monitoring completed for the adjacent Marina Cove Project (Basin, 2002) did not uncover any indication of prehistoric or historic-era archaeological materials. Additionally, based on the extensive disturbance from the existing buildings and infrastructure, as well as the results of the previous adjacent investigation, the potential to uncover archaeological resources is significantly lessened. No additional work regarding archaeological resources is recommended. While unlikely, in the event that archaeological resources are uncovered during project construction, implementation of **Mitigation Measure CULT-1** from the GPA EIR would reduce the potential impact to unidentified archaeological resources to a less-than-significant level. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

> **Mitigation Measure CULT-1:** In the event that previously unidentified cultural resources are discovered during site preparation or construction, work shall cease in the immediate area until such time as a qualified archaeologist and City of Alameda personnel can assess the significance of the find. The following measures shall be implemented at the time of the find:
>
> - Activity in the vicinity of the suspected resources shall be immediately suspended and City of Alameda personnel and a qualified archaeologist shall evaluate the find. Project personnel shall not alter any of the uncovered materials or their context.
> - If archeological resources are discovered, the City and the cultural resource consultant shall determine whether the resource is unique based on the criteria provided in the CEQA Guidelines and the criteria listed above. The City and developer, in consultation with a cultural resource expert, shall seek to avoid damaging effects on the resource wherever feasible.

- If the City determines that avoidance is not feasible, a qualified cultural resource consultant shall prepare an excavation plan for mitigating the impact on the qualities that make the resource unique. The mitigation plan shall be prepared in accordance with CEQA Guidelines and shall be submitted to the City for review and approval.

c) **No Change to Previous Impact or Mitigation.** Based on the geologic context, the potential to uncover paleontological resources in the project area is low. This topic will not be discussed further. While unlikely, in the event that paleontological resources are uncovered during project construction, implementation of **Mitigation Measure CULT-2** from the GPA EIR would reduce this potential impact to a less-than-significant level. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

> **Mitigation Measure CULT-2:** If paleontological resources are encountered during site preparation or construction activities, the following mitigation measures shall be implemented:
>
> Activity in the vicinity of the suspected resource(s) shall be immediately suspended, and City of Alameda personnel and a qualified paleontological resource consultant shall be contacted to evaluate the find. Project personnel shall not alter any of the uncovered materials or their context.
>
> If paleontological resources are discovered and the City and the paleontological resource consultant found that the resource is significant based on the criteria provided in the CEQA Guidelines and criteria listed above, the City and project developer, in consultation with a paleontological resource expert, shall seek to avoid damaging effects on the resource wherever feasible.
>
> If the City determines that avoidance is not feasible, a qualified paleontological resource consultant shall prepare a salvage plan for mitigating the effect of the project on the qualities which make the resource unique. The project developer, in consultation with a qualified paleontologist, shall complete a paleontological resource inventory, declaration, and mitigation plan in accordance with the CEQA Guidelines and submit it to the City for review and approval.

d) **No Change to Previous Impact or Mitigation.** There is no indication that the project site has been used for burial purposes in the recent or distant past and the potential to uncover human remains is low. While unlikely, in the event that human remains are uncovered during project construction, implementation of **Mitigation Measure CULT-3** from the GPA EIR would reduce this potential impact to a less-than-significant level. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

> **Mitigation Measure CULT-3:** If human remains are encountered, work shall halt within 50 feet of the find and the County Coroner shall be notified immediately. A qualified archaeologist shall also be contacted to evaluate the situation. If the human remains are of Native American origin, the Coroner must notify the Native

American Heritage Commission within 24 hours of this identification. Pursuant to Section 5097.98 of the Public Resources Code, the Native American Heritage Commission will identify a Native American Most Likely Descendent to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. Section 7050.5 of the California Health and Safety Code states that in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined whether or not the remains are subject to the coroner's authority.

References

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Geology, Soils, and Seismicity

Environmental Factors for Determining Environmental Effect	Proposed Project Compared to the GPA EIR Project				
	Potentially New Impact – Further Investigation to be Undertaken	***New Impact – Reduced to LS with New Mitigation Identified***	***No Change to Previous Impact, but New or Revised Mitigation Identified***	***No Change to Previous Impact or Mitigation Identified***	***Topic Not Previously Analyzed; No Significant Project Impact***
6. GEOLOGY, SOILS, AND SEISMICITY — Would the project:					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☐	☒	☐	☐
ii) Strong seismic ground shaking?	☐	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒	☐
c) 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?	☐	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒	☐

The GPA EIR concluded that the Northern Waterfront GPA could result in potentially significant impacts to occupants of future development within the Northern Waterfront GPA area, which would be subject to seismic-induced ground shaking. Potentially significant impacts could result from the possible occurrence of seismic-induced ground failure, including liquefaction, lurch-cracking, and lateral spreading. Potentially significant impacts could occur as a result of expected continuing consolidation and land subsidence, causing damage to structures, utilities and pavements. Potentially significant impacts could also occur as a result of shrink-swell potential of Northern Waterfront GPA area soils, causing damage to structures or property. Since the GPA EIR was a programmatic analysis, projects proposed within the Northern Waterfront GPA are subject to a project-level review for impacts relating to geology, soils and seismicity, which is included below.

GPA EIR **Mitigation Measure GEO-1** which reduces impacts from strong ground shaking, **Mitigation Measure GEO-2** which reduces impacts of seismic-induced ground failure, **Mitigation Measure GEO-3** limiting soil consolidation, and **Mitigation Measure GEO-4** reducing impacts from soil shrink-swell conditions, would all apply to the project.

Mitigation Measure GEO-2 is revised as part of this project analysis to address project specific impacts.

There are no substantial changes in the proposed project or new information of substantial importance since the GPA EIR that would result in any new significant environmental effects or substantial increase in the severity of previously identified significant effects related to geology and soils. As described below, the proposed project would have less than significant impacts to geology and soils, which is consistent with the GPA EIR. Therefore, the proposed project would not result in any new potentially significant geology and soils effects that were not identified in the GPA EIR or a substantial increase the severity of any previously identified significant geology and soils effects.

Discussion

a) **No Change Impact, but New or Revised Mitigation Identified.** *Fault Rupture.* The project site is not located within an Alquist-Priolo Fault Rupture Hazard Zone, as designated through the Alquist-Priolo Earthquake Fault Zoning Act.[11] No active faults are known to pass through the immediate project region (Jennings, 2010).[12] The nearest active faults to the project site are the Hayward Fault (approximately 5 miles northeast), the San Andreas Fault (approximately 14 miles southwest), the Calaveras Fault (approximately 17 miles east), and the Concord-Green Valley Fault (approximately 19 miles northeast). Although fault rupture is not necessarily bound by the limits of a fault rupture hazard zone, ground displacement is most commonly seen along traces of active

[11] Alquist-Priolo Zones designate areas most likely to experience fault rupture, although surface fault rupture is not necessarily restricted to those specifically zoned areas.

[12] Active faults are defined as those faults which show evidence of movement within the last 11,000 years (Holocene); potentially active faults are defined as those that have shown evidence of surface displacement over the last 1.6 million years (Quaternary).

faults during major earthquakes that result in observable offsets. Because the site is not located on or relatively close to an active or potentially active fault, the potential for surface fault rupture is low and the impact is considered less than significant. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

Groundshaking. The project site is located in a seismically active region of California with numerous active faults. Seismic activity in the region is dominated by the San Andreas Fault system, which includes the San Andreas, Hayward, and Calaveras faults. According to a 2007 study by the U.S. Geological Survey (USGS) Working Group on Earthquake Probabilities (2003), the probability of one or more earthquakes of Richter magnitude 6.7 or higher occurring in the San Francisco Bay Area for the following 30-years is 63 percent. The Hayward and San Andreas faults are the most likely of the Bay Area faults to experience a major earthquake. The probability of a large earthquake anywhere along the Hayward Fault during this period was determined to be 27 percent, and 21 percent for the San Andreas Fault. In the event of an earthquake on one of these faults, the project site is expected to experience very strong to very violent ground shaking.

The proposed project would be required to comply with the geotechnical and seismic design requirements of the most recent version of the California Building Code (Title 24). Furthermore, the project sponsor would be required to submit a geotechnical engineering analysis accompanied by detailed engineering drawings to the City of Alameda prior to excavation, grading, or construction activities on the site. This is consistent with standard City of Alameda practices to ensure that all buildings are designed and built in conformance with the seismic requirements of the City of Alameda Building Code. A final geotechnical engineering analysis report that includes drawings and details of relevant grading and/or construction activities on the project site would be required to address constraints and ensure the recommendations identified in the geotechnical investigation are implemented. These required submittals ensure that buildings are designed and constructed in conformance with the requirements of all applicable building code regulations, pursuant to standard City procedures.

Mandatory compliance with all applicable building code regulations, and implementation of all geotechnical recommendations contained in the required geotechnical engineering investigation as described in **Mitigation Measure GEO-1** from the Northern Waterfront GPA, would reduce potential project impacts associated with strong seismic ground shaking and seismically-induced ground failure to less than significant levels. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

> **Mitigation Measure GEO-1:** While the potential impacts of strong seismic ground shaking cannot be eliminated in the Northern Waterfront GPA area, the

following steps shall be implemented to reduce the impacts related to expected strong ground shaking:

- Grading, foundation, and structural design should be based on the anticipated strong seismic shaking associated with a future major earthquake on the Hayward fault. The Hayward fault is considered to be a Type A seismic source (with active slip and capable of a magnitude 7.0 or greater earthquake). All structures shall be designed in accordance with the most recent edition of the California Building Code.
- The applicant shall prepare an earthquake preparedness and emergency response plan for all public use facilities. The plan should be submitted for review and approval by the Planning and Building and/or Public Works Department, prior to occupancy of the structures.
- Prior to marketing residential or commercial units for sale, the developer shall prepare an earthquake hazards information document. This document should be made available to any potential occupant prior to purchase or rental of the housing units or commercial spaces. The document should describe the potential for strong ground shaking at the site, potential effects of such shaking, and earthquake preparedness procedures.

Liquefaction. Seismic shaking can also trigger ground-failures caused by liquefaction. Liquefaction is the process by which granular soils, such as sands or loamy sands, behave like a dense fluid when subjected to prolonged shaking during an earthquake. Seismic hazard mapping prepared by the California Department of Conservation, Geological Survey (2003), indicates that the project site is located within a designated Seismic Hazard Zone for liquefaction. According to the preliminary geotechnical report prepared for the project site, underlying materials were determined to be potentially liquefiable (Engeo, 2013). As a result, pursuant to the Seismic Hazards Mapping Act of 1990, a design level geotechnical report must be prepared that evaluates and provides mitigation for potential liquefaction hazards in accordance with the most recent California Building Code and the California Geological Survey, Special Publication 117A, Guidelines for Evaluating and Mitigating Seismic Hazards. According to a preliminary geotechnical report cited in the GPA EIR also identified potentially liquefiable soils at depths ranging from 6 to 20 feet below ground surface. The required final geotechnical investigation and mitigation recommendations must be made in accordance with Special Publication 117A to ensure that the potential for damage as a result of liquefaction is minimized. Recommendations such as foundation design approach and site soil treatments like jet grouting, addition of lime or replacement with engineered fills can effectively reduce the potential for liquefaction to adversely affect proposed improvements.

Incorporation of such methods as also required by **Mitigation Measure GEO-2** (and modified as shown by <u>underline</u> below), would reduce the potential for seismically-related ground failure including liquefaction to less than significant levels. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

Mitigation Measure GEO-2: The following mitigation measures shall be implemented to reduce the potential impact of seismic-induced ground failure.

- Earthworks and foundation design shall be conducted in accordance with all recommendations contained in the Weyerhaeuser/Chipman Parcels geotechnical report by Lowney Associates (December 1998) for that parcel. Additional liquefaction potential analyses shall be conducted and a liquefaction mitigation program developed for each development within the Northern Waterfront GPA area. All structures proposed for the project area shall be designed and constructed in accordance with the most recently adopted version of the City of Alameda Building Code, the seismic design considerations of the most recent California Building Code as adopted by the City of Alameda, and in accordance with CGS Special Publication 117A .

- Prior to the issuance of any grading or building permits, geotechnical investigations shall be conducted for the Del Monte Warehouse (URS Corporation report, 2002), Encinal Terminal, or Fortman Marina sub-areas of the Northern Waterfront GPA area. Reports for these studies shall evaluate the liquefaction potential for each site in accordance with the Standard of Practice for Geotechnical Engineering and shall provide recommendations for stabilization or resistance of structures from the potential affect of liquefaction of sediments. The potential for lurch cracking and lateral spreading shall also be evaluated. Stability of the bulkhead for projects adjacent to bulkheads shall also be evaluated. Reports shall be submitted to the City of Alameda Public Works Department for review and approval.

- Prior to commencement of construction on the Clement Avenue extension, including the street improvements proposed by the Del Monte project, a slope stability evaluation of the offshore areas of the project site and the Alaska Basin Bulkhead shall be performed by a California licensed geotechnical engineering firm. Any recommendations made in accordance with the most recent California Building Code requirements shall be incorporated into project design plans. The project applicant shall pay a fair-share contribution toward this study and the subsequent recommendations.

Landslides. The project site is located on a relatively level site that would not be susceptible to landslides. However, the site is adjacent to the Alaska Basin Bulkhead. The bulkhead retains fill and native sediments and provides slope stability for the adjacent areas. According to the GPA EIR, deformation of parts of the Alaska Basin Bulkhead is currently visible. Further evaluation of the submerged sediments and bulkhead adjacent to the project site would be necessary to determine both seismic and static slope stability and how proposed improvements such as the proposed Clement Avenue extension would affect them. The GPA EIR also noted slopes adjacent to the Fortman Marina that were determined to be relatively stable under existing static (non-earthquake) conditions but marginally stable if liquefaction were to occur. Implementation of Mitigation Measure

GEO-2, as amended, would reduce potential slope stability hazards to less than significant.

b) **No Change to Previous Impact or Mitigation.** Project construction would include grading and earthmoving activities at the site that could expose site soils to erosion from heavy winds, rainfall, or runoff. Project construction would be required to comply with the National Pollution Discharge Elimination System (NPDES) General Construction Activities Stormwater Permit which requires preparation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would include a description of appropriate Best Management Practices (BMPs) that include erosion control measures. Construction contractor(s) are responsible for implementation of the SWPPP, which includes maintenance, inspection, and repair of erosion and sediment control measures and water quality BMPs throughout the construction period. Once constructed, disturbed areas would be protected by coverings such as structures, pavement, concrete, or vegetation since the potential for erosion or loss of topsoil is very low. Therefore, with implementation of the required BMPs as part of a SWPPP, the potential for soil erosion or loss of topsoil is less than significant. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

c) **No Change to Previous Impact or Mitigation.** Areas of the project site that are underlain by artificial fill and/or Bay Mud would be susceptible to settlement if proposed improvements are not designed appropriately. Younger Bay Mud is highly compressible and has low strength. The weight of the overlying materials (which could include existing fill, proposed new fill, and structures) causes consolidation of the sediments over time. As the sediments consolidate at depth, the ground surface settles and structural damage can occur. Subsidence related to consolidation of Bay Mud beneath fill and foundation settlement directly related to site-specific structural building loads could affect structures proposed as part of the project. Underground utilities could also experience differential settlement along their alignments, possibly resulting in rupture or leakage, which could cause disruption of service or safety hazards. Construction of new shallow foundations and/or placement of new fill at the site would begin a new cycle of consolidation settlement in the Bay Mud. The amount and rate of consolidation settlement would depend on:

- the weight of any new fill or structural loads (i.e., footings),
- the thickness and character of the existing fill,
- the thickness of the Bay Mud deposit beneath the existing fill and Merritt Sand,
- the potential presence of sand lenses within the Bay Mud deposit,
- the amount of consolidation/settlement that has already occurred due to previous site activities, and

- the presence of existing foundations or other obstructions, particularly pile foundations.

Buried foundations or foundation elements may also act as "hard points" beneath new roads or utilities, resulting in the potential for abrupt differential settlement. The final design level geotechnical report required for proposed improvements would determine the susceptibility of subject parcels to settlement and prescribe appropriate engineering techniques for reducing its effects. Where settlement and/or differential settlement is predicted, engineering measures—such as use of lightweight fill, geofoam, surcharging, wick drains, jet grouting, deep foundations, structural slabs, hinged slabs, flexible utility connections, and utility hangers—could be used. These measures would be evaluated and the most effective, feasible, and economical measures recommended and incorporated into project design plans in accordance with California Building Code requirements. Implementation of geotechnical recommendations as required by **Mitigation Measure GEO-3** in the GPA EIR would reduce the potential impact of unstable soils to less than significant levels. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

> **Mitigation Measure GEO-3:** Proponents for all projects within the Northern Waterfront GPA area shall be required to prepare a geotechnical report for review and approval by the City of Alameda that specifies all measures necessary to limit consolidation including minimization of structural fills and use (when necessary) of lightweight and low plasticity fill materials to reduce the potential for excessive loading caused by fill placement. The placement of artificial fill should be limited to reduce the potential for increased loading and associated settlement in areas underlain by thick younger Bay Mud. Increased area settlement could have implications for flooding potential as well as foundation design. Reconditioning (compaction) of existing subgrade materials would be preferable to placement of fill. The report shall present recommendations for specific foundation designs, which minimize the potential for damage related to settlement. The design of utilities shall consider differential settlements along utility alignments constructed in filled areas of the Northern Waterfront GPA area.

c) **No Change to Previous Impact or Mitigation.** Expansive soils are generally clayey soils or soils that have sufficient clay content such that they swell when wetted and shrink when dried. Expansive soils located beneath structures can result in cracks in foundations, walls, and floors that develop over time from cyclical wetting and drying periods. According to the geotechnical report prepared for the project site, the shallow soils present at the site have a potential for expansion (Engeo, 2012). Typically, soil preparation and the use of imported engineered fill materials mitigate the effects of expansive soils. Implementation of all geotechnical recommendations contained in the required geotechnical investigation, as required by the City of Alameda, the California Building Code, and **Mitigation Measure GEO-4** from the GPA EIR would reduce potential impacts associated with expansive soils to less-than-significant levels. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed

project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

> **Mitigation Measure GEO-4**: The required geotechnical report shall require that subgrade soils for pavements consist of moisture-conditioned, lime-treated, or non-expansive soil, and that surface (including roof drainage) and subsurface water be directed away from foundation elements and into storm drains to minimize variations in soil moisture.

e) **No Change to Previous Impact or Mitigation.** Development under the proposed project would not include the installation of septic tanks or alternative wastewater disposal systems. The project site is located in an urban area and would be required to connect to the existing sewer system which provides wastewater collection service for the City of Alameda. Thus, no impact associated with alternative wastewater disposal systems would occur. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

References

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Greenhouse Gas Emissions

Environmental Factors for Determining Environmental Effect	Proposed Project Compared to the GPA EIR Project				
	Potentially New Impact – Further Investigation to be Undertaken	*New Impact – Reduced to LS with New Mitigation Identified*	*No Change to Previous Impact, but New or Revised Mitigation Identified*	*No Change to Previous Impact or Mitigation Identified*	*Topic Not Previously Analyzed; No Significant Project Impact*
7. GREENHOUSE GAS EMISSIONS — Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☒	☐	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☒	☐	☐	☐

GHGs were not analyzed in the GPA EIR and were not commonly analyzed in CEQA documents at the time the GPA EIR was prepared and adopted. Information about GHGs could have been known with the exercise of reasonable diligence at the time the GPA EIR was adopted. Moreover, the proposed project would not result in any significant effects related to GHGs with implementation of Mitigation Measure AIR-1a, as previously identified in the GPA EIR. Therefore, GHGs would not result in a new potentially significant environmental effect that was not identified in the GPA EIR.

The following analysis was developed from information contained in the *Air Quality Impact Analysis Del Monte Warehouse Project* (LSA Associates, Inc., 2014), incorporated by reference and summarized below.

Discussion

a-b) **New Impact Reduced to Less than Significant with New Mitigation Identified.** GHG impacts are considered to be exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective (CAPCOA, 2008). GHG emissions associated with proposed project construction and operations were modeled with CalEEMod (version 2013.2.2) and are described below.

BAAQMD does not have an adopted Threshold of Significance for construction-related GHG emissions. However, lead agencies are encouraged to quantify and disclose GHG emissions that would occur during construction. The proposed project would consist of construction activities including site preparation, earthmoving and general building construction. GHGs would be generated by construction equipment, haul trucks, and worker vehicles. For the proposed project, maximum annual GHGs of 1,093 metric tons of CO_2e would be emitted during the assumed 12 months of construction (LSA

Associates, Inc., 2014). Implementation of **Mitigation Measure AIR-1a** would also reduce GHGs.

In regards to long-term operations, in accordance with the BAAQMD CEQA Air Quality Guidelines (BAAQMD, 2011), this project would have a significant impact if the project emits GHGs greater than 4.6 metric tons per year CO_2e per service population (residents plus employees) threshold of significance. Long-term operation of the proposed project would generate GHG emissions from area and mobile sources, and indirect emissions from sources associated with water and wastewater conveyance, energy consumption and solid waste disposal. Overall project emissions were estimated using the CalEEMod software. Total proposed project operational emissions from all sources were estimated to be 3,992.5 metric tons CO_2e. The proposed project would result in a service population of 1,047 (1,027 residents plus 20 employees), which would result in an annual GHG efficiency of 3.8 metric tons CO_2e per service population (LSA Associates, Inc., 2014). Thus, the project would not exceed the BAAQMD GHG efficiency threshold of 4.6 metric tons CO_2e per service population and would be considered less than significant.

GHG efficiency metrics were developed for the emissions rates at the State level for the land use sector that would accommodate projected growth (as indicated by population and employment growth) under trend forecast conditions, and the emission rates needed to accommodate growth while allowing for consistency with the goals of AB 32 (i.e., 1990 GHG emissions levels by 2020). As a result, the proposed project would not impair attainment of GHG reduction goals established pursuant to AB 32 in the Climate Change Scoping Plan, because these goals were used in the development of BAAQMD thresholds. The proposed project would have a less-than-significant impact with regard to GHG reduction planning efforts, because emissions per service population would be below thresholds developed based on attainment of AB 32 goals.

References

Bay Area Air Quality Management District (BAAQMD), 2011. *CEQA Air Quality Guidelines*, revised May 2011.

California Air Pollution Control Officers Association (CAPCOA), 2008. *CEQA and Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act*.

LSA Associates, Inc., 2014. *Air Quality Impact Analysis Del Monte Warehouse Project*, April 2014.

Hazards and Hazardous Materials

Environmental Factors for Determining Environmental Effect	Proposed Project Compared to the GPA EIR Project				
	Potentially New Impact – Further Investigation to be Undertaken	***New Impact – Reduced to LS with New Mitigation Identified***	***No Change to Previous Impact, but New or Revised Mitigation Identified***	***No Change to Previous Impact or Mitigation Identified***	***Topic Not Previously Analyzed; No Significant Project Impact***
8. HAZARDS AND HAZARDOUS MATERIALS — Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒	☐
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒	☐
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒	☐

The GPA EIR concluded that contaminated soils and groundwater have the potential to exist within the Northern Waterfront GPA area that would result in potentially significant impacts by

exposing construction workers, future workers, or residents to health risks. Since the GPA EIR was a programmatic analysis, projects proposed within the Northern Waterfront GPA are subject to a project-level review for hazardous materials impacts, which is included below.

GPA EIR **Mitigation Measure HAZ-1** requiring documentation of adequate soils, ground water investigations, and, where warranted, remediation would apply to the proposed project. If soils and groundwater investigations indicate that hazardous materials are present, additional **Mitigation Measures HAZ-1a and HAZ-1b** would also apply.

This analysis further identifies **New Mitigation Measures 8-1a through 8-1e** to reduce potential project specific impacts to the exposure to hazardous materials to a less-than-significant level.

As described below, none of the proposed project's construction activities or operating services would result in contact with hazards or hazardous materials. As identified in the GPA EIR, if during construction hazardous materials are discovered Mitigation Measure HAZ-1 will be implemented, which is consistent with the GPA EIR, as well as project specific mitigation measures. Therefore, the proposed project would not result in any new potentially significant hazardous effects that were not identified in the GPA EIR or a substantial increase in the severity of any previously identified significant hazardous effects.

Discussion

a) **New Impact Reduced to Less than Significant with New Mitigation Identified.** *Construction.* Demolition of existing improvements and modifications to the Del Monte Warehouse may expose construction workers, the public, or the environment to hazardous materials such as lead-based paint, asbestos, and PCBs. The level of potential impact is dependent upon the age, construction, and building materials of each building. Based on the age of the existing structures, any of these hazardous building materials could be present at the site which, if disturbed, could expose workers and the public during demolition. New information presented in the Phase I for the project site determined that based on the age of the structure, it is possible that hazardous building materials could be present (Engeo, 2013). In structures slated for demolition or renovation under the project, any asbestos-containing materials would be abated in accordance with state and federal regulations including Section 19827.5 of the California Health and Safety Code, Bay Area Air Quality Management District Regulation 11, Rule 2, California Code of Regulations Title 8 Sections 1529 and 341.6, and OSHA worker safety requirements for all demolition or renovation activities.

Fluorescent lighting ballasts manufactured prior to 1978, and electrical transformers, capacitors, and generators manufactured prior to 1977, may contain PCBs. In accordance with the Toxic Substances Control Act and other federal and state regulations, the applicant would be required to properly handle and dispose of electrical equipment and lighting ballasts that contain PCBs, reducing potential impacts to a less-than-significant level. **Mitigation Measures 8-1a through 8-1e** would reduce impacts that are more severe than those analyzed in the GPA EIR to a less than significant level.

New Mitigation Measure 8-1a: The project sponsor shall ensure that all proposed areas for demolition shall be assessed by qualified licensed contractors for the potential presence of lead-based paint or coatings, asbestos containing materials, and PCB-containing equipment prior to issuance of a demolition permit.

New Mitigation Measure 8-1b: If the assessment required by Mitigation Measure 8-1a finds presence of lead-based paint, asbestos, and/or PCBs, the project applicant shall create and implement a health and safety plan to protect workers from risks associated with hazardous materials during demolition or renovation of affected structures. The health and safety plan shall include emergency notification protocols, appropriate personal protective equipment for workers and visitors, material safety data sheets, and training requirements.

New Mitigation Measure 8-1c: If the assessment required by Mitigation Measure 8-1a finds presence of lead-based paint, the project applicant shall develop and implement a lead-based paint removal plan. The plan shall specify, but not be limited to, the following elements for implementation:

- 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 lead-based paint on building and non-building surfaces to the degree necessary to safely and properly complete demolition activities according to recommendations of the survey. The demolition contractor shall be responsible for the proper containment and disposal of intact lead-based paint on all equipment to be cut and/or removed during the demolition.
- Provide onsite 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.

New Mitigation Measure 8-1d: If the assessment required by Mitigation Measure 8-1a finds asbestos, the project applicant shall ensure that asbestos abatement shall be conducted by a licensed contractor prior to building demolition. Abatement of known or suspected ACMs shall occur prior to demolition or construction activities that would disturb those materials. Pursuant to an asbestos abatement plan developed by a state-certified asbestos consultant and approved by the City, all ACMs shall be removed and appropriately disposed of by a state certified asbestos contractor.

New Mitigation Measure 8-1e: If the assessment required by Mitigation Measure 8-1a finds PCBs, the project applicant shall ensure that PCB abatement shall be

conducted prior to building demolition or renovation. PCBs shall be removed by a qualified contractor and transported in accordance with Caltrans requirements.

Also as part of construction, earthwork activities could disturb contaminated soil and groundwater from past releases that could expose workers, the public or the environment to adverse effects. The project site has a long history of industrial activities and many areas received artificial fill of unknown origin. Review of available regulatory agency databases does not include the project site among sites of known past releases (DTSC, 2014 and SWRCB, 2014). However, considering the unknown source of the artificial fill materials and suspect environmental practices of the earlier part of the 20th Century, there is a reasonable potential for encountering contaminated subsurface materials. According to the limited Phase II investigation, a waste oil tank is still present at the site and some contamination was identified in the area where there was a former rail-yard spur (Engeo, 2014). Implementation of a soil management plan, as recommended by the Phase II report, to address any contaminated soils that might be encountered during construction activities would reduce potential impacts to less than significant levels. The Phase II report also recommended that additional investigation and potential remediation of soils at the railyard spur should be performed prior to development. As such and in accordance with the mitigations required from the GPA EIR below, the site contractor would be required to conduct all earthwork activities in accordance with a Soil Management Plan that would reduce potential impacts related to residual contaminants in the subsurface to less than significant levels. **Mitigation Measure HAZ-1 through HAZ-1b**, identified in the GPA EIR (and modified as shown by <u>underline</u> below) would reduce this impact to a less than significant level.

Mitigation Measure HAZ-1: Prior to the approval of any specific development projects within the Northern Waterfront GPA area, documentation from a qualified professional shall be provided to the City of Alameda stating that adequate soils and ground water investigations and, where warranted, remediation, have been conducted to ensure that there will be no significant hazard related risks to future site users. If the soil and groundwater investigations indicate that hazardous materials are present and pose a risk to construction workers and future site users, the following additional mitigation measures shall be implemented, and the City of Alameda will refer the site to the appropriate State and County agencies (such as Alameda County Environmental Health, the State Department of Toxic Substances Control and/or the San Francisco Bay Regional Water Quality Control Board) for oversight of the specific development project.

Mitigation Measure HAZ-1a: If required as a result of the information obtained from Mitigation Measure HAZ-1, the City shall condition the subject development project to record a restrictive covenant prohibiting the installation or use of water wells into the shallow groundwater at the site for drinking water prior to transfer of the property.

Mitigation Measure HAZ-1b: If required as a result of the information obtained from Mitigation Measure HAZ-1, the City shall condition the subject development project to require preparation by a qualified registered professional of a Site Management Plan (SMP) for the subject site as a condition of its approval as a

specific development project. The SMP would provide site specific information for contractors (and others) developing the site that would improve their management of environmental and health and safety contingencies.

Topics covered by the SMP shall include, but not be limited to:

- Land use history, including known hazardous material use, storage, disposal, and spillage, for specific areas within the site.
- The nature and extent of previous environmental investigation and remediation at the site.
- The nature and extent of ongoing remedial activities and the nature and extent of unremediated areas of the project site, including the nature and occurrence of marsh crust and hazardous materials associated with the dredge material used as fill at the site.
- A listing and description of institutional controls, such as the City's excavation ordinance and other local, State, and federal laws and regulations, that will apply to development of the site.
- Requirements for site-specific Health and Safety Plans (HASPs) to be prepared by all contractors at the site. The HASPs should be prepared by a Certified Industrial Hygienist and would protect construction workers and interim site users adjacent to construction activities by including engineering controls, monitoring, and security measures to prevent unauthorized entry to the construction site and to reduce hazards outside the construction site. The HASPs would address the possibility of encountering subsurface hazards and include procedures to protect workers and the public. If prescribed exposure levels were exceeded, personal protective equipment would be required for workers in accordance with DOSH regulations.
- A description of protocols for the investigation and evaluation of previously unidentified hazardous materials that may potentially be encountered during project development, including engineering controls that may be required to reduce exposure to construction workers and future users of the site.
- Requirements for site specific construction techniques at the site, based on proposed development, such as minimizing the transport of contaminated materials to the surface during construction activities by employing pile driving techniques that consist of driving the piles directly without boring, where practical.

Mitigation Measure HAZ-1c: Prior to issuance of a building permit, the applicant shall complete all the recommendations made in the March 17, 2014 Engeo Phase II report for the project site. All subsequent investigation and remediation work shall be submitted to the overseeing agency, either the Alameda County Environmental Health Department or Regional Water Quality Control Board for approval. Project construction shall not commence unless given regulatory approval from the overseeing agency.

The SMP shall be distributed to all contractors at the development site; implementation of the SMP shall be a condition of approval for excavation, building, and grading permits at

the site. The contractors will be required to hold a daily safety meeting with all construction workers and subcontractors on lands identified with Hazardous Material risks.

Operation. Once constructed, hazardous materials associated with residential and commercial land use generally include various products associated with building maintenance, landscape management (i.e. pesticides and herbicides, etc.), and products related to automobile cleaning and maintenance. These uses would likely involve a wide range of chemical compounds and products that are considered hazardous. Exposure to hazardous chemicals could cause acute or chronic health effects to residents and visitors if not handled appropriately.

Hazardous materials for building and landscaping maintenance would typically be stored in their original containers in a centralized location prior to use. However, the volume of hazardous materials that would be associated with the proposed project would likely be limited to relatively small quantities. In addition, required compliance with applicable regulatory requirements such as preparation and implementation of hazardous materials management plans would minimize hazards to residents, the public, and the environment from waste products. Therefore, the potential impacts related to the routine transport, use, or disposal of hazardous materials during operation of the project would be less than significant. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

b) **No Change to Previous Impact or Mitigation.** The proposed project would not handle, store, transport, or dispose of significant quantities of hazardous materials beyond what is typically used in residential/commercial land uses. The volumes of hazardous materials that would be associated with the proposed uses, though not quantifiable, would not be significant compared to industrial or manufacturing uses where emissions are of a greater concern. In addition, commercial uses are required to adhere to local, state, and federal regulatory requirements regarding the use, storage, and disposal of hazardous materials including the preparation and implementation of a Hazardous Materials Management Plan that minimize the potential for upset and accident conditions. Therefore, based on relatively small quantities of hazardous materials that might be stored at the site and existing regulatory requirements, the potential for upset and accident conditions would be considered to be less than significant. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

c) **No Change to Previous Impact or Mitigation.** There are no schools located within a quarter mile of the project site although there is a day care center located approximately 1,000 feet away at 1525 Bay Street. Regardless, as stated above, the quantities of hazardous materials that would likely be stored, handled, and disposed of at the proposed site would be relatively limited and therefore would not represent a potential impact to

any schools in the area. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

d) **No Change to Previous Impact but New or Revised Mitigation Identified.** The project site is not listed on the State Water Resources Control Board's environmental database known as Geotracker nor on the DTSC database Envirostor (DTSC, 2014 and SWRCB, 2014). According to a Phase I Environmental Site Assessment for the project site, an 8000-gallon underground storage tank (UST) was reportedly removed from the site in 1985, and one 1,000-gallon underground waste-oil tank, located beneath the truck loading dock was closed in place in 1986 (Engeo, 2013). However, no records were found regarding the closure of these tanks and therefore the USTs may still remain on the site. A subsequent Phase II investigation included a magnetic survey to try and identify any USTs or associated piping that may still exist as well as an evaluation of soil and groundwater to determine if any contaminant releases have occurred (Engeo, 2014). The Phase II report, as mentioned above, did conclude that residual contaminants were present at the site and may require further evaluation and possibly remediation. With implementation of **Mitigation Measure HAZ-1, -1a, and -1b** (above), the potential for any residual contaminants, to adversely affect construction workers or the public would be reduced to less than significant levels, which is the same conclusion as the GPA EIR.

Project construction activities would include excavation of subsurface soils and construction of the proposed improvements. Improper handling, storage, or disposal of potentially contaminated soil during construction could pose health hazards to construction workers, the public, and the environment. This could be a significant impact, which would be reduced to less-than-significant levels with implementation of Mitigation Measure HAZ-1, -1a, -1b, and -1c. This is the same finding as the proposed project in the GPA EIR, and includes project specific mitigation to ensure that the effects of the proposed project would remain less than significant with mitigation.

e, f) **No Change to Previous Impact or Mitigation.** The project site is not located within two miles of any airport or airstrip nor is it included in an existing airport land use plan. The nearest airport is the Oakland International Airport which is over 5 miles from the project site. Therefore, there would be no impact related to proximity to airports or private airstrips. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

g) **No Change to Previous Impact or Mitigation.** The proposed project would result in an increased resident, employee and visitor population in the project area. Although, the proposed project would alter the existing street network it would be required to comply with all emergency vehicle access requirements as stated in the California Fire Code. Overall, the proposed project would not impede an emergency access route or emergency response requirements and would not result in permanent road closures, and therefore,

would not physically interfere with emergency response or evacuation plans. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

h) **No Change to Previous Impact or Mitigation.** The proposed project site is located within a developed urbanized area that is not susceptible to wildfires. The proposed project improvements will be required to adhere to current fire code requirements for construction which would minimize the threat of fire causing adverse effects. Therefore, the potential impact related to wildfires is less than significant. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

References

Department of Toxic Substances Control (DTSC), Envirostor Database, http://www.envirostor.dtsc.ca.gov/public/mapfull.asp?global_id=&x=-119&y=37&zl=18&ms=640,480&mt=m&findaddress=True&city=1501%20Buena%20Vista,%20Alameda%20CA&zip=&county=&federal_superfund=true&state_response=true&voluntary_cleanup=true&school_cleanup=true&ca_site=true&tiered_permit=true&evaluation=true&military_evaluation=true&school_investigation=true&operating=true&post_closure=true&non_operating=true, accessed March 14, 2014.

Engeo, Incorporated, Phase I Environmental Site Assessment, Del Monte Warehouse, October 1, 2013.

Engeo, Incorporated, Phase II Environmental Site Assessment, Del Monte Warehouse, March 17, 2014.

State Water Resources Control Board (SWRCB) – 1501 Buena Vista, Alameda, CA, http://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=1500+Buena+Vista+Ave%2C+Alameda+CA, accessed March 14, 2014.

Hydrology and Water Quality

Environmental Factors for Determining Environmental Effect	Proposed Project Compared to the GPA EIR Project				
	Potentially New Impact – Further Investigation to be Undertaken	***New Impact – Reduced to LS with New Mitigation Identified***	***No Change to Previous Impact, but New or Revised Mitigation Identified***	***No Change to Previous Impact or Mitigation Identified***	***Topic Not Previously Analyzed; No Significant Project Impact***
9. HYDROLOGY AND WATER QUALITY — Would the project:					
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, in a manner that would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☐	☒	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☒	☐	☐
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☒	☐	☐

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐	☐
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒	☐

The GPA EIR concluded that the Northern Waterfront GPA could result in potentially significant impacts to water quality in the Oakland Estuary and San Francisco Bay from construction activities and post-construction site uses potentially reducing the quality of storm water runoff. The GPA EIR concluded that dredging activities under the Northern Waterfront GPA could result in potentially significant impacts to water quality at dredging and disposal sites. Since the GPA EIR was a programmatic analysis, projects proposed within the Northern Waterfront GPA are subject to a project-level review for hydrological impacts, which is included below.

GPA EIR **Mitigation Measure HYD-1** requiring the preparation of a Stormwater Pollution Prevention Plan (SWPP) would apply to the proposed project. **Mitigation Measure HYD-2** relating to dredging activities would not apply to the project.

This analysis further identifies **Mitigation Measure 9-1** to reduce potential impacts from flooding to a less-than-significant level.

There are no substantial changes in the proposed project or new information of substantial importance since the GPA EIR that would result in any new significant environmental effects or substantial increase in the severity of previously identified significant effects related to hydrology or water quality. As described below, the proposed project would have less than significant impacts on the hydrology and water quality, which is consistent with the GPA EIR. Therefore, the proposed project would not result in any new potentially significant hydrologic resources or water quality effects that were not identified in the GPA EIR or a substantial increase in the severity of any previously identified significant hydrologic resources or water quality effects.

Discussion

a) **No Change to Previous Impact or Mitigation.** *Construction Impacts.* Construction activities that could potentially affect water quality are primarily the result of: erosion of sediment; leaks from construction equipment; accidental spills of fuel, oil, or hazardous liquids used for equipment maintenance; accidental spills of construction materials; and any dredging activities. Due to the project site's close proximity and direct outfall connections to the Oakland Inner Harbor, construction impacts on water quality could be particularly severe if not properly managed. As previously mentioned, the Oakland Inner Harbor is hydrologically connected to the San Francisco Bay, which is on the list of impaired water bodies compiled by the San Francisco Bay Regional Water Quality Control Board (RWQCB) pursuant to the federal Clean Water Act. If discharges from the

project site exceeded the State mandated Total Maximum Daily Loads (TMDLs) for water quality within these water bodies, construction on the project site could result in an impact. Implementation of **Mitigation Measures HYD-1** from the GPA EIR, below, would ensure that construction impacts on water quality remain less than significant. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

Operational Impacts. Generally, development projects may degrade surface water quality as a result of various daily operational impacts. Automobile use produces oil, grease, fuel residues, heavy metals and tire particles that can contaminate surface water runoff from parking areas and roadways. Other pollutants that contribute to surface water pollution and result from urban development, include: pesticides, herbicides, and fertilizers from landscaping; organic debris (e.g. grass, leaves); weathered paint; eroded metals from painted and unpainted surfaces; organic compounds (e.g., cleaners, solvents, adhesives, etc.); nutrients; bacteria and viruses; sediments; and rooftop runoff. Since the project site is located in close proximity to the Oakland Inner Harbor, the effects of pollutants from development in the project area could have a significant and adverse effect on water quality. Mitigation Measure HYD-1 from the GPA EIR provides a means of monitoring and verifying compliance with the stormwater treatment requirements, below, and will ensure that operational impacts are less than significant.

Operational stormwater discharges from new development at the project site would be regulated by the City's regional municipal stormwater permits, under the National Pollutant Discharge Elimination System (NPDES) permit. Development projects in the City of Alameda, must comply with the NPDES Permit No. CAS612008, which is issued to the Clean Water Program Alameda County (CWPAC) (formerly the Alameda Countywide Clean Water Program) and other Bay Area jurisdictions by the RWQCB (NPDES Order No. R2-2009-0074). The Municipal Regional Stormwater Permit (MRP) was issued on October 14, 2009 and revised November 28, 2011, replacing the previous permit originally issued in February 2003 with additional requirements for development and redevelopment projects.

In particular, Provision C.3 in the NPDES Permit governs storm drain systems and regulates post-construction stormwater runoff. The provision requires new development and redevelopment projects to incorporate treatment measures and other appropriate source control and site design features to reduce the pollutant load in stormwater discharges and to manage runoff flows. "Redevelopment" is defined as a project on a previously developed site that results in the addition or replacement of impervious surface. A redevelopment project that adds or replaces at least 10,000 square feet of impervious surface is required to adhere to the C.3 provisions by including low-impact development (LID) measures. The proposed project would replace more than 10,000 square feet of impervious surface; therefore would be required to incorporate treatment measures and appropriate source control and site design measures under the NPDES permit.

As stated in the GPA EIR and Alameda Storm Drain Master Plan, the proposed quantity of run-off conveyed to the existing system is anticipated to be less than the existing condition because of the reduced amount of impervious area included in the proposed redevelopment plan. Provision C.3 of the MRP also includes hydromodification management (HM) requirements for certain projects that create or replace 1 acre or more of impervious surfaces in "susceptible areas" as mapped by the CWPAC. The project site is not located within a susceptible area, and is therefore not subject to HM requirements. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

Mitigation Measure HYD-1: All specific development projects approved pursuant to the Northern Waterfront GPA, that involve site clearing, grading or excavation as part of the proposed construction activity and that result in soil disturbances of 1 or more acres, (and for projects of less than 1 acre if the construction activity is part of a larger common plan of development), shall be required to prepare a Stormwater Pollution Prevention Plan (SWPPP). To avoid unnecessary duplication of effort, the SWPPP prepared for the first site or development project within the Northern Waterfront GPA area may be used as the basis for a SWPPP required for subsequent projects, provided that each version of the SWPPP is modified as necessary to maintain compliance with the qualitative standards set forth in this EIR and with applicable regulations and standards of the RWQCB.

Each SWPPP shall be designed to reduce potential impacts to surface water quality through the construction and life of the Project for which it is prepared. The SWPPP shall conform to the requirements of the Alameda County Clean Water Program which set new standards effective February 2003, and to the standards set forth herein. The SWPPP would act as the overall program document designed to provide measures to mitigate potential water quality impacts associated with implementation of the proposed Project. Preparers of the SWPPP should review the Conditions of Approval (including General Conditions for Construction, Residential Development/Construction Conditions, and Commercial/Industrial Conditions) established by the City.

The SWPPP shall include the following three elements to address construction, post-construction and pest management issues:

- *Specific and Detailed Best Management Practices (BMPs) Designed to Mitigate Construction-related Pollutants*. These controls shall include practices to minimize the contact of construction materials, equipment, and maintenance supplies (e.g., fuels, lubricants, paints, solvents, adhesives) with storm water. The SWPPP shall specify properly designed centralized storage areas that keep these materials out of the rain. The contractor(s) shall submit details, design and procedures for compliance with storage area requirements. An important component of the storm water quality protection effort is knowledge on the part of onsite construction and maintenance supervisors and workers. To educate onsite personnel and maintain awareness of the importance of storm water quality protection, site supervisors shall conduct regular meetings to discuss pollution prevention. The SWPPP shall establish a frequency for meetings and

require all personnel to attend. The SWPPP shall specify a monitoring program to be implemented by the construction site supervisor, and must include both dry and wet weather inspections. City of Alameda personnel shall conduct regular inspections to ensure compliance with the SWPPP. BMPs designed to reduce erosion of exposed soil may include, but are not limited to: soil stabilization controls, watering for dust control, perimeter silt fences, placement of hay bales and sediment basins. If grading must be conducted during the rainy season, the primary BMPs selected shall focus on erosion control (i.e., keeping sediment on the site). End of pipe sediment control measures (e.g., basins and traps) shall be used only as secondary measures. If hydroseeding is selected as the primary soil stabilization method, these areas shall be seeded by September 1 and irrigated to ensure that adequate root development has occurred prior to October 1. Entry and egress from the construction site shall be carefully controlled to minimize off-site tracking of sediment. Vehicle and equipment wash-down facilities shall be designed to be accessible and functional both during dry and wet conditions.

- *Measures Designed to Mitigate Post-construction-Related Pollutants.* The SWPPP shall include measures designed to mitigate potential water quality degradation of runoff from all portions of the completed development. It is important that post construction storm water quality controls are required in the initial design phase of redevelopment projects and not simply added after the site layout and building footprints have been established. The specific BMPs that would be required of a project can be found in *SF Bay Regional Water Quality Control Board Staff Recommendations for New and Redevelopment Controls for Storm Water Programs*. In addition, the design team should include design principles contained in the Bay Area Stormwater Management Agencies Association's manual, *Start at the Source, Design Guidance Manual for Stormwater Quality Protection.* The selection of BMPs required for a specific project is based on the size of the development and the sensitivity of the area. The Estuary is considered a sensitive area by the RWQCB. In general, passive, low maintenance BMPs (e.g., grassy swales, porous pavements) are preferred. If the SWPPP includes higher maintenance BMPs (e.g., sedimentation basins, fossil filters), then funding for long term maintenance needs must be specified in the SWPPP as a condition of approval of the grading, excavation, or building permits, as appropriate (the City will not assume maintenance responsibilities for these features).

- *Integrated Pest Management Plan*. An Integrated Pest Management Plan (IPM) shall be prepared and implemented by the Project for all common landscaped areas. Each IPM shall be prepared by a qualified professional. The IPMs shall address and recommend methods of pest prevention and turf grass management that use pesticides as a last resort in pest control. Types and rates of fertilizer and pesticide application shall be specified. Special attention in the IPMs shall be directed toward avoiding runoff of pesticides and nitrates into sensitive drainages or leaching into the shallow groundwater table. Pesticides shall be used only in response to a persistent pest problem. Preventative chemical use shall not be employed. Cultural

and biological approaches to pest control shall be fully integrated into the IPMs, with an emphasis toward reducing pesticide application.

The City of Alameda Department of Public Works shall review and approve the SWPPP prior to the approval of the Development Plan for each project phase to ensure that the selected BMPs would adequately protect water quality. The City and the RWQCB are empowered to levy considerable fines for non-compliance with the SWPPP. Compliance with the approved SWPPP would mitigate the impact to a less-than-significant level.

b, c) **No Change to Previous Impact or Mitigation.** The majority of the project site is currently developed with impervious surfaces, the amount of which would be nominally reduced with landscaping associated with the project, and therefore result in a net reduction in impervious surfaces. The proposed project would also construct bio-treatment areas to treat runoff from impervious areas on the project site in accordance with the Alameda County Clean Water Program guidelines. Development of the site would not involve groundwater extraction, nor the alteration of a stream or river. The proposed improvements at the project site would overall slightly decrease the amount of impervious surfaces, and thus no increased offsite runoff would occur. Therefore, the proposed project would not lower the groundwater table as a result of groundwater extraction or reduction in groundwater recharge and would not otherwise cause offsite sedimentation or erosion to occur. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

d, e) **No Change to Previous Impact or Mitigation.** As discussed above, the proposed project would not alter any stream or river. The decrease in impervious surfaces with the proposed improvements would not increase flows to receiving waters. The proposed improvements at the project site would overall slightly decrease the amount of impervious surfaces, and thus no increased offsite runoff would occur. Therefore, the potential impact of altered drainage causing offsite or onsite flooding would be less than significant. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

f) **No Change to Previous Impact or Mitigation.** Operation of the proposed project would not result in any substantial changes to onsite water quality associated with stormwater runoff. As discussed under Comment a), above, implementation of BMP's under the SWPPP, design measures that adhere to C.3 NPDES requirements, and mitigation measures adopted in the GPA EIR as stated above would reduce potential impacts to water quality to a less-than-significant level. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

g,h,i) **New Impact Reduced to Less than Significant with New Mitigation Identified.** The project site lies at the southern shore of Oakland Inner Harbor on the Island of Alameda, which is prone to sea level rise. According to maps compiled by the National Oceanic Atmospheric Administration (NOAA), many coastal areas of the Bay Area would be susceptible to future sea level rise (NOAA, 2014). The maps indicate that the proposed project site would be located within the anticipated inundation area (NOAA, 2014). Site specific projections of a potential 36 inch sea level rise combined with a high tide event show the project site as a disconnected low lying area that is prone to flooding (NOAA, 2014). With sea level rise at 55 inches, the project site would be exposed to inundation necessitating adaptive measures to reduce the risk of flooding (BCDC, 2014).

The proposed project site is otherwise not currently located within a 100-year flood hazard zone according to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FEMA, 2009). The current 100-year tidal elevation for the site has been established as 3.9 feet (Alameda Datum) by FEMA. The existing elevations of the warehouse range from 6.3 to 8.0 feet (Alameda Datum). Therefore, the existing warehouse minimum finish floor elevation is approximately 2.4-feet above the current 100-year tidal flood elevation. The proposed finish floor elevations of any additional structures constructed within the project site would be established at a similar elevation as the existing warehouse minimum finish floor. Therefore, the existing warehouse and other planned structures within the project site would have over 28-inches of built-in protection from future sea level rise.

In order to protect the existing warehouse and other planned structures within the project site from future sea level rise that exceeds 2.4-feet, an adaptive management design strategy would be implemented with the design of Clement Avenue extension. The portion of Clement Avenue adjacent to the Oakland Estuary would be designed such that land along the waterside is reserved for future adaptive measures, should they be necessary. These adaptive measures may include increasing the height of a sea wall or levee. These adaptive measures would only be implemented if future sea level rise exceeds the projected amount assumed in the original design of this street. A funding mechanism for the future adaptive measures and a sea level rise monitoring program would be established to ensure the adaptive measures can be implemented at the appropriate time.

The proposed project, as discussed above, would incorporate structural design and adaptive measures for protection from flooding from sea level rise. Incorporation of these measures together with implementation of **Mitigation Measure 9-1,** below, would ensure the project impacts are less than significant. The analysis of the proposed project addresses new information of substantial importance not discussed in the GPA EIR, but the identified mitigation measures would reduce potential impacts to a less than significant level.

Mitigation Measure 9-1: The project sponsor shall ensure that any new construction be constructed at a minimum elevation of 24 inches above the 100-year tidal flood plan elevation.

j) **No Change to Previous Impact or Mitigation.** Tsunamis are waves caused by an underwater earthquake, landslide, or volcanic eruption, and would generally affect low-lying areas along the Pacific coastline and San Francisco Bay. The U.S. Geologic Survey (USGS) evaluated the potential community exposure to tsunami hazards in a recent scientific report (Wood et.al, 2013) to support preparedness and education efforts. The report indicates that in the event of a tsunami, the maximum onshore runup elevation in Alameda would be 16.73 feet from a distant source and 4.26 feet from a local source (Wood et. al., 2013). Mapping compiled by the Association of Bay Area Governments (ABAG) indicate that the entire project site is located in a tsunami-inundation zone (ABAG, 2014). The tsunami-inundation zone identifies the maximum areas of inundation from various earthquake and landslide sources, and is not meant to imply that all delineated areas would be inundated by a single future tsunami. In addition, the tsunami-inundation zone does not provide any indicator of the probability of such an event occurring. The tsunami-inundation zone used in the study is a guide for emergency planning and is not a prediction for a future event (Wood et al., 2013). The Alameda General Plan (1991) describes tsunamis and seiches as secondary seismic hazards associated with earthquakes and notes that the likelihood of these hazards occurring due to groundshaking is not as high as other hazards such as earthquakes and landslides of submerged sediments. The City of Alameda operates disaster preparedness and emergency services in the project area, in cooperation with preparedness efforts from the California Emergency Management Agency and the California Geological Survey. The National Oceanic Atmospheric Administration (NOAA) operates the Pacific Tsunami Warning System (PTWS), which monitors seismological and tidal stations throughout the Pacific Basin and provides tsunami warning information. If a warning was to be issued, residents of Alameda would be notified by the City's Alert and Warning Siren System, and the City's Comprehensive Emergency management Plan (2008) would be implemented to insure the safety of the City's residents.

Seiches are large waves on an enclosed or semi-enclosed body of water that can be caused by seismic activity. San Francisco Bay is partially enclosed, with outlets to San Pablo Bay, as well as the Pacific Ocean via the Golden Gate, and is relatively shallow, with a mean depth of approximately 27.6 feet. Geologic-induced seiche events have not been documented in the San Francisco Bay. The proposed project site is relatively flat and not subject to mudflows. Therefore, the potential impact of seiche, tsunamis and mudflows is less than significant. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

References

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Land Use and Land Use Planning

Environmental Factors for Determining Environmental Effect	Proposed Project Compared to the GPA EIR Project				
	Potentially New Impact – Further Investigation to be Undertaken	*New Impact – Reduced to LS with New Mitigation Identified*	*No Change to Previous Impact, but New or Revised Mitigation Identified*	*No Change to Previous Impact or Mitigation Identified*	*Topic Not Previously Analyzed; No Significant Project Impact*
10. LAND USE AND LAND USE PLANNING — Would the project:					
a) Physically divide an established community?	☐	☐	☐	☒	☐
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒	☐

The Northern Waterfront GPA EIR concluded that the Northern Waterfront EIR would result in less-than-significant impacts related to compatibility with surrounding land uses, physical division of the established community, and compatibility with plans and policies including the Alameda General Plan, BCDC's San Francisco Bay Plan, and the Tidelands Trust lands.

There are no substantial changes in the proposed project or new information of substantial importance since the GPA EIR that would result in any new significant environmental effects or substantial increase in the severity of previously identified significant effects related to the City's designated land uses. As described below, the proposed project would have less-than-significant impacts on land use and land use planning, which is consistent with the GPA EIR. Therefore, the proposed project would not result in any new potentially significant land use effects that were not identified in the GPA EIR, or a substantial increase in the severity of any previously identified significant land use effects.

Discussion

a) **No Change to Previous Impact or Mitigation.** The project site is located within an urban area, surrounded by residential, industrial, parks and public open space, and business park land uses. The 11.51-acre project site is zoned mixed use (M-X); with a 11.06-acre portion falling within the Multi-Family Overlay (MF) in the Zoning Ordinance. The proposed project would rehabilitate and adaptively reuse the Del Monte

Warehouse and construct new residential units on the vacant lots surrounding the warehouse to include up to 414 units of residential lots, townhomes and flats, and up to 25,000 square feet of commercial space. Further, the proposed project would increase pedestrian connections to the neighborhood by creating walkways through the building and new sidewalks around the perimeter of the Del Monte Warehouse site.

The Northern Waterfront GPA states:

> "The intent of the development policies for the Del Monte site is to facilitate adaptive reuse and rehabilitation of the Del Monte Warehouse, a building of significant historical value that is eligible for listing on the National Register of Historic Places in a manner that is compatible with the needs and interests of the adjacent residential and recreational uses."

The proposed uses on the site would be consistent with nearby existing neighboring residential uses, as well as future mixed use developments that would be similar in character to the proposed project. Future residential and commercial uses on the site would not change the character of the neighborhood in a negative way as these uses are intended to foster a new and vibrant pedestrian-friendly, transit oriented environment envisioned in the Northern Waterfront GPA. The proposed project would provide additional commercial amenities and recreational opportunities for the adjacent community. The Northern Waterfront GPA represents a transition away from the area's historically industrial uses in favor of residential, commercial, open space and marina uses. The proposed project is therefore, compatible with the transition of the waterfront area from industrial to mixed-use. Therefore, impacts related to physical division of an established community would be less than significant, and the project would be compatible with surrounding land uses. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

b) **No Change to Previous Impact or Mitigation.** Consistent with the GPA EIR, the proposed project would support the intent of the current City of Alameda General Plan. In particular, the project would be consistent with the General Plan's policies for waterfront sites, mixed use housing development, shoreline access, and policies regarding architectural resources and historic resources. The project site is not situated within Tidelands Trust lands. Therefore, the proposed project would not result in any incompatibility issues with Tidelands Trust restrictions.

In 2008, the Northern Waterfront GPA changed the land use designation for the property from Industrial to Mixed Use. More recently, in July 2012 and with adoption of the City's new Housing Element, the City rezoned the majority of the site (11.06 acres) to mixed use (M-X) with multi-family (MF) overlay. This is new information not considered in the GPA EIR. The surrounding parcels include: one large parcel to the northwest zoned commercial manufacturing planned development (C-M-PD); one parcel

to the northwest zoned intermediate industrial planned development (M-1-PD); an adjacent parcel to the north (Encinal Terminal) zoned mixed use (M-X) that falls within the multi-family overlay (MF); two-family residential (R-2) to the west; a parcel to the east zoned neighborhood residential planned development (R-4-PD) with multi-family overlay; and a parcel zoned for open space (O) to the south. The broader surrounding land uses include mixed use (MX), two-family residential (R-2), garden residential (R-3), and neighborhood residential (R-4).

The northernmost portion of the project site falls within the jurisdiction of the San Francisco Bay Conservation and Development (BCDC) San Francisco Bay Plan as part of the site is within the 100-foot shoreline band. As described in the GPA EIR, the proposed project would be expected to comply with all applicable BCDC permitting policies. Implementation of the proposed project would allow better and easier public access to the shoreline by transforming a currently industrial warehouse to a land use that facilitates and encourages public access to the shoreline. Therefore, implementation of the proposed project would be consistent with the BCDC San Francisco Bay Plan and policies. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

As described in the Project Description, the proposed project would require approval of a Density Bonus Application pursuant to State of California Section 65915 and Alameda Municipal Code (AMC) Section 30-17. The Master Plan proposes a total of up to 414 housing units on the 11.51 acre site resulting in an overall density of 36 units per acre. The 11.51 acre site includes 11.06 acres within the MF Overlay and .45 acres (the City parcel) outside the Overlay. The 11.06 acres at 30 units per acre yields 332 housing units. The .45 acres at 21.78 units per acre yields 10 housing units. Therefore, the existing zoning allows 342 housing units. For the 342 units in the base zoning, a total of 52 Affordable Housing units would need to be built (15 percent of the 342 total units), comprised of 14 units (4 percent) to households that qualify as very-low income, 14 units (4 percent) for low-income households and 24 units (7 percent) for moderate-income households. AMC Section 30-17 provides multiple methods to achieve various levels of Density Bonus. In order to create the full 414 total unit buildout of the master plan, the Del Monte project would need to provide enough additional affordable units, per AMC Section 30-17 to qualify for a 21 percent Density Bonus.

c) **No Change to Previous Impact or Mitigation.** There are no habitat conservation plan or natural communities conservation plans that apply to the project. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

References

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Mineral Resources

Environmental Factors for Determining Environmental Effect	Proposed Project Compared to the GPA EIR Project				
	Potentially New Impact – Further Investigation to be Undertaken	*New Impact – Reduced to LS with New Mitigation Identified*	*No Change to Previous Impact, but New or Revised Mitigation Identified*	*No Change to Previous Impact or Mitigation Identified*	*Topic Not Previously Analyzed; No Significant Project Impact*
11. MINERAL RESOURCES — Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒	☐
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒	☐

The GPA EIR found that no impact to mineral resources with implementation of the Northern Waterfront GPA, since these resources are not present in the Northern Waterfront GPA area. There are no changes to the physical environment since the adoption of the Northern Waterfront GPA. As described below, the proposed project would have no impacts to mineral resources, which is consistent with the GPA EIR.

Discussion

a,b) **No Change to Previous Impact or Mitigation.** There are no known mineral resources within the project site, and no operational mineral resource recovery sites at the project site or in the vicinity. The Alameda General Plan does not identify any areas of significant mineral deposits anywhere within the City. The project site is located in an area that has been fully developed with urban uses for many ears and would not be a viable location for extraction of mineral resources. Therefore, the project would not result in any impacts to mineral resources since it would not result in the loss of availability of a known mineral resource that would be of value to the region or the state, or result in the loss of a locally-important mineral resource. Therefore, the project would not affect mineral resources.

References

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Noise

Environmental Factors for Determining Environmental Effect	Proposed Project Compared to the GPA EIR Project				
	Potentially New Impact – Further Investigation to be Undertaken	***New Impact – Reduced to LS with New Mitigation Identified***	***No Change to Previous Impact, but New or Revised Mitigation Identified***	***No Change to Previous Impact or Mitigation Identified***	***Topic Not Previously Analyzed; No Significant Project Impact***
12. NOISE — Would the project:					
a) Result in exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐	☐
b) Result in exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐	☐
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐	☐
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐	☐
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	☐	☐	☒	☐	☐
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒	☐

The GPA EIR concluded that buildout of the Northern Waterfront GPA could result in potentially significant impacts from noise or vibrations caused by demolition, construction, and remodeling activities. Implementation of the Northern Waterfront GPA could cause potentially significant impacts by exposing existing and/or new residences to noise from stationary sources from new development that exceeds acceptable levels, and by significantly increasing noise levels along Clement Avenue and Grand Street. Since the GPA EIR was a programmatic analysis, projects proposed within the Northern Waterfront GPA are subject to a project-level review for noise-related impacts, which is included below.

GPA EIR **Mitigation Measure NOISE-1a** requiring development-specific noise reduction plans, would apply to the proposed project. **Mitigation Measure NOISE-2a,** requiring acoustical

studies, **Mitigation Measure NOISE 2-b** relating to compliance with the City's Noise Ordinance, and **Mitigation Measure NOISE-3** also relating to acoustical studies, would apply to the project. All of these mitigation measures have been modified as part of this analysis to address project specific impacts.

Mitigation Measure NOISE-1b, related to pile driving would not apply to the proposed project, as pile driving would not be used as part of project construction.

Discussion

a) **No Change to Previous Impact but New or Revised Mitigation Identified.** The existing noise environment, sensitive receptors, and impacts associated with the construction and operation of the proposed project are provided below.

Existing Noise Environment

As described in the GPA EIR, the noise environment surrounding the project site is influenced primarily by aircraft and surface traffic noise, as well as industrial uses on both sides of the Oakland Estuary. The highest surface street noise levels in the vicinity of the project site occur on Buena Vista Avenue, Clement Avenue, Entrance Road, Grand Street, and Sherman Street. As indicated in the GPA EIR, Charles M. Salter Associates conducted a noise study in 2004. One of the noise measurement sites was located in close proximity to the proposed project, at Buena Vista Avenue and Sherman Street. An additional short-term measurement was taken by ESA in 2013, at Entrance Road and Buena Vista Avenue. Results of these noise monitoring studies are summarized in **Table 12-1**.

TABLE 12-1
SOUND-LEVEL MEASUREMENTS AT THE PROPOSED PROJECT

Location	Time Period	Result	Noise Sources
Long-Term: Buena Vista Ave and Sherman Street. About 50' north of Buena Vista centerline, 40' east of Sherman St centerline, 12' elevation	October 16-17, 2003 2:00 p.m. to 2:00 p.m.	71 dBA CNEL	• Unattended long-term measurement
Short-Term: Buena Vista Ave and Sherman Street. About 65' north of Buena Vista centerline, 170' east of Sherman centerline, 5' elevation	October 17, 2003 2:45 p.m. to 3:00 p.m.	15-minute result: Leq = 62 dBA	• None specifically listed
Short-Term: Buena Vista Ave and Entrance Road. About 50' north of Buena Vista Ave centerline, 25' west of Entrance Rd centerline, 5' elevation	April 19, 2013 4:42 p.m. to 4:47 p.m.	5-minute result: Leq = 62.5 dBA Lmax = 70.6 dBA	• Traffic on Buena Vista Ave and Entrance Rd (primarily Buena Vista Ave) • Pedestrians talking • Birds chirping

SOURCES: ESA, 2013; GPA EIR

Sensitive Receptors

Some land uses are considered more sensitive to ambient noise levels than others, due to the amount of noise exposure (in terms of both exposure duration and insulation from noise) and the types of activities typically involved. Residences, motels and hotels, schools, libraries, churches, hospitals, nursing homes, auditoriums, and parks and other outdoor recreation areas generally are more sensitive to noise than are commercial (other than lodging facilities) and industrial land uses. Sensitive receptors in the vicinity of the project include residences along Buena Vista Avenue, along Sherman Street, the planned Marina Cove residential subdivision, and Littlejohn Park. Each of these receptors is about 60 feet from the project boundary.

Construction Impacts

Construction activity noise levels at and near the project site would fluctuate depending on the particular type, number, and duration of uses of various pieces of construction equipment. **Table 12-2** shows typical noise levels during different construction stages. **Table 12-3** shows typical noise levels produced by various types of construction equipment. No pile driving is anticipated for the project.

TABLE 12-2
TYPICAL CONSTRUCTION NOISE LEVELS

Construction Activity	Noise Level (dB, Leq)[a]
Ground Clearing	84
Excavation	89
Foundations	78
Erection	85
Finishing	89

a Average noise levels correspond to a distance of 50 feet from the noisiest piece of equipment associated with a given phase of construction and 200 feet from the rest of the equipment associated with that phase.

SOURCE: U.S. Environmental Protection Agency, *Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances*, 1971.

TABLE 12-3
TYPICAL NOISE LEVELS FROM CONSTRUCTION EQUIPMENT

Construction Equipment	Noise Level (dB, Leq at 50 feet)
Dump Truck	88
Portable Air Compressor	81
Concrete Mixer (Truck)	85
Scraper	88
Jack Hammer	88
Dozer	87
Paver	89
Generator	76
Backhoe	85

SOURCE: Cunniff, Environmental Noise Pollution, 1977.

Assuming an attenuation rate of 6 dB per doubling of distance, the nearby sensitive receptors (residential and park uses) would experience exterior noise levels of up to 87 dBA during excavation and finishing activities, which would be the loudest anticipated construction activities for the project, at the project site. These noise levels would be substantially greater than the existing ambient noise environment at the receptors. Although construction activities associated with the project would be temporary in nature and the maximum noise levels discussed above would be short-term, the project would result in a significant construction impact if construction activity would occur outside of the allowable daytime hours specified by the City noise ordinance. Specifically, construction noise is exempted from the noise standards provided it is limited to between the hours of 7:00 am and 7:00 pm Monday through Friday and 8:00 am to 5:00 pm on Saturdays. This project would adhere to these exempted hours for construction. In addition, to be considerate of the adjacent residents, GPA EIR **Mitigation Measure NOISE-1a** (modified as shown by underline below) would result in implementation of additional strategies to reduce noise to the extent feasible. With adherence to the City's permitted construction hours and the additional implementation of Mitigation Measure NOISE-1a, this impact would be less than significant. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

Operational Impacts

Stationary Noise. New retail and residential uses to be developed under the project could produce stationary-source noise (such as HVAC, loading docks, etc.) that could potentially affect existing noise-sensitive receptors, which is the same finding as the GPA EIR. However, as previously analyzed in the GPA EIR, stationary sources associated with these land uses would be minor and the project would be subject to the City's Noise Ordinance and the policies included in the City General Plan. Implementation of GPA EIR (and modified as shown by underline below) **Mitigation Measures NOISE-2a and NOISE-2b** would ensure compliance with the applicable standards and would reduce this impact to less than significant. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

Traffic Noise. Most of the noise generated by the development facilitated by the proposed project would be traffic-generated noise. The estimated daily number of vehicle trips generated by the proposed project would be 3,285. These additional vehicle trips would be distributed across, and result in higher noise levels along, the street network, then under existing conditions. The significance of project-related traffic noise impacts can be determined by comparing estimated traffic noise levels with the project to baseline noise levels without the project. Per policy 8.7.h of the City of Alameda General Plan

Health and Safety Element (1991), the significance criteria for changes in noise from project operational traffic are as follows:

1. A 4 dBA CNEL increase in noise as a result of project operations if the resulting noise level would exceed that described as normally acceptable for the affected land use (60 dBA DNL or less for residential uses).
2. Any increase of 6 dBA or more CNEL, due to the potential for adverse community response.

In regards to cumulative traffic noise, a similar methodology for the City of Oakland intersections was applied to this analysis, which assumes that the project would result in cumulatively considerable noise if the cumulative noise increase with the project results in a 5 dBA permanent increase in ambient noise levels along analyzed streets (i.e., the cumulative condition including the project compared to the existing scenario) and a 3 dBA permanent increase is attributable to the project (i.e., the cumulative condition including the project compared to the cumulative no project scenario).

Noise projections were made using the FHWA Noise Prediction Model for those road segments that would experience the greatest increase in traffic volume and that would pass through residential areas. The model is based on the Calveno reference noise factors for automobiles, medium trucks and heavy trucks, with consideration given to vehicle volume, speed, street configuration, distance to the receiver, and the acoustical characteristics of the site. The segments analyzed and results of the modeling are shown in **Table 12-4** for Baseline Conditions, Baseline plus Project, Cumulative, and Cumulative plus Project development conditions. As shown in Table 12-4, neither the streets in Alameda nor Oakland with the greatest increase in future traffic volumes would be adversely affected by project traffic noise. This impact would be less than significant. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

Land Use Compatibility. As Table 12-1 shows, the project site area has an existing ambient noise environment greater than 60 dBA CNEL. Furthermore, traffic on adjacent streets would result in greater noise exposure in the future than traffic under existing conditions. An exterior noise exposure of 60 dBA or greater would result in potentially incompatible interior noise for new sensitive receptors without mitigation. Residences to be developed as part of the project would be subject to the Alameda General Plan policy which requires an acoustical analysis for new or replacement dwellings and hotels, to limit intruding noise to 45 dBA CNEL in all habitable rooms.

GPA EIR **Mitigation Measures NOISE-1a, -2a, -2b, and -3** (and modified as shown by <u>underline</u> below) would ensure compliance with the applicable standards and would reduce this impact to less than significant. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

TABLE 12-4
BASELINE AND PROJECTED PEAK-HOUR TRAFFIC NOISE LEVELS ALONG STREETS IN THE PROJECT VICINITY

	Peak-Hour Noise Level, dBA, Leq[1]									
Street Segment	**Baseline [A]**	**Baseline Plus Project [B]**	**Incremental Increase [B-A]**	**Significant? (Yes or No)[2]**	**Cumulative [C]**	**Cumulative Plus Project [D]**	**Incremental Increase vs Baseline [D-A]**	**Cumulatively Significant? (Yes or No)[3]**	**Incremental Increase vs Cumulative [D-C]**	**Cumulatively Considerable? (Yes or No)[3]**
1. Sherman north of Buena Vista	74.2	74.6	0.4	No	73.2	73.4	(0.8)	No	0.2	No
2. Buena Vista west of Sherman	68.9	69.4	0.5	No	70.1	70.5	1.6	No	0.4	No
3. Buena Vista east of Sherman	74.1	74.6	0.5	No	73.4	73.6	(0.5)	No	0.2	No
4. Buena Vista east of Entrance	70.2	70.6	0.4	No	69.5	69.8	(0.4)	No	0.3	No
5. Entrance north of Buena Vista	69.2	70.7	1.5	No	69.5	70.0	0.8	No	0.5	No
6. Atlantic west of Challenger	67.2	67.3	0.1	No	69.0	69.0	1.8	No	0	No
7. 7th west of Harrison (O)	68.2	68.2	0	No	71.9	71.9	3.7	No	0	No
21. Harrison south of 7th (O)	74.2	74.3	0.1	No	75.0	75.1	0.9	No	0.1	No

O – Intersection located in Oakland
1. Noise levels were determined using FHWA Traffic Noise Prediction Model (FHWA RD-77-108). As a general rule, in areas where the noise environment is dominated by traffic, the Leq during the peak-hour is generally equivalent to the CNEL at that location.
2. Traffic noise is considered significant if the incremental increase in noise is 4 dBA or more if the resulting noise level would exceed that described as normally acceptable for the affected land use (60 dBA DNL or less for residential uses) or if the noise level increased by 6 dBA in any noise environment.
3. Road noise is assumed to be cumulatively significant if the Cumulative + Project minus the Baseline scenario is 5 dBA or greater, and the project would result in a cumulatively considerable contribution to the cumulatively significant impact if the Cumulative + Project minus the Cumulative scenario is 3 dBA or greater.

Mitigation Measure NOISE-1a: ~~Developers and/or contractors~~ The applicant shall create and implement development-specific noise reduction plans, which shall be enforced via contract specifications. Contractors may elect any combination of legal, non-polluting methods to maintain or reduce noise to thresholds levels or lower, as long as those methods do not result in other significant environmental impacts or create a substantial public nuisance. The plan for attenuating construction-related noises shall be implemented prior to the initiation of any work that triggers the need for such a plan.

Mitigation Measure NOISE-2a: Acoustical studies, describing how the exterior and interior noise standards will be met, ~~should~~ shall be required for all new residential or noise sensitive developments exposed to environmental noise greater than CNEL 60 dBA~~, or one-family dwellings not constructed as part of a subdivision requiring a final map exposed to environmental noise greater than CNEL 65 dBA. The studies should also satisfy the requirements set forth in Title 24, part 2, of the California Administrative Code, Noise Insulation Standards, for multiple-family attached, hotels, motels, etc., regulated by Title 24.~~

Mitigation Measure NOISE-2b: ~~All new projects~~ The applicant shall show that they comply with maximum noise levels outlined in the City's Noise Ordinance and the average sound level goals outlined in the City's General Plan.

Mitigation Measure NOISE-3: ~~New projects in the Northern Waterfront GPA should~~ The applicant shall submit require acoustical studies, describing how the exterior and interior noise level standards will be met for the proposed project as well as any impacts on adjacent projects. Studies shall also satisfy the acoustical requirements of the City's General Plan. ~~Title 24, of the Uniform Building Code.~~

b) **No Change to Previous Impact but New or Revised Mitigation Identified.** Since the City does not have any regulations pertaining to vibration, the Federal Transit Administration (FTA) thresholds are applied to the project. The project would result in a significant vibration impact if buildings would be exposed to the FTA vibration threshold level of 0.2 PPV for building damage, or if sensitive individuals would be exposed to the FTA vibration threshold level of 80 VdB for human annoyance outside of the allowable daytime hours specified by the City noise ordinance. Vibration impacts are considered below for project construction only, since no major vibration sources would be associated with project operations.

As shown in **Table 12-5**, use of heavy equipment for project construction generates vibration levels up to 0.089 in/sec PPV or 87 VdB RMS at a distance of 25 feet. Pile driving would not be used as part of this project. Assuming a bulldozer would be used approximately 60 feet from the closest residential receptors during construction and loaded trucks would pass 25 feet from the nearest receptors along traversed roadways, vibration levels at the nearest sensitive receptors would be about 76 VdB RMS and 0.02 in/sec PPV from a large bulldozer and 86 VdB RMS and 0.08 in/sec PPV from passing trucks. Other sensitive receptors in the project vicinity would be exposed to vibration levels at incrementally lower levels. Construction activities would not generate ground-borne vibration and noise levels that would exceed the FTA criteria of 0.2 – 0.5 in/sec PPV for building damage, but could exceed the 80 VdB RMS for human annoyance. This impact would be significant if construction were to occur outside the exempted hours.

Specifically, construction noise is exempted from the noise standards provided it is limited to between the hours of 7:00 am and 7:00 pm Monday through Friday and 8:00 am to 5:00 pm on Saturdays. This project would adhere to these exempted hours for construction. In addition, to be considerate of the adjacent residents, GPA EIR **Mitigation Measure NOISE-1a** would result in implementation of additional strategies to reduce noise to the extent feasible. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

TABLE 12-5
VIBRATION VELOCITIES FOR CONSTRUCTION EQUIPMENT

Equipment/Activity	PPV at 25 ft (in/sec)[a]	PPV (in/sec) at nearest receptor[b]	RMS at 25 ft (VdB)[c]	RMS at nearest receptor (VdB)[b]
Large Bulldozer	0.089	0.024	87	76
Small Bulldozer	0.003	0.008	58	47
Loaded Trucks	0.076	0.076	86	86

a Buildings can be exposed to ground-borne vibration levels of 0.2 – 0.5 PPV (in/sec) without experiencing damage.
b The nearest receptor for the bulldozers was assumed to be 60 feet. The loaded trucks were set at 25 feet.
c The human annoyance response level is 80 RMS.

SOURCE: ESA, 2014; Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, May 2006.

c) **No Change to Previous Impact but New or Revised Mitigation Identified.** As discussed in the "Operational Impacts" sub-section of criterion a) above, the resulting permanent noise impacts associated with stationary and transportation sources would be less than significant with implementation of **Mitigation Measures NOISE-2a, NOISE-2b, and NOISE-3** from the GPA EIR. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not be substantially more severe.

d) **No Change to Previous Impact but New or Revised Mitigation Identified.** As discussed in the "Construction Impacts" sub-section of criterion a) above, the resulting temporary noise impact would be less than significant with implementation of **Mitigation Measure NOISE-1a** from the GPA EIR. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

e-f) **No Change to Previous Impact or Mitigation.** There are no public airports or private airstrips within two miles of the project site. The nearest airport is the Oakland International Airport, which is approximately three miles southeast of the project. Since there are no public airports or private airstrips within two miles of the project, aircraft related noise would not be a significant impact for land uses to be developed under the proposed project, and this significance criterion is not discussed further. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

References

Cunniff, Environmental Noise Pollution, 1977.

Federal Transit Administration, 2006. Transit Noise and Vibration Impact Assessment, May 2006.

U.S. Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances, 1971.

Population and Housing

Environmental Factors for Determining Environmental Effect	Proposed Project Compared to the GPA EIR Project				
	Potentially New Impact – Further Investigation to be Undertaken	*New Impact – Reduced to LS with New Mitigation Identified*	*No Change to Previous Impact, but New or Revised Mitigation Identified*	*No Change to Previous Impact or Mitigation Identified*	*Topic Not Previously Analyzed; No Significant Project Impact*
13. POPULATION AND HOUSING — Would the project:					
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒	☐
b) Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	☐
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	☐

The Northern Waterfront GPA EIR concluded that the GPA would result in less-than-significant effects related to population and housing. In particular, the GPA EIR concluded that projected population growth would be well within the growth rate established by the Association of Bay Area Governments for the City of Alameda, would not displace persons or displace or destroy housing located within the Northern Waterfront GPA area, would not contribute to the future projected jobs/housing imbalance, and would provide affordable residential development needed in the City.

There are no substantial changes in the proposed project or new information of substantial importance since the GPA EIR that would result in any new significant environmental effects or substantial increase in the severity of previously identified significant effects related to the City's population and housing. As described below, the proposed project would have less than significant impacts related to population and housing, which is consistent with the GPA EIR. Therefore, the proposed project would not result in any new potentially significant population and housing effects that were not identified in the GPA EIR or a substantial increase in the severity of any previously identified significant population and housing effects.

Discussion

a) **No Change to Previous Impact or Mitigation.** The proposed project would result in a direct increase in population through the development of up to 414 new housing units, and a direct increase in jobs with the development of 25,000 square feet of retail space. According to ABAG, the average per-household population within the City of Alameda is 2.48 (ABAG, 2014). Using this number, the project would cause an increase in residential population of up to 1,027 people

total. Note that the population increase would likely be lower since many of the new dwelling units would consist of one-bedroom flats.

The population growth resulting from the proposed project is generally consistent with the population growth projections in the City of Alameda General Plan, and Housing Element representing the Association of Bay Area Government (ABAG) Regional Housing Needs Allocation. The projections are also consistent with the Alameda County Congestion Management Agency's population growth projections for the City of Alameda. The growth in population that would occur with implementation of the proposed project was planned for in the General Plan, and the impacts of this growth were previously evaluated in the GPA EIR. The GPA EIR assumed that based on an average projected household size in 2025 of 2.40 persons per single-family household, the projected 389 single-family households that would be constructed as part of the Northern Waterfront GPA would increase the City of Alameda's population by approximately 933 persons (page IV.B-5 of GPA EIR). This estimated population increase did not take into account the projected 60 work/live studios.

The projected increase of 1,026 people that would result with implementation of the proposed project is greater than that which was assumed in the Northern Waterfront GPA EIR primarily because the average per-household factor of 2.48 was applied to all 414 new housing units. As described in the GPA EIR, infill development in the existing urban area has been demonstrated by regional planning and transportation professionals to be an environmentally sound means of accommodating regional economic development. The project would allow for efficient utilization of land and infrastructure, as opposed to the development of open space and agricultural land at the periphery of existing urban areas.

The proposed project includes affordable housing, which is an identified need in Alameda and the region. The proposed project site is located within 0.25 mile of AC Transit bus stop (at the intersection of Santa Clara Avenue and Stanton Street), which is consistent with population, housing, transportation, and greenhouse gas reduction (global warming) policies established by the State of California (most recently by SB 375 and AB 32), the Metropolitan Transportation Commission, and ABAG. In addition, the project would constitute infill development within a developed urban area, and new roads and infrastructure would not be extended into an undeveloped area. For the above-described reasons, the project would not cause a new impact related to a substantial increase in population growth not already evaluated the GPA EIR. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

b,c) **No Change to Previous Impact or Mitigation.** The project site was formerly used as a cannery/warehouse and currently operates as a general-purpose warehouse. There are no residential units on the project site. Development on this site would not displace any existing residents, and would therefore, not necessitate the construction of replacement housing elsewhere. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed

project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

References

Association of Bay Area Governments (ABAG), 2014. *ABAG Projections 2009 Housing Element Data Profiles*. January.

City of Alameda, 1991. General Plan.

City of Alameda, 2012. 2007-2014 Housing Element.

City of Alameda, 2006. Alameda Northern Waterfront General Plan Amendment Draft EIR, prepared by Lamphier-Gregory, DKS Associates, Charles M. Salter Associates, and Questa Engineering, January. Association of Bay Area Governments, 2013. Regional Housing Needs Plan for the San Francisco Bay Area: 2014-2022.

U.S. Census Bureau, 2014. 2008-2012 American Community Survey 5-Year Estimates, Average Household Size of Occupied Housing Units by Tenure.

Public Services

Environmental Factors for Determining Environmental Effect	Proposed Project Compared to the GPA EIR Project				
	Potentially New Impact – Further Investigation to be Undertaken	*New Impact – Reduced to LS with New Mitigation Identified*	*No Change to Previous Impact, but New or Revised Mitigation Identified*	*No Change to Previous Impact or Mitigation Identified*	*Topic Not Previously Analyzed; No Significant Project Impact*
14. PUBLIC SERVICES — Would the project:					
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:					
i) Fire protection?	☐	☐	☐	☒	☐
ii) Police protection?	☐	☐	☐	☒	☐
iii) Schools?	☐	☐	☐	☒	☐
iv) Parks?	☐	☐	☐	☒	☐
v) Other public facilities?	☐	☐	☐	☒	☐

The Northern Waterfront GPA concluded that the GPA would result in less-than-significant impacts related to fire and emergency services, and demand for school services. More specifically, the GPA EIR concluded that future buildout of the Northern Waterfront GPA would result in an increase in calls for police services but such growth would not require alterations to existing facilities. Similarly, the GPA EIR concluded that anticipated fire response times would be in conformance with response times to the rest of the City of Alameda and that future development would be subject to the Citywide Development Impact Fee (CDF), which would be the source of funding for improvements needed by the Fire Department. With respect to demands for school services, the Northern Waterfront GPA would generate new students for the schools serving the Northern Waterfront GPA area; assessment of the adopted School Facilities Mitigation Fee would ensure that the project would not result in a significant impact under CEQA.

There are no substantial changes in the proposed project or new information of substantial importance since the GPA EIR that would result in any new significant environmental effects or substantial increase in the severity of previously identified significant effects related to public services. As described below, the proposed project would have less than significant impacts to public services, which is consistent with the GPA EIR. Therefore, the proposed project would not result in any new potentially significant public services effects that were not identified in the GPA EIR or a substantial increase in the severity of any previously identified significant public services effects.

Discussion

The project site is designated for residential redevelopment in the City of Alameda's General Plan and Housing Element. The General Plan and Housing Element ensure that land use policy is consistent with the City's ability to serve the land uses with transportation, utilities, and other services.

The proposed 414 dwelling units and 25,000 square feet of commercial would result in an increase in calls for police and fire service, but the increase would not be sufficient to require construction of new fire and police stations in order to maintain adequate response times. Redevelopment of the site would result in increased tax revenues to pay for police and fire services, and the project would be required to pay police and fire impact fees to mitigate its impacts on police and fire services.

Pursuant to State of California government code, payment of school impact fees mitigates the impacts of new residential development on schools. The proposed project is subject to Alameda Unified School District (AUSD) impact fees.

a.i) **No Change to Previous Impact or Mitigation.** The Alameda Fire Department (AFD) delivers fire suppression services out of four stations throughout the city, with a total of 98 sworn firefighters and 7 non-sworn personnel. The AFD is also equipped to provide emergency medical services with three full-time advanced life support (ALS) ambulances. A response for a first alarm assignment consists of three fire engines, two fire trucks, one ambulance and the Division Chief vehicle. The response team for a first alarm call includes, at minimum, eighteen fire personnel accompanied by at least one paramedic. The AFD also provides non-emergency ambulance transport for patients to or from medical facilities through the Basic Life Support (BLS) Transport Program, including inter-facility transportation, doctors appointments, dialysis appointments, and medical event standbys.

The project site is 0.4 mile from Station Number 3, at 1709 Grand Street, which would be the first to provide fire and emergency response services. Station No. 3 has one fire captain, one fire apparatus operator, one fire engine, one fire boat, and one water rescue boat. In 2013, Station No. 3 responded to 931 calls, 694 of which were emergency response calls, 24 of which were fire-related calls, and 213 of which were other calls (City of Alameda, 2014). According to the GPA EIR, the AFD meets it goal of responding to calls within 3.5 minutes for 90 percent of calls (City of Alameda, 2006). The average response time in 2013 was 4 minutes, 31 minutes. The AFD does not have an official staffing ratio, but currently, there are 24 firefighters and one fire chief on duty every day. Development that occurs within the project site would comply with standard fire code requirements administered by the City of Alameda Community Development Department's Permit Center and specified by the California Building Code and California Fire Code (CFC).

Consistent with the GPA EIR, the project would place fire hydrants a maximum of 250 feet apart, and meet minimum flow requirements of 1,500 gallons per minute (gpm) with 20 pounds per square inch (PSI) residual pressure. The project would also be subject to fire flow requirements set forth in the California Fire Building Code, which specify a typical 3,000 gpm from two hydrants and 1,500 gpm from each hydrant with 20 PSI residual pressure. Additionally, all new buildings would be required to be equipped with complete sprinkler systems. These standard required design

features would ensure that adequate infrastructure would be provided for firefighting services. The City of Alameda Municipal Code Chapter 27-26, Police and Fire Fee Requirements, states that new development must pay fees to assist in maintaining level of service standards to accommodate new growth.

The project would result in an increase in calls for fire services but until more project specific information has been developed, the extent of the impact on existing fire facilities is unknown (Raff, 2014). As noted in the GPA EIR, the increase in calls for fire services could result in a need for additional equipment and traffic light control devices but the acquisition of such equipment and installation of new light devices would not result in any significant environmental impacts since this type of activity would be relatively minor and would occur in an already developed area. As further described in the GPA EIR, development on the project site would result in increased tax revenues to pay for fire services, and the project would be required to pay the Citywide Development Impact Fee, which would be the source of funding for any improvements needed by the Fire Department. For the above-described reasons and because the project would not require development of new public fire facilities, the project would have a less-than-significant impact on fire protection services. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

a.ii) **No Change to Previous Impact or Mitigation.** Police protection would be provided to the project by the Alameda Police Department (APD). The Department operates out of one station located at 1555 Oak Street, which is approximately 1.3 miles from the project site. The APD currently has a total of 88 sworn officers and 33 non-sworn personnel (Lopez, 2014).

The APD's patrol is based on a five-sector system. Seven days a week, 24 hours a day, officers are assigned to patrol the five sectors during which, there are typically one to four officers assigned to each sector. According to the GPA EIR, the GPA planning area is located in Police Sector 2. The APD has 30 patrol vehicles, but only eight are used during each shift. With a target response time of 3 minutes, the APD’s average response time is 3 minutes, 15 seconds for priority 1 calls and 6 minutes, 10 seconds for priority 2 calls (Lopez, 2014).

In 2012, the Alameda Police Department received approximately 28,960 emergency (911) calls and 87,160 non-emergency calls (Lopez, 2014). Consistent with the findings described in the GPA EIR, the project would result in an increase in calls for police services for a variety of property- and traffic-related incidents but the increase would not be sufficient to require construction of new fire stations in order to maintain adequate response times. Development within the project site would result in increased tax revenues to pay for fire services, and the project would be required to pay the Citywide Development Impact Fee. Therefore, the project would have a less-than-significant impact on police services.

a.iii) **No Change to Previous Impact or Mitigation.** The project site is located within the service boundaries of the AUSD. AUSD operates a childhood development center, 10 elementary schools, two middle schools, two comprehensive high schools, an Early College High School, and an adult continuation school. The nearest elementary schools are Franklin Elementary School, which is

located at 1433 San Antonio Street, approximately 0.5 mile south of the project site, and Henry Haight School, which is located at 2025 Santa Clara Avenue, approximately 0.7 mile southeast of the site. The closest middle school is Wood Middle School, located at 420 Grand Street, about 1.1 miles south of the site. The closest high school is Alameda High School located at 2201 Encinal Avenue, approximately 1.5 miles from the project site.

The AUSD employs a student yield factor as a basis for the determination of students generated by a specific project. The GPA EIR relied on student yield factors provided by AUSD's demographic consultant in 1999. For multi-family units, the GPA EIR relied on the following student yield factors: 0.43 kindergarten through fifth grade students, 0.18 middle school students, and 0.18 high school units, per unit. **Table 14-1** shows the more recent yield factors that were utilized to determine the student generation of mixed-use residential construction, which are lower than those used in the GPA EIR:

TABLE 14-1
ANTICIPATED STUDENTS PER HOUSEHOLD

Grade Level	Multi-Family Units	Students
K-5	0.068	28
6-8	0.035	15
9-12	0.053	22
Total	**0.156**	**65**

SOURCE: Recht, 2014

Based on these factors, the proposed project's 414 units of residential lofts, townhomes and flats would generate a maximum of 65 new students, including 28 K-5 students, 15 grade 6-8 students, and 22 grade 9-12 students.

Current development fees within the City are $3.20 per square foot for residential and $0.51 per square foot for commercial development. Payment of the School Facilities Mitigation Fee has been deemed by the State legislature to be full and complete mitigation for the impacts of a development project on the provision of adequate school facilities. The assessment of the adopted School Facilities Mitigation Fee ensures that the project would not result in a significant impact under CEQA, in accordance with Senate Bill 50, which became effective in 1998.

Table 14-2, below, summarizes enrollment and capacity for schools that would serve the proposed project. Although Encinal High is nearing its capacity, all three schools have sufficient capacity to accept the estimated number of students generated by the proposed project. As there are several schools near the project site that have capacity, it is unlikely that the addition of new students associated with the proposed project would not cause school enrollment to exceed existing capacity, or result in a need for physical expansion of school facilities. With payment of the school impact fees, the proposed project would have a less-than-significant impact upon public school services within the AUSD. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

TABLE 14-2
SCHOOL ENROLLMENT AND CAPACITY

School	2012-2013 Enrollment	Capacity
Henry Haight Elementary	414	591
Wood Middle	537	928
Encinal High	1,055	1,200

SOURCES: DataQuest, 2014 and City of Alameda, 2006.

a.iv, v) **No Change to Previous Impact or Mitigation.** With respect to parks, the proposed project would result in an increased demand on City parks. The City of Alameda General Plan states that California cities typically call for 3 to 6 acres of neighborhood and community park space per 1,000 residents (City of Alameda, 2001). As described in the Population and Housing section above, the proposed project would generate up to 1,026 new residents; therefore the project would generate an increased demand of approximately 3 to 6 acres of parks. The project would also pay park impact fees which are used to mitigate the impacts of new development on existing city parks. These fees would go towards development of the planned 22-acre Jean Sweeney Open Space Park, just northwest of the project site.

The Alameda Free Library offers library services to the residents of Alameda. The West End library branch, located 1.0 mile away from the project site at 788 Santa Clara Avenue, is the closest library. The Library offers a wide range of services, including answering reference questions, staging story times, providing summer reading programs, hosting class visits, and educational events.

The GPA EIR does not contain any specific thresholds for library services or facilities. While the proposed project would generate an incremental increase in demand for library services, the additional demand that would be generated by an estimated population of 1,026 persons, only a small portion of whom would be expected to utilize the library in any given month, would be expected to be a small fraction of the existing monthly visitors. This would not require an expansion of library facilities, and the project's impact on library services would be considered less than significant. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

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Recreation

Environmental Factors for Determining Environmental Effect	Proposed Project Compared to the GPA EIR Project				
	Potentially New Impact – Further Investigation to be Undertaken	*New Impact – Reduced to LS with New Mitigation Identified*	*No Change to Previous Impact, but New or Revised Mitigation Identified*	*No Change to Previous Impact or Mitigation Identified*	*Topic Not Previously Analyzed; No Significant Project Impact*
5 RECREATION — Would the project:					
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	☐	☐	☐	☒	☐
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒	☐

The GPA EIR concluded that the Northern Waterfront GPA would result in in beneficial and less-than-significant impacts related to parks, recreation, and open space because the Northern Waterfront GPA would increase opportunities to improve portions of the Bay Trail and would provide additional shoreline access and park areas. Therefore, the proposed project would not result in any new potentially significant recreation effects that were not identified in the GPA EIR or a substantial increase the severity of any previously identified significant recreation effects.

Discussion

a) **No Change to Previous Impact or Mitigation.** The Alameda General Plan provides the following definitions for the four types of parks and community open space that can be found within the City:

- **Developed Park Land.** The City has over 200 acres of neighborhood parks, community parks, community open space, greenways, and regional parks.
- **Planned Park Lands.** Undeveloped park lands include the 20-acre Mt. Trashmore site, planned greenways and trails, and the future Catellus Mixed-Use Development and Alameda Point open space.
- **Limited Access Lands.** Limited-access park lands either require a fee for use or that are closed to the general public, and include the Chuck Corica Municipal Golf Course, College of Alameda recreation and open space facilities, AUSD facilities, and two public swimming pools. The City has a joint agreement with AUSD for the use of the pools, which are used by students, City Swim Clubs, and the Masters Program during the school year. The Recreation and Park Department provides public aquatic programs during the summer at the pools.

- **School Parks.** All AUSD school properties, which are generally not available for public use after school and on weekends due to locked gates.

The City's ratio of neighborhood and community parkland is approximately 2.1 acres per 1,000 residents, including school playgrounds and fields. The City of Alameda's General Plan does not state a specific goal of park acreage per 1,000 residents; however, most California cities strive for 3 to 6 acres of park per 1,000 residents. About 95 percent of Alameda residents live within ⅜-mile of a park, the maximum radius for effective service as indicated by studies in other cities (City of Alameda, 1991).

The City of Alameda Urban Greening Plan states that the City has nearly150 acres of municipal park land, not including the Chuck Corica Golf Complex, and that while the parks are small, they are well distributed geographically and effectively programmed to meet much of the community's recreation needs. In accordance with California's Quimby Act, cities may require new development to contribute land or funding to help the City meet Statewide goals of providing 3 acres of parkland per 1,000 new residents. The City currently provides approximately 2 acres of park and recreation space per 1,000 residents (not including the 325+ acre Chuck Corica Golf Complex). The Urban Greening Plan states that as the population grows and the City is further built out, it is appropriate to set 3 acres per 1,000 residents as the City standard, and as Alameda Point develops, new residential development should provide 3 acres of neighborhood park per 1,000 new residents (Gates and Associates, 2012).

The following three parks are located near the project site:

- **Marina Cove Waterfront Park** is a 3.2-acre park located at 1591 Clement Avenue that runs along the marina from Clement Avenue to the Alameda Yacht Club. The park features open lawn areas at each end connected by a walk overlooking the water, picnic areas, benches, and a play area, all of which provide opportunities to rest and enjoy the views. Park lighting enhances safety.
- **Littlejohn Park** is a 3.45-acre park located at 1401 Pacific Avenue, immediately south of the project site. Littlejohn Park features an unlighted multi-use field for baseball, softball, soccer, and football. The park has several picnic areas, two half basketball courts, a 2-12 year-old age group playground, and open lawn for informal play. There is enhanced planting at the entry near the community building. Parking is on-street only, and the park is surrounded on three sides by residences. There is ADA access to the group picnic area.
- **Neptune Park** is a 3.08-acre park located at 2301 Webster Street. The park features the City's monument sign and flagpoles set in a large open lawn area. Enhanced planting areas with a path and seating run the south edge of the park, near the adjacent residences. The park is highly visible from the street.

Although the proposed project would result in an increase in demand for existing parks, the project would contribute to development of the planned 22-acre Jean Sweeney Open Space Park to meet increased demands for recreational facilities. Therefore, the amount of additional use by new residents would not be expected to result in physical deterioration of the parks, or otherwise adversely affect park facilities since. Development of the Jean Sweeny Open Space Park would result in temporary secondary construction impacts (i.e., air quality, noise, and transportation), that would be mitigated to a less-than-signficant level, with standard construction mitigation practices.

Consistent with the GPA EIR, the proposed Clement Avenue extension would help connect the Bay Trail from Grand Avenue to Atlantic Avenue, which would thereby increase public access to the shoreline. The project would have a less than significant impact on park facilities. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

b) **No Change to Impact or Mitigation.** The proposed project would not include any recreational uses on site but would include a paseo or pass-through area that would provide connectivity from the proposed Clement Avenue extension to the Shoreline Trail and Littlejohn Park, located south of the project site. More specifically, this aspect of the project would be consistent with the following Northern Waterfront GPA policy:

> "Policy D-M 2. Consider a pedestrian access or "pass through" through the building to connect Littlejohn Park to the public greenway adjacent to Alaska Basin in a manner consistent with the Secretary of the Interior's Standards for Rehabilitation."

As described above for criterion "a", the project applicant would contribute to funds for the planned Jean Sweeney Open Space Park, the construction of which would result in potentially significant environmental effects. The Jean Sweeney Open Space Park will undergo separate environmental review. Although the Jean Sweeney Open Space Park is in the planning and design phase and it is speculative to precisely identify the potential impacts related to its implementation, it is assumed that implementation could potentially result in short-term impacts related to aesthetics, cultural resources, transportation and traffic, noise, air quality, biological resources, geology and soils, hydrology and water quality, and hazardous materials. However, impacts related to implementation of this park would be temporary and somewhat similar to the proposed project; implementation of mitigation measures similar to those for the proposed project would ensure that impacts are less than significant. Overall, construction of the park would not result in any additional significant effects beyond those disclosed for redevelopment of the Del Monte site.

In addition, and as described in the GPA EIR, extension of Clement Avenue from Grand Street to Sherman Street would provide connectivity to the Bay Trail. While construction of the proposed Clement Avenue extension and paseo could result in potentially significant environmental impacts, implementation of mitigation measures described throughout this SMND would reduce construction-related impacts to a less-than-significant level. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

References

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Transportation and Traffic

Environmental Factors for Determining Environmental Effect	Proposed Project Compared to the GPA EIR Project				
	Potentially New Impact – Further Investigation to be Undertaken	*New Impact – Reduced to LS with New Mitigation Identified*	*No Change to Previous Impact, but New or Revised Mitigation Identified*	*No Change to Previous Impact or Mitigation Identified*	*Topic Not Previously Analyzed; No Significant Project Impact*
16 TRANSPORTATION AND TRAFFIC — Would the project:					
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐	☐
b) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks?	☐	☐	☐	☒	☐
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒	☐
e) Result in inadequate emergency access?	☐	☐	☐	☒	☐
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☒	☐	☐

The GPA EIR evaluated the environmental impacts of the buildout of the Northern Waterfront Area and found that significant transportation impacts would result at local intersections and at the Estuary crossings on Park Street and at the Webster and Posey Tubes and in Oakland. To reduce the impact of the redevelopment of the Northern Waterfront, the GPA EIR requires:

1. Construction Period: That the project would provide and adhere to construction traffic control plans to minimize construction period transportation impacts on adjacent neighborhoods. (Mitigation Measure TRN-1)

2. Transportation Demand Management: That the project provide transportation demand management strategies and funding to support those strategies to reduce transportation impacts and provide

transportation alternatives, such as bus and shuttle services, and water transit facilities. (Northern Waterfront GPA and Mitigation Measure TRN-4)

3. Clement Avenue Truck Route: That the project contribute to the construction of the Clement Avenue Extension to minimize transportation impacts with Alameda neighborhoods, enable the relocation of the Buena Vista truck route to Clement Avenue, and improve access to the Northern Waterfront. (Northern Waterfront GPA)

4. Intersections: That the project contribute to the signalization of intersections at the new intersection at Sherman, and the existing signals at the intersections of Entrance and Clement, Grand and Clement, and Entrance and Buena Vista. (Mitigation Measure TRN-2)

5. Park Street Gateway: That the project contribute to improvements on Park Street to reduce commute period congestion at the Park Street Bridge. (Mitigation Measure TRN-3)

6. Webster Posey Tubes Gateway: That the project would contribute to the improvements on the Oakland side of the Webster and Posey Tubes to reduce commute period congestion at the Webster and Posey Tubes. (Mitigation Measure TRN-4)

A project specific transportation impact analysis was prepared for the proposed Del Monte Warehouse project and is summarized here (see Appendix C).[13],[14] The transportation analysis for the proposed project, summarized below in the Discussion, evaluates new information of substantial importance about the proposed project or conditions that were not discussed or anticipated in the GPA EIR. The analysis identifies whether any of the existing mitigations should be amended or supplemented to further minimize the transportation impacts associated with the proposed project.

The project specific transportation analysis found that although the proposed project would include changes to the GPA EIR assumptions for development, the impacts of the proposed project to automobile, transit, bicycle, and pedestrian modes of travel from the proposed project can be mitigated to ensure that there are no new significant impacts from the proposed project that were not previously disclosed or that those previously disclosed impacts are not more sever.

Discussion

a,b,f) **New Impact Reduced to Less than Significant with New Mitigation Identified. *Trip Generation*.** For the transportation analysis of the current project, the trip generation of the proposed Del Monte Warehouse project is compared to the assumptions presented in the GPA EIR for the Del Monte site. **Table 16-1** presents the trip generation assumptions for both scenarios. The trip generation comparison found that the proposed project would have a net decrease in traffic than the GPA EIR project with 2,330 few daily trips, 151 fewer a.m. peak hour trips, and 321 fewer p.m. peak hour trips. Commercial uses generally have higher trip generation than residential uses.

[13] Abrams and Associates, *Del Monte Warehouse Mixed-Use Project Transportation Impact Analysis*. March 2014.
[14] Abrams, Steve, *Northern Waterfront GPA Trip Generation Comparison and Analysis of the Timing of Implementation of the Mitigation to Extend Clement Avenue to Atlantic Avenue*. Technical Memorandum. March 24, 2014.

TABLE 16-1
DEL MONTE WAREHOUSE SITE TRIP GENERATION COMPARISON

			AM Peak Hour			PM Peak Hour		
Land Use	**Size**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
GPA EIR Del Monte Site								
Live/Work	75 Units	499	8	31	38	30	16	47
Retail	116,000 sqft	5,141	138	176	314	326	256	582
Office	50,000 sqft	551	68	9	78	13	62	75
Total		***6,191***	***214***	***216***	***430***	***369***	***334***	***704***
Proposed Del Monte Project								
Multi-family Residential	414 units	2,753	42	169	211	167	90	257
Retail	25,000 sqft	1,108	30	38	68	70	55	126
Total		***3,861***	***72***	***207***	***279***	***237***	***145***	***383***
Total Net New		**-2,330**	**-142**	**-9**	**-151**	**-132**	**-189**	**-321**

SOURCE: Abrams Associates, 2014.

Cumulative plus Project

The GPA EIR also made assumptions about the development of the other sites in the Northern Waterfront. Since the certification of the GPA EIR there have been projects proposed that alter the assumptions made in that analysis. The major changes in the assumed development on other sites include:

- **Encinal Terminal:** This site has been rezoned with the Del Monte site for mixed use and multifamily residential use. The zoning changes result in a change to the assumed development of the site as shown in **Table 16-2.**
- **Grand Marina Area:** The GPA EIR assumed that the Grand Marina, Penzoil, Animal Shelter and City Corporation Yard would be redeveloped at a higher density than currently assumed. Based upon the recent construction of 40 units on the Grand Marina site, and design plans prepared over the years by different property owners and prospective developers of the area, it is apparent that the Northern Waterfront GPA assumptions for residential density in this area were too aggressive.

Table 16-2 documents the changes in the assumed development areas. As shown in the table, retail and office uses generally have higher trip generation than residential uses so the additional residential units that are planned in the area is off-set by the reduction in the office and commercial uses resulting in a net decrease in the trip generation for the area of 300 a.m. peak hour trips and about 450 p.m. peak hour trips. However, the forecasts indicated there would actually be a slight increase in outbound a.m. peak hour trips even though the net total a.m. peak hour traffic would decrease.

TABLE 16-2
GPA EIR TRIP AND KNOW CUMULATIVE PROJECTS GENERATION COMPARISON

			AM Peak Hour			PM Peak Hour		
Land Use	**Size**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
GPA EIR								
Assumed Del Monte Project								
Live/Work	75 Units	499	8	31	38	30	16	47
Retail	116,000 sqft	5,141	138	176	314	326	256	582
Office	50,000 sqft	551	68	9	78	13	62	75
Assumed Encinal Project								
Single Family	165 Units	1,579	31	93	124	104	61	165
Retail	50,000 sqft	2,216	60	76	136	141	110	251
Office	150,000 sqft	1,652	205	28	233	38	186	224
GPA EIR Total		**11,637**	**509**	**413**	**922**	**651**	**961**	**1,343**
Current Buildout of NW								
Proposed Del Monte Project								
Multi-family Residential	414 units	2,753	42	169	211	167	90	257
Retail	25,000 sqft	1,108	30	38	68	70	55	126
Proposed Encinal Project								
Multi-family Residential	505 units	3,358	52	206	285	204	110	313
Retail	25,000 sqft	1,108	30	38	68	70	55	126
Marina	400 berth	1,184	11	21	32	46	30	76
Grand Marina Change from 180 to 159 Single Family								
Single Family	-21	-201	-4	-12	-16	-13	-8	-21
Current Buildout Total		**9,310**	**160**	**460**	**620**	**544**	**332**	**876**
Total Net Change in Trip Generation		**-2,327**	**-349**	**48**	**-301**	**-108**	**-359**	**-467**

SOURCE: Abrams Associates, 2014.

Trip Distribution

The trip distribution under the Cumulative plus Project scenario assumed that 43 percent of traffic generated by the project would use the Webster and Posey Tubes. The GPA EIR traffic analysis assumed 37 percent of the traffic would use the Tubes. The current project assumes more vehicles leaving the island during the commute periods, as the job-housing balance in Alameda require residential uses to travel off-island for employment. Under this assumption, 20 a.m. peak hour trips would use the Posey Tube during the morning commute hour.

Automobile Operation Impacts and Mitigations. The transportation analysis for the proposed project found that project vehicular traffic would alter the operating conditions at nearby intersections. The intersections of Buena Vista Avenue at Entrance Road and Eagle Avenue at Sherman Street would both operate at LOS F in the p.m. peak hour with the addition of the proposed

project. The peak-hour Caltrans signal warrant is met at these two intersections with the addition of traffic from the proposed project. The impact is caused by the project related traffic and an assumption that upon project completion, the entire Clement extension from Atlantic to Grand and the extension from Broadway to Tilden may not be complete due to the development schedules for Penzoil and other adjacent properties. Transportation Demand Management, signalization of the two intersections, and completion of the Clement Avenue Extension reduce the impact to less than significant. **Mitigation Measure 16-1** is required to ensure that the severity of the transportation impacts associated with the proposed development are similar to or less than those disclosed in the GPA EIR. Additionally, **Mitigation Measures 16-2 through 16-5** are required to mitigate the project's cumulative contribution to the buildout of the Northern Waterfront area.

> **New Mitigation Measure 16-1:** Prior to issuance of building permits, the project applicant shall prepare a final Transportation Demand Management and Funding program for Planning Board review and approval. The draft Transportation Demand Management Plan shall provide for at least a 10 percent reduction in residential trips and 30 percent reduction in commercial trips generated by the project.
>
> **New Mitigation Measure 16-2:** Prior to issuance of building permits, the applicant shall provide a fair share contribution to the completion of the Clement Avenue Extension.
>
> **New Mitigation Measure 16-3:** Prior to project occupancy, the project applicant shall install traffic signal at Buena Vista Avenue and Entrance. If the Clement Avenue Extension is not complete upon project occupancy, the project applicant shall install a new signal at Eagle Avenue and Sherman Street.
>
> **New Mitigation Measure 16-4:** Prior to issuance of building permits, the project applicant shall provide a fair share contribution (development impact fee) to the improvements to the Park Street gateway to improve automobile, transit, bicycle and pedestrian access between Alameda and Oakland.
>
> **New Mitigation Measure 16-5:** Prior to issuance of building permits, the project applicant shall provide a fair share contribution (development impact fee) to the improvements to the Webster Posey gateways to improve automobile, transit, bicycle and pedestrian access between Alameda and Oakland.

Pedestrian Level of Service. The proposed project would generate additional pedestrians and vehicle trips. The proposed project would include the construction of sidewalks along the perimeter streets of the site to enhance pedestrian circulation in the neighborhood.

Based on the City's significance criteria for pedestrian levels of service, the project's vehicle trip impact on pedestrian travel at the following two intersections would be considered significant: 1) Buena Vista Avenue at Sherman Street, and 2. Challenger Drive at Marina Village Drive

These intersections are forecast to have a pedestrian LOS of C during the p.m. peak hour. The addition of project trips to the peak-hour volumes at these intersections would cause the average delay to increase by at least 10 percent which is considered a significant impact as per the Transportation Element of the City's General Plan. Implementation of **Mitigation Measure 16-6** would reduce impacts related to pedestrian travel, as it would reduce vehicle trips that cause added

delays at signalized intersection for pedestrians. This mitigation measure would reduce traffic delay by reducing vehicle trips which would improve conditions for pedestrians.

Under existing plus project conditions the actuated signal at Buena Vista Avenue and Sherman Street would experience an increase in volumes due to project-related traffic during the a.m. and p.m. peak hours. The LOS analysis indicates this would cause unacceptable increases to pedestrian delay on the eastern leg of this intersection. The analysis also shows that the impact may be avoided by the completion of the Clement Avenue extension.

> **New Mitigation Measure 16-6:** Prior to project occupancy, the project applicant shall fund the adjustment of the signal timing to give priority to pedestrians at Buena Vista Avenue and Sherman Street, and provide a safe access to the site across the intersection of Benton Street and Buena Vista Avenue.

Although signal timing adjustments at Buena Vista Avenue and Sherman Street to give priority to pedestrians would reduce pedestrian impacts to a less than significant level, it would result in the automobile LOS exceeding the City's threshold of LOS D for automobiles. Implementation of **Mitigation Measure 16-3**, (installation of the traffic signal at Eagle Avenue and Sherman Street or completion of the Clement Extension) would mitigate the secondary impacts. Installation of a traffic signal at this intersection with a through connection to the western terminus of Clement Avenue would allow enough project traffic to be diverted from the Sherman Avenue and Buena Vista Avenue intersection to mitigate the traffic and pedestrian and vehicular LOS to a less than significant level.

Under existing plus project conditions the actuated signal at Challenger Drive and Marina Village Drive would experience an increase in volumes due to project-related traffic during the a.m. and p.m. peak hours. The LOS analysis indicates this would cause unacceptable increases to pedestrian delay on the southern leg of this intersection. **Mitigation Measure 16-7** is required to avoid the pedestrian impact, maintain consistency with the General Plan, and reduce project impacts to a less than significant level.

> **New Mitigation Measure 16-7:** Prior to project occupancy, the project applicant shall fund the optimization of the signal timing at Challenger Drive and Marina Village Drive during the p.m. peak hour.

Bicycle. The roadway segments analyzed are forecast to operate at LOS D during the either the a.m. or p.m. peak hours, the addition of project trips to the peak-hour volumes at these intersections would not cause the bicycle LOS score to increase by more than 10 percent which would be considered a significant impact as stated in the Transportation Element of the City's General Plan. Based on the City's significance criteria there would be no significant project impacts expected to bicycle travel in the area.

There is an intermittent bike path/multi-use trail along the waterfront north of the project site but no Class II bicycle lanes are provided on the streets that directly serve the project site. The existing Class II bike lanes closest to the project site are on Grand Street to the east, Atlantic Avenue to the west, and Santa Clara Avenue to the south. The City's General Plan also designates Pacific

Avenue, which parallels Buena Vista Avenue one block to the south, as a bicycle priority route. Although the proposed project would increase vehicle and pedestrian traffic in the project vicinity it would not significantly impact or change the design of any existing bicycle facilities or create any new safety problems for bicyclists in the area, as new facilities would be built to engineering standards. The completion of the Clement Avenue Extension would extend the Atlantic Avenue bicycle lane past the project site and along the waterfront.

Transit. This analysis finds that the proposed project would not result in degradation of the level of service (or a significant increase in delay) on any roadway segments currently being utilized by bus transit in the area and, as such, no significant impacts to transit are expected. The project vehicular trip contribution to the roadway segments of Webster Street (Webster Tube to Central Avenue) and Park Street (Blanding Avenue to Otis Drive) would not result in any significant changes to travel speeds according to City standards (i.e. a change of 10 percent or more). As a result, the proposed project would not be expected to result in any significant impacts to transit service in the area.

Bus service in Alameda is provided by the Alameda-Contra Costa Transit District (AC Transit), which serves 13 cities and adjacent areas in Alameda and Contra Costa counties. Three AC Transit bus routes operate within walking distance (about one-quarter mile) of the proposed project. Line 51A travels from the Berkeley Amtrak station and the Berkeley BART station to the Alameda Bridgeside Center. The line operates along Santa Clara Avenue in Alameda. The nearest bus stops to the project site are at the intersection of Santa Clara Avenue and Stanton Street (about 0.25 miles from project site), and the intersection of Santa Clara Avenue and Morton Street (about 0.45 miles from project site). Line 851 is the all-nighter bus running a similar route to Route 51A. Line O is a transbay route that travels between downtown Alameda and downtown San Francisco, running along Santa Clara Avenue in the project site vicinity. The proposed project has the potential to increase patronage on bus lines in the area by about 70 riders per day.

Freeway Impacts. The development of the proposed project would increase the total traffic during both a.m. and p.m. peak hours. However, the proposed project is consistent with the City's General Plan and Plan Bay Area; cumulative buildout traffic forecasts of the Northern Waterfront area were used in the regional transportation plan as part of Plan Bay Area. Therefore the proposed project would have a less-than-significant impact to freeway operations. The findings of the project specific transportation analysis found that although the proposed project would include changes to the GPA EIR in the form of changes to the project, it would not generate a substantial increase the severity of previously identified significant effects related to the performance of the roadway network that could not be mitigated to a less than significant level.

Construction Impacts. Project construction activities would generate off-site traffic that would include the initial delivery of construction vehicles and equipment to the project site, the daily arrival and departure of construction workers, and the delivery of materials throughout the construction period and removal of construction debris. Deliveries would generally include shipments of concrete, lumber, and other building materials for onsite structures, utilities (e.g., plumbing equipment and electrical supplies) and paving and landscaping materials. Construction-related activities could include disruptions to the circulation system in and around the project site

and surroundings, which may include temporary lane closures and sidewalk closures along adjacent streets. Approximately eight pieces of heavy equipment would access the project site; equipment and materials would be staged for construction within established work areas. In addition to on-haul and off-haul trips, vehicular trips would be generated by an estimated maximum of 10 to 20 trucks and automobiles per day. Based on past projects similar in magnitude to the proposed project, construction workers could require parking for up to 200 vehicles during the peak construction period. Therefore, up to 220 vehicle parking spaces may be required during the peak construction period for deliveries, visitors, and construction employees. Construction activity would occur Monday through Friday between the hours of 7:00 a.m. and 7:00 p.m.. If weekend work is necessary, construction would occur on Saturdays from 8:00 a.m. to 5:00 p.m..

Traffic generated from construction activities would be temporary and spread out over approximately 12 months if it occurred in a single phase, and therefore, would not result in any long-term degradation in operating conditions on roadways in the project locale. Moreover, daily and peak-hour traffic generated by construction activities would be lower in volume than that for project operations, as described above. The impact of construction-related traffic would be a temporary and intermittent lessening of the capacities of streets in the project site vicinity because of the slower movements and larger turning radii of construction trucks compared to passenger vehicles. However, given the proximity of the project site to designated truck routes, construction trucks would have relatively direct routes. As such, implementation of, **Impact TRN-1**, as presented in the GPA EIR, would reduce potential impacts due to construction. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

> **Mitigation Measure TRN-1**: Proponents for each project in the Northern Waterfront GPA area shall prepare a Traffic Control Plan (TCP) to address the impacts of construction vehicles on regional and local roadways and restrict truck traffic to designated truck routes within the City. The TCP should address construction truck routes and access, as well as needed local lane closures. Where bus routes or emergency routes are affected, appropriate signage to indicate detour routes should be provided. Bus stops that must be temporarily relocated should also be identified and presented in the TCP. The TCP may recommend installation of directional signs for trucks and designate time periods when construction truck traffic would be allowed. The TCP must be reviewed and approved by the City's Public Works Department prior to issuance of any building or grading permits.

c) **No Change to Previous Impact or Mitigation.** The proposed project would not change air traffic patterns, increase air traffic levels or result in a change in location that would result in substantial safety risks. Therefore, the project would result in no impact in this area. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

d) **No Change to Previous Impact or Mitigation.** The proposed project would have driveway connections onto Entrance Road, Buena Vista Avenue, Sherman Street and the future extension of Clement Avenue. Clement Avenue will be extended from its current terminus at Nautilus Street

westward to Entrance Road as part of the approved Marina Cove II project. The proposed project would then construct a portion of the next segment of Clement Avenue from Entrance Road along the site's northern boundary. It is expected that this road would be extended further to the west in the future to connect with Atlantic Avenue, in accordance with the Transportation Element of the General Plan.

The project site plan and circulation would be subject to final review and approval by the City of Alameda to ensure proposed improvements do not include potentially hazardous design features. The physical and traffic characteristics of area roadways (e.g., traffic signals, pedestrian sidewalks, and bicycle routes) would safely accommodate project-generated traffic, as area roadways are built to engineering standards. The proposed project's effect on traffic safety would be less than significant. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

e) **No Change to Previous Impact or Mitigation.** Sufficient emergency access is determined by factors such as number of access points, roadway width, and proximity to fire stations. The proposed project would have a primary signalized entrance on Clement Avenue as well as another secondary unsignalized entrance to the west on Clement Avenue. All lane widths within the project would meet the minimum width that can accommodate an emergency vehicle; therefore, the width of the internal roadways would be adequate. The proposed project would not restrict emergency vehicles from accessing neighboring buildings. Emergency vehicles would be able to enter directly into the project site. The project would not introduce any physical barriers that would restrict emergency vehicle access. The project site plans would be reviewed and approved by the City's Public Works and Fire Departments as part of the project approval process. As a result, the proposed project would have adequate emergency access to and from the site, and the impact would be less than significant. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

References

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Utilities and Service Systems

Environmental Factors for Determining Environmental Effect	Proposed Project Compared to the GPA EIR Project				
	Potentially New Impact – Further Investigation to be Undertaken	*New Impact – Reduced to LS with New Mitigation Identified*	*No Change to Previous Impact, but New or Revised Mitigation Identified*	*No Change to Previous Impact or Mitigation Identified*	*Topic Not Previously Analyzed; No Significant Project Impact*
17 UTILITIES AND SERVICE SYSTEMS — Would the project:					
a) Conflict with wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider that would serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒	☐

The Northern Waterfront GPA EIR concluded that less-than-significant impacts on utilities or impacts that could be reduced to less-than-significant with mitigation would result from buildout of the proposed Northern Waterfront GPA. The GPA EIR indicated that continued use of substandard storm sewer or sanitary sewer on-site utility lines could contribute to peak wastewater or storm water flows that could exceed the capacity of the existing sewage or storm drain facilities. Implementation of Mitigation UTIL-1, which required project sponsors to remove or reconstruct all existing sewer and storm drain laterals serving the project site would reduce such impacts to less-than-significant levels.

There are no substantial changes in the proposed project or new information of substantial importance since the GPA EIR that would result in any new significant environmental effects or substantial increase the severity of previously identified significant effects related to utilities and service systems. As described

below, the proposed project would have less than significant impacts to utilities and service systems, which is consistent with the GPA EIR. Therefore, the proposed project would not result in any new potentially significant utilities and service systems effects that were not identified in the GPA EIR or a substantial increase the severity of any previously identified significant utilities and service systems effects.

Discussion

a) **No Change to Previous Impact or Mitigation.** Wastewater flows from the proposed project would consist of typical residential and commercial sewage. Wastewater from the project would be treated by the East Bay Municipal Utility District (EBMUD) at the Main Wastewater Treatment Plant (MWWTP), located at the foot of the San Francisco-Oakland Bay Bridge in the City of Oakland. The wastewater treatment plant is permitted by the Regional Water Quality Control Board (RWQCB) and effluent from the plant is regularly monitored to ensure that water quality standards are not violated. There have been no violation of water quality standards by the treatment plant in the last couple years (August 1, 2010 through March 1, 2013), and there are no RWQCB enforcement actions pending against EBMUD (SWRCB, 2013).

EBMUD's MWWTP has excess dry weather flow capacity of 66 mgd. Approximately 0.15 mgd of wastewater would be generated by the proposed project (CBG, 2014). Projected flows from the project would comprise approximately 0.23 percent of the wastewater treatment plant's average dry weather flow remaining capacity and would therefore have adequate dry weather flow capacity. Wastewater generated by the project would not contain any unusual pollutants that would be within the existing dry weather capacity and permitted discharge volume of the treatment plant.

However, in January 2009, EBMUD entered into a Stipulated Order for Preliminary Relief (Stipulated Order) from the U.S. Environmental Protection Agency (EPA), State Water Resources Control Board (SWRCB), and San Francisco Regional Water Quality Control Board (RWQCB), which contains measures that EBMUD is required to implement in order to address inadequately treated sewage to San Francisco Bay during wet weather conditions (CBG, 2013). The intent of the stipulated order is to formulate long-term solutions to minimize the high level of infiltration to the East Bay collection systems and eliminate the discharge of the excess flows from the EBMUD's wet weather facilities. Subsequently, in March 2011, the East Bay wastewater collection agencies (referred to as "Satellites"), including the City of Alameda, entered into a Stipulated Order with the EPA, SWRCB, and the RWQCB. This particular Stipulated Order obligates Satellites to improve management of their wastewater collection systems, to address sanitary sewer overflows, and to reduce inflow and infiltration (I&I) in their collection systems.

Consistent with the Stipulated Order, the proposed project would construct new wastewater infrastructure to connect to the EBMUD interceptor in Buena Vista Avenue and an onsite sewer collection system would be installed throughout the proposed street network within the project site (see discussion under b.) below for additional details). The new sewer collection system would greatly reduce I&I flows entering the system in wet weather conditions and thereby reduce wet weather flows to the MWWTP. Such improvements are expected to further ensure that the project does not contribute to exceedances of RWQCB treatment standards for water discharged to the Bay; therefore, this impact would be less than significant. This is the same finding as the proposed

project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

b) **No Change to Previous Impact or Mitigation.**

Water Facilities

EBMUD provides potable water service to the City of Alameda and other communities within Contra Costa and Alameda Counties. EBMUD also owns and maintains the distribution pipeline facilities within public streets throughout its service area.

Existing Water Facilities. There is a 12-inch pipeline in Buena Vista Avenue, an 8-inch pipeline in Sherman Street, and a 10-inch pipeline in Clement Avenue to the east, all of which are owned by EBMUD. There are also existing private water pipelines that extend from the EBMUD distribution system to the existing structures within the project site. The project site currently receives its water from a few water pipelines that range in size between 6 to 15 inches that are located in Entrance Road and along the northern side of the Del Monte warehouse. These pipelines supply both potable and fire water to the project site.

Proposed Water Demands and New Facilities. The proposed project would generate an increased demand of approximately 0.07 mgd of domestic water (CBG, 2014). With a current total District-wide consumption of approximately 220 mgd (EBMUD, 2012), the project's incremental water demand would represent about 0.03 percent of average daily demand in the District (EBMUD, 2012). With a current treatment capacity of 375 mgd, EBMUD can accommodate projected future demand with the available treatment capacity. EBMUD's long-range planning for future water infrastructure and supply needs is based on population projections compiled by ABAG, which takes into account growth planned in the adopted general plans of Bay Area cities and counties. Development of the project site with new residential and commercial uses has been planned for in the Alameda General Plan and Northern Waterfront GPA for the next 20 years, and therefore has been factored into EBMUD's water demand projections within the Water Supply Management Program 2040 (EBMUD, 2012). The proposed project's incremental increase in demand would not be significant, and would not require the construction of new water treatment facilities or the expansion of such facilities.

As described in the Project Description, the project would include construction of new water pipelines in Clement Avenue and Entrance Road to serve the project site. These facilities would be owned and maintained by EBMUD and likely range in size from 8 to 12inches. An onsite distribution system would extend from the pipeline in Clement Avenue and be constructed throughout the street network within the project site. These pipelines are expected to range in size from 6 to 8 inches. Construction of these pipelines could result in potentially significant environmental impacts but implementation of mitigation measures described throughout this SMND would reduce construction-related impacts to a less-than-significant level (i.e, construction mitigation measures related to air quality, noise, hydrology, and transportation). This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

Wastewater Facilities

Existing Collection Facilities. Wastewater currently generated from the project site is collected and conveyed by an existing 10-inch pipeline that runs east to west towards Sherman Street; this pipeline is aligned along the northern side of the Del Monte Warehouse. At the Sherman Street and Eagle Avenue intersection, this 10-inch pipeline connects with the City's wastewater collection system. The City's pipelines within Sherman Street range in size from 8 to 12 inches and flow from north to south. The 10-inch pipeline in Sherman Street connects with the EBMUD 60-inch interceptor pipeline at the intersection with Buena Vista Avenue (CBG, 2014).

A Sanitary Sewer Study conducted in July 2003 by Bellecci & Associates evaluated the condition of the existing 10-inch pipeline, which identified numerous areas of deterioration within the existing pipe network and large amounts of infiltration occurring, which is common for aged utility systems below groundwater. This study concluded that use of the existing 10-inch pipeline was infeasible due to its deteriorated physical condition as well. In 2010, EBMUD cleaned out sediment that had accumulated in the interceptor mains, which has increased the capacity of the interceptor to 16.3 mgd at the Buena Vista Avenue and Sherman Street intersection.

Proposed Collection Facilities. As described above, the project's 414 new housing units and 25,000 square feet of retail space would generate approximately 0.15 mgd of sewage (CBG, 2014). With a current average dry weather flow of approximately 54 mgd and excess dry weather flow capacity of 66 mgd (CBG, 2013) at EBMUD's MWWTP, EBMUD has adequate dry weather capacity at the MWWTP for the projected wastewater flows.

As described for criterion a.) above, as part of EBMUD's Stipulated Order, the City is working with EBMUD to reduce the amount of I&I entering the wastewater collection system (CBG, 2013). Given the deteriorated condition of the existing 10-inch pipeline, the proposed project includes construction of new pipelines that would be constructed within Entrance Road and within the project site. The new pipelines would range in size from 6 to 8 inches and would connect to the EBMUD interceptor in Buena Vista Avenue as well as the existing pipelines in Sherman Street. All new sanitary sewer lines would be designed and constructed to prevent I&I to the maximum extent feasible.

By installing new onsite sanitary sewer pipelines, the project would comply with **Mitigation Measure UTIL-1** from the GPA EIR. Additionally, as described in c.), below, the project would include installation of a new onsite storm drainage system consisting of new inlets and pipelines.

> **Mitigation Measure UTIL-1:** Project sponsors shall remove or reconstruct all existing sewer and storm drain laterals that serve the site of the proposed development project to comply with City, EBMUD, and Regional Water Quality Control Board standards. This measure would reduce the level of impact to less than significant.

Consistent with the Stipulated Order, such improvements would greatly reduce the system's infiltration and inflow. Since the MWWTP and the EBMUD interceptor are expected to have adequate capacity to serve projected new demand generated by the proposed project, the project would not require the construction of any new wastewater treatment facilities or the expansion of such facilities. Therefore, impacts on existing wastewater treatment facilities would be less than significant. This is the same finding as the proposed project in the GPA EIR, and the effects of the

proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

c) **No Change to Previous Impact or Mitigation.** As part of the project, a new stormwater drainage system that facilitates infiltration and reduces stormwater runoff volumes compared to existing conditions would be installed. Project-related stormwater collection and drainage would maintain the existing patterns of the project site. The proposed storm drain system improvements would include installation of new inlets and pipelines appropriately sized to convey the site run-off. These pipelines would connect to the City's existing 54-inch pipeline along the northern side of the warehouse and eventually discharge to the Arbor Street Pump Station.

Construction activities associated with the new storm water drainage facilities would include in-street trenching and excavation work. Such activities would be temporary and as described in Section 9, Hydrology and Water Quality, would be required to comply with the requirements of the RWQCB concerning discharges of stormwater during project construction, the project applicant would be required to obtain a NPDES permit for construction activities and prepare a Stormwater Pollution Prevention Plan (SWPPP) that would outline construction stormwater quality management practices based on the Alameda County Clean Water Program (ACCWP) Stormwater Quality Management Plan. The SWPPP would describe erosion control measures similar to those recommended by the ACCWP which are designed to reduce the potential for pollutants to contact stormwater and eliminate or reduce discharge of materials to stormwater during on-land construction (see **Mitigation Measure HYD-1**). For a detailed discussion of impacts, mitigation measures, and permits regarding construction and operation of the proposed improvements to the project site's stormwater system, please refer to Hydrology and Water Quality Section. Through compliance with the requirements of necessary permits, standard construction specifications incorporated as part of the project, and mitigation measures identified in the abovementioned sections, environmental impacts would be less than significant. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

The proposed project would be required to adhere to the C.3. provision in the NPDES by including specific site design features that minimize land features and impervious surfaces and providing for implementation of Low Impact Development (LID) measures, which would include bio-treatment areas to treat stormwater runoff from impervious areas on the project site prior to discharging into the stormwater system. These bio-treatment areas would be integrated in areas with excess landscaping adjacent to parking areas or buildings. With implementation of LID measures and compliance with C.3 provisions, operation impacts of the new storm drainage system would be considered less than significant. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

d) **No Change to Previous Impact or Mitigation.** See the discussion under criterion b.), above, for discussion of the incremental increase in water demand that would be generated by the proposed project. EBMUD is expected to have the capacity to meet the projected increase in potable water supplies. In addition, according to EBMUD's Urban Water Management Plan (UWMP) 2010,

EBMUD's water supply is adequate to meet existing and projected demand through 2030 under normal conditions and up to two years of drought. EBMUD also implements numerous water conservation and recycling programs to reduce demand and develops projects to manage future water supply needs. The water demand projections used by EBMUD are derived from a land-use based demand forecast that reflects the City's plans and policies, and assumes an amount of future development permitted under the General Plan's growth management ordinance and additional growth. For these reasons, the proposed project would be adequately served by the existing water supply and the impact would be less than significant. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

e) **No Change to Previous Impact or Mitigation.** See the discussion under criterion b.), above, for discussion of the incremental increase in wastewater that would be generated by the proposed project. As described above, by improving the wastewater collection system within the project site, EBMUD's MWWTP would have adequate capacity to serve the project's estimated 0.15 mgd of wastewater flows in addition to the plant's existing average wastewater flows. The Estuary siphon facility and the EBMUD interceptor would also have adequate capacity for proposed wastewater flows generated by full buildout of the proposed project. Because this would be a very small increase over current average flow rates and because the plant has adequate dry weather capacity, the project would not substantially increase wastewater service demands. For these reasons, impacts related to wastewater treatment capacity would be less than significant. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

f) **No Change to Previous Impact or Mitigation.** The City of Alameda delivers its solid waste to the Davis Street Resource Recovery Complex located in San Leandro, where it is sorted and recyclable materials are recovered. Residual solid waste is disposed at the Altamont Landfill, which accepts the following types of waste: ash, construction/demolition, contaminated soil, green materials, industrial, mixed municipal, other designated waste, tires, shreds. This landfill has an estimated permitted capacity of 62,000,000 cubic yards, a daily permitted capacity of 11,500 tons per day (CalRecycle, 2013), and an estimated remaining capacity of 47,220,000 cubic yards as of 2012 (Alameda County Environmental Health Department, 2013). The City has a diversion rate of 72 percent (as of 2011), which is above Assembly Bill 939 diversion goals (Stopwaste.Org, 2013). Measure D (the Alameda County Source Reduction and Recycling Initiative Charter Amendment), requires the County to divert 75 percent of solid waste from the landfill by 2010.

Construction Impacts

Solid waste generated by buildout of the proposed project (from building demolition and generation of construction debris) would largely consist of the existing non-historic loading dock. Some of these structures contain wood or metal siding and concrete slab floors. When structures are "deconstructed," rather than demolished, wood and fixtures could be retained for resale or other reuse rather than disposed, and the majority of such materials can be diverted from the waste stream (City of Alameda, 2002). Deconstructed materials can be diverted from landfills to recycling and reuse markets. Solid waste generated from demolition of existing utility systems

would also require disposal. Because the portions of existing utility systems within development areas may either be abandoned in place or removed and disposed, the amount of solid waste generated from demolition of existing utility systems is unknown at this time.

In addition, the project would be required to comply with Chapter XXI, Section 21 of the City of Alameda Municipal Code, which requires that new developments submit plans for managing construction debris to promote separation of waste types and recycling. These plans would need to be prepared in coordination with City staff, the project sponsor(s), and demolition subcontractors, and must be approved by City staff prior to issuance of a demolition permit. Compliance with the City's Municipal Code regarding management of construction debris, project construction would result in less-than-significant impacts on landfill capacity.

Operation Impacts

CalRecycle reports numerous solid waste generation rates developed by a variety of jurisdictions throughout the State, ranging from 4 pounds per dwelling unit per day (lb/unit/day) to 8.6 lb/unit/day for multifamily development (CalReycle, 2014a). Based on the highest of these solid waste generation rates (i.e., 8.6 lb/unit/day), estimated by the Draft EIR for the Monterey Park Redevelopment Agency's Central Commercial Redevelopment Project, the proposed project's up to 414 new housing units would generate approximately 3,560 pounds per day (or 1.8 tons per day). CalRecycle also reports solid waste generation rates developed by jurisdictions for commercial uses. For the purposes of this analysis, a rate of 5 lb/1,000 square feet/day was used for commercial uses (CalRecycle, 2014b) and the project would generate approximately 125,000 lb/day (or 62.5 tons/day). As of 2012, the Altamont Landfill (which serves Alameda) had an estimated remaining capacity of 47,220,000 cubic yard and has a permitted daily capacity of 11,500 tons/day. The project would represent an incremental increase in current waste disposal at the Altamont Landfill, and consumption of 0.56 percent of daily permitted capacity at the landfill. Given the City's existing diversion rate and Measure D, the solid waste generated by operation of the project could be expected to be less than this worst-case estimate. Although the Altamont Landfill has an estimated closure date of 2025 (CalRecycle, 2013), it has an estimated disposal capacity through 2045 (Waste Management, 2013). With more than 30 years of remaining capacity at the landfill, solid waste generated by the project in the long-term would not substantially reduce existing landfill capacity. Therefore, operation of the project would represent a less-than-significant impact on solid waste disposal. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

g) **No Change to Impact or Mitigation.** The proposed project would not conflict with or interfere with the City's ability to implement its adopted solid waste management programs and policies, including the Citywide integrated waste management plan and Chapter XXI, Section 21 of the City of Alameda Municipal Code, or Alameda County's Measure D. The project would be served by weekly curbside pickup of recyclable materials by ACI. Waste generated by the proposed project would enter the same stream as other area waste collected by ACI, and would be subject to the same stream as other area waste collected by ACI, and would be subject to the same existing requirements regarding recycling and solid waste disposal. Because existing solid waste collection and disposal in Alameda complies with current federal, State and local requirements, and because

the project's solid waste would enter the same existing disposal stream, the proposed project would not violate any federal, State, or local statutes or regulations related to solid waste. This is the same finding as the proposed project in the GPA EIR, and the effects of the proposed project would not increase the severity of previously identified significant effects or introduce a new significant environmental effect.

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Mandatory Findings of Significance

Environmental Factors for Determining Environmental Effect	Proposed Project Compared to the GPA EIR Project				
	Potentially New Impact – Further Investigation to be Undertaken	*New Impact – Reduced to LS with New Mitigation Identified*	*No Change to Previous Impact, but New or Revised Mitigation Identified*	*No Change to Previous Impact or Mitigation Identified*	*Topic Not Previously Analyzed; No Significant Project Impact*
18. MANDATORY FINDINGS OF SIGNIFICANCE — Would the project:					
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐	☐
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐	☐
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐	☐

Discussion

a) **New Impact Reduced to Less than Significant with New Mitigation Identified.** Based upon background research and site visits, with implementation of mitigation measures identified in this Initial Study, the project does not have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. Any potential short-term increases in potential effects to the environment during construction are mitigated to a less-than-significant level, as described throughout the Initial Study.

As discussed throughout this Initial Study checklist, potentially significant impacts were identified in the GPA EIR with respect to Air Quality, Biology, Cultural Resources, Geology, Hazards and Hazardous Materials, Noise, and Transportation. Mitigation measures designed to minimize these environmental effects are presented herein. Implementation of the mitigation measures identified in the MND would ensure these potentially significant impacts remain below a level of significance. These mitigation measures, where applicable to the proposed project, would ensure that potentially significant effects of the proposed project, including potentially significant effects related to historic resources, would remain less than significant.

This Subsequent MND identified and analyzed the changes in the project description, physical environment, regulatory setting, environmental impact analysis and mitigation measures since the GPA EIR. The Subsequent MND has reevaluated each environmental resource and did not identify new potentially significant effects to the environment (that were not previously discussed in the GPA EIR) in regards to biological resources or cultural resources. The proposed project would not result in any new significant effects or a substantial increase the severity of any previously identified significant effects.

b) **New Impact Reduced to Less than Significant with New Mitigation Identified.** The GPA EIR concluded that the proposed project could contribute to cumulative impacts associated with transportation. Analysis considered projects proposed in the Northern Waterfront area and any change to the development assumption in the GPA EIR (i.e., Encinal Terminals and Chipman). The findings are that the project's contribution to cumulative impacts would not be more severe than the findings of the GPA EIR with respect to transportation. Regarding traffic, this Subsequent IS/MND identified potential cumulative impacts due to increased delay and project area intersections. Mitigation measures, including signal installation and timing adjustments were identified and included in this Subsequent IS/MND to reduce the potential for cumulative impacts. Further, cumulative impacts related to traffic operations presented in the GPA EIR would not be substantially more severe. As a result, the mitigation measures included in this Subsequent MND would ensure that all potentially significant environmental impacts are reduced to less than significant at the project-level and cumulatively. These findings are consistent with the GPA EIR.

c) **New Impact Reduced to Less than Significant with New Mitigation Identified.** The project may have significant adverse effects on human beings in the areas of air quality, noise, and traffic during construction, and with hazardous materials considerations with redevelopment of the site. Mitigation measures identified in this Initial Study would reduce the effects to less-than-significant levels. This determination of no adverse environmental effects to human beings with mitigation is consistent with the findings of the GPA EIR.

APPENDIX A

Del Monte Warehouse Master Plan

DEL MONTE WAREHOUSE

MASTER PLAN

MARCH 2014

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Introduction

At the cornerstone of Tim Lewis Communities' mission is a vision of the Del Monte Warehouse building as a community asset, a precious landmark for the City of Alameda. TLC sees itself as the steward of this beautiful asset, and seeks to assist in creating a renewed vision with vibrant uses, to allow this community asset to transform from a warehouse into a living landmark. The project team has developed a concept for the site that accomplishes this goal. The project team is committed to working with the City of Alameda as a partner to create a shared vision for the site, a vision that pays homage to its rich historic past, while creating a link to a new vibrant, living community.

Our collective vision is to create a master plan for the site that features a creative and adaptive re-use of the building. The Primary Attraction, the Del Monte Building, is a designated City Historic Monument that will be repurposed and rehabilitated consistent with the Secretary of Interior Standards for a mix of uses that may include: office and work space, shops and food sellers, work live studios or residential lofts. The concept for the building would likely create over 300 residential units and 10,000 to 25,000 sf of retail space in the warehouse building itself. Secondary to this structure, there are two additional pads situated west of the warehouse building that are at this time unoccupied vacant portions of the site, which will be a part of the master plan for the site. The remainder of the residential units and commercial space would be housed in new structures to be built on those pads.

This Master Plan will guide the general specific design concepts for the immediate and long term repurposing and redevelopment of the Del Monte Warehouse site, consistent with the General Plan Northern Waterfront goals and policies adopted in 2008. This Master Plan establishes the planning and design principles guiding the implementation of land use designations, site layout, landscaping, and architectural design on the site. The Master Plan Site Plan illustrates the general street network, park and open space, and parking framework for the property.

In 2009, the Alameda City Council rezoned the Del Monte property and its neighboring site, Encinal Terminals, for mixed-use development consistent with the General Plan policies for the area. The mixed use (MX) zoning requires that a Master Plan be prepared that will serve as the zoning code for the area and guide the redevelopment of the property consistent with the policies and goals of the General Plan.

The material included in this document is intended to:

- Establish standards for development of the project.
- Guide developers, builders, planners, architects, landscape architects, and civil engineers in project design and implementation.
- Assist public officials and public agency staff in the project review and approvals process.

To the extent that any topic is not specifically addressed in this Master Plan, the Alameda Municipal Code shall prevail except as

otherwise provided in the Development Agreement. The Master Plan is part of the Development Plan Approval process.

The Master Plan is organized as follows: Chapter 1 re-affirms the General Plan objectives for the Master Plan area and describes a vision for the plan area.

Chapter 2 establishes the general site development requirements and standards for the site, including the public realm improvements, which include its interface with the streets, parks, promenades, alleys, and open spaces that will be used by the public and are necessary to achieve the Plan objectives for the area.

Chapter 3 establishes the development standards and requirements for the subareas within the Del Monte site.

Chapter 4 discusses the development processes and procedures for implementation of the Master Plan.

Site Location

The Del Monte Warehouse site is located at the northeast corner of the intersection of Sherman Street and Buena Vista Avenue, at 1500 Buena Vista Avenue. The existing Entrance Road is its east boundary and the future Clement Avenue extension is the north boundary.

Existing Site Access

Currently access is gained to the site via a driveway on Sherman Street, which takes the visitor to the Damco distribution warehouse. The site is also accessed on the east side at Entrance Road.

Existing Character

The Del Monte Warehouse building contains approximately 240,000 square feet, and was developed in 1927 for the California Packing Company – better-known today as the Del Monte Company. Del Monte ceased operations here in the 1960s, and since then, the site has been used, and is currently being used, as a general-purpose and distribution warehouse. A fence surrounds most of the property at this time, and access is only gained through the Damco offices on the west side of the building.

(INSERT EXISTING CONDITION PHOTOS HERE)

CHAPTER 1 Master Plan Objectives and Vision

Objectives:

Master Plan Objectives for the Northern Waterfront in General

This Master Plan is designed to ensure that the redevelopment of the plan area achieves the General Plan objectives for the Northern Waterfront area:

Reconnecting the community to the waterfront. The Master Plan seeks to reconnect the community to its waterfront by requiring new public shoreline access, extending the existing street grid to the waterfront, replacing existing waterfront industrial and warehouse uses with residential, commercial, retail, and open space.

Improving access through and around the district. Extending the existing Alameda grid system into and through the area allows for the extension of the Clement Street truck route, reduces traffic volumes on Buena Vista, and increases access to the waterfront. Requirements promote use of alternative modes of transportation-such as shuttles, water taxis, and bicycles and a future light rail line to reduce present and future congestion.

Fostering a vibrant new mixed-use environment. The Master Plan seeks to create a new and vibrant district with a variety of uses that are compatible with the waterfront location and adjacent neighborhoods and create a pedestrian-friendly, transit-oriented environment.

Preserving the unique history and environment of the Northern Waterfront Area. This Master Plan will preserve the unique environmental, cultural, and architectural assets within the area and repurpose and improve those assets in the creation of a new, vibrant mixed-use district.

Economic Development. This Master Plan seeks to generate jobs and services for the community while reducing citywide traffic and the associated environmental, economic and social impacts of long commute trips through mixed-use development.

Financially Sound Development The Master Plan requires that new development fund and construct the public facilities and services that are needed to serve the plan area, achieve General Plan objectives, and avoid any financial impact on the City's ability to provide services to the rest of the City.

Master Plan Objectives for the Del Monte Site

The Master Plan objectives specifically for the Del Monte site are to:

Protect and preserve the Del Monte City Monument by allowing economically viable adaptive reuse of the building to ensure that current and future property owners are able to improve, maintain and preserve the building for future generations.

Reduce truck traffic in the adjacent neighborhoods by replacing warehouse and trucking uses with employment and residential uses.

Improve public access through the site and building to the public waterfront from Buena Vista Street and the adjacent neighborhoods

Expand and improve the community's supply of housing through the installation of needed site improvements and the construction of housing, consistent with the existing density and residential character of Alameda and with existing City of Alameda policies and standards, including Measure A.

Provide diversity in housing opportunities through compliance with CIC inclusionary housing policy (i.e., providing on-site affordable housing)

Integrate the site into the City of Alameda by emphasizing mixed use development; ensuring land use compatibility within and surrounding the Project site; achieving the same human-scale, tree-lined character of neighborhood walkable streets found throughout the existing City; and reflecting the grid street pattern that is characteristic to the existing City of Alameda.

Protect and improve the waterfront by enhancing views of water and public access to the waterfront.

CHAPTER 2 General Requirements and Standards

This chapter establishes the requirements for improvements related to the entire Del Monte site, including the following:

- Land Use
- Circulation, Public Access and Parking
- Open Space
- Landscape Improvements
- Building Design Standards
- Utilities

LAND USE

Current Entitlements

In 2008, the North Waterfront General Plan Amendment (GPA) changed the land use designation for the property from Industrial to Mixed Use. More recently, in July 2012, with the adoption of the City's new Housing Element, the City rezoned the property to Mixed Use with a Multi-Family Overlay, which allows for a wide variety of residential, retail, marine and commercial uses.

Land Use Overview

The Del Monte site is located at the northeast corner of Sherman Street and Buena Vista Avenue, with Entrance Road and Clement Street at its east and north boundaries, respectively.

The Master Plan Site Plan (Figure I) depicts the land use and development framework for the site, and governs the development (or retention) of the following components:

- The Del Monte Warehouse Building, which includes approximately 310 units within the existing footprint of the building.
- The Eagle Subarea;
- The Sherman Subarea;
- New gathering areas, roadways and parking spaces within the Master Plan Area.

A Vesting Tentative Map will be required to subdivide the approximately 11.5 acres of land for the site.

Additional approvals required to implement the Master Plan include, but are not limited to:

- Vesting Tentative Map
- Development Plan Approval
- Certificate of Approval from the Historical Advisory Board to modify the Del Monte Warehouse building
- Affordable Housing Plan Approval

Permitted Land Uses

The following uses shall be permitted in the Del Monte Building provided that the parking for the uses can be accommodated on site and the uses are consistent with the truck cap provided below.

- Commercial retail, but not including, "super store" type retail commercial uses or drive-through commercial facilities.
- Hotel,
- Office or medical office use,
- Light warehousing, light manufacturing conditionally permitted with Planning Board approved Use Permit and finding that the use will not generate significant truck traffic.
- Entertainment and Recreational uses
- Commercial Work/ Live Units consistent with AMC Section 30-15 Work Live Studios
- Residential townhomes, lofts and flats.
- Home Occupations consistent with AMC 30-2.
- Other uses determined by the Planning Board to be similar to the above and consistent with the plan objectives.

Residential Development

Densities

All of the property is comprised of the MX Mixed Use Zoning District which carries a maximum allowable base residential density of one unit per 2,000 square feet of lot area for land designated for residential use or a gross residential density of up to 21.78 units per acre. The majority of the property (11.06 acres) on the site also contains the Multi Family (MF) Overlay on the MX Zoning, which allows the maximum density to increase to 30 units per acre.

Affordable Housing

Residential redevelopment of the property shall provide housing affordable to moderate, low, and very low-income households consistent with AMC 30-16 Affordable Housing with at least the following percentages.

- Four percent (4%) of all units shall be affordable to very low income households.
- Four percent (4%) shall be affordable to low income households.
- Seven percent (7%) shall be affordable to moderate income households.

If the redevelopment proposal seeks to provide additional affordable housing units in excess of the required 4% very low, 4%

low, or 7% moderate-income minimum requirement, the additional units may qualify the project for affordable housing incentives, waivers, and/or density bonuses in accordance with AMC 30-17 Affordable Housing Density Bonus.

Residential Development

Residential development shall be consistent with the development standards contained in Section 3, or if the Master Plan is silent, with the City of Alameda's MX zoning or MF overlay, as appropriate. Any proposed residential development that is not consistent with the provisions herein shall require a Master Plan Amendment.

Maximum Residential Development

Notwithstanding the base density and bonus development standards stated above, the maximum residential development for the overall Del Monte site shall not exceed 410 residential units.

Minimum Residential Development

Development of the overall Del Monte site shall result in a minimum total residential development of 250 dwelling units.

Non-Residential Commercial Development

Non-residential development shall be consistent with the development standards contained in Section 3, or if the Master Plan is silent, with the City of Alameda's CM District. Any proposed non-residential development that is not consistent with the CM District shall require a Master Plan Amendment.

Maximum Non-Residential Commercial Development

The maximum non-residential development square footage for the overall Del Monte site shall not exceed 166,000 square feet.

Minimum Non-Residential Development

Development of the overall Del Monte site shall result in a minimum total non-residential development of 8,000 square feet.

Residential/Non-Residential Commercial Development Balance

It is the intent of this Master Plan to allow a mix of uses, and the maximum use of each residential or non-residential category will be able to adjust relative to the opposite use. The maximum combined number of units and commercial space will be 410 residential units and 25,000 s.f. of commercial. The conversion factor will be as follows: For every residential unit less than 410 that is built on the site, the non-residential/commercial square footage may be increased by 1,000 square feet. By way of example, if 320 residential units are built, the maximum amount of commercial space that may be built increases from 25,000 sf to 115,000 sf (25,000 + (1000 x (410-320)).

CIRCULATION, PUBLIC ACCESS AND PARKING

This section establishes the general circulation and parking requirements for the Del Monte site, including the streets, sidewalks and bicycle facilities that allow the public to move through and enjoy the waterfront location as well as service and emergency vehicle access and general parking requirements. The Del Monte site will be adjacent to and tie into a continuous public shoreline promenade area and a sequence of open spaces and recreational opportunities including walking, running, bicycling, rollerblading, fishing, watercraft launch, and vista points that are anticipated for the Encinal Terminals site.

Please also refer to Exhibit __, Subarea Plan found in Chapter 3 of this document.

Vehicular Circulation: Automobile, Truck, Transit, and Water Transport Access

External Street System

Clement Avenue will be extended along the frontage of the Del Monte project area from the intersection of Entrance Road to the site access point, approximately 800 feet to the west. It will be designed and constructed for a maximum operating speed of 25 miles per hour to reduce noise and calm traffic-flow past residential areas, and will accommodate the movement of trucks, transit, bicycles and pedestrians through its area. It will be constructed with a curb-to-curb dimension of 68 feet. (see Exhibit __). The segment of Clement Avenue from the intersection with Entrance Road and along the Encinal Terminals project frontage will be constructed by Encinal Terminals. The Del Monte project will only be responsible for the construction of the frontage improvements behind the southern curb along this segment. The Del Monte project will continue the extension of the Clement Avenue improvements from the segment along the Encinal Terminals frontage to the Del Monte site access point, approximately another 400 feet to the west.

The remainder of the ultimate Clement Avenue Extension and Sherman Street reconfiguration will be future improvements constructed by others, not the Del Monte project. The Del Monte project will dedicate adequate space for the future construction of the Clement Extension from the intersection of Entrance Road to the intersection with Sherman Street and Atlantic Avenue and adequate space will be provided for the future construction of the Clement Extension from the intersection of Entrance Road to the intersection with Sherman Street and Atlantic Avenue.

Del Monte will not be contributing to the completion of the Clement Street extension, but will ensure that its improvements on site do not conflict with the Clement Street improvements.

Entrance Road will be improved with a 36-foot curb-to-curb dimension and sidewalks on both sides of the street between Buena Vista and Clement. Del Monte's obligations to complete Entrance Road will be shared with the developers of the Chipman site.

Buena Vista Avenue shall be improved with a 5 foot sidewalk, a planter strip and street trees, from the existing curb to the face of the building. Street tree selection shall be consistent with the City of Alameda Master Street Tree Plan.

Sherman Street shall be improved with a 5 foot sidewalk, a planter strip and street trees, from the existing curb to the face of the building. Street tree selection shall be consistent with the City of Alameda Master Street Tree Plan.

Internal Street System

An inviting, well-designed internal public street system will be established. Key elements of this street system include:

Vehicular access into the site will occur on all four sides of the Del Monte building, from Sherman (two lane road), from Entrance (access to Del Monte building garage), from Buena Vita (access to the site parking) and from Clement (access to the north side of the building parking areas. Parallel, diagonal and perpendicular parking shall be provided on site.

Eagle Street will be extended off of Sherman Street. This east-west street will be a two lane roadway constructed with a minimum curb-to-curb dimension of 24 feet, excluding intermittent locations for parking. Parallel and perpendicular parking shall be allowed along the Eagle extension.

All of the internal streets shall be open and accessible to the public 24 hours per day.

The location and spacing of all internal streets described here and in the graphic exhibits are illustrative of intent only. Actual location and alignment of internal streets may be modified based on development plans for specific subareas, provided the intent of these provisions is assured and subject to approval by the City of Alameda.

(INSERT GENERAL VEHICULAR ACCESS AND PARKING DIAGRAM HERE)

(INSERT STREET AND PARKING CROSS-SECTIONS HERE)

Truck Access

All publicly-accessible streets will be designed and constructed to be accessible to service and maintenance vehicles.

Transit Access and Facilities

Opportunities for water transit facilities are expected to be provided along the northern edge of the Encinal Terminals site. Pedestrian access shall be provided through the Del Monte site to take advantage of these potential opportunities at the Encinal Terminals site.

If bus transit service is provided along Buena Vista Avenue or Clement Avenue by a public transit agency in the future, a bus shelter with seating shall be provided on the Buena Vista Avenue or Clement Avenue frontage of the project at a location agreed with the City of Alameda and relevant transit agencies.

Emergency Vehicle Access (EVA)

Four points of access/egress for emergency vehicles onto the project site from all surrounding streets shall be provided.

An internal network of improved roadways and easements, suitable for access by all City and County emergency vehicles shall be provided such that two access routes are provided to all building sites. (See Exhibit __)

Locations of EVA easements shown on Exhibit __ are illustrative of intent only. Actual alignment of EVA easements may be modified based on development plans for specific subareas, provided the intent of these provisions is assured and subject to approval by the City of Alameda and relevant agencies.

(INSERT EMERGENCY VEHICLE ACCESS DIAGRAM HERE, IF APPLICABLE)

Pedestrian Access

All new streets shall include sidewalks on both sides of the street and pedestrian crossings at all intersections.

Traffic signals with pedestrian countdowns are ultimately planned for the intersections of Sherman and Clement, Entrance and Clement, and Entrance and Buena Vista unless a new traffic engineering study is prepared and approved by Public Works that demonstrates that one or more of the intersections do not need to be signalized.

Sidewalks shall be a minimum of 5 feet wide.

Pedestrian access ways shall be well lit and have clear sightlines in order to provide pedestrians with a sense of safety and comfort.

Street trees shall be provided on all streets and pedestrian areas. Street trees should be planted within the planting strips on each of side of the street and spaced on average every 30 feet.

(INSERT PUBLIC BICYCLE AND PEDESTRIAN ACCESS DIAGRAM HERE, IF APPLICABLE)

Waterfront Access

A continuous public shoreline promenade is planned to be provided at the Encinal Terminals site which will provide waterfront access along the perimeter of that site. The promenade will include a sequence of open spaces and recreational opportunities including walking, running, bicycling, rollerblading, fishing, watercraft launch, and vista points, and will include the necessary structural and safety improvements that will allow convenient pedestrian access to the Alaska Basin and Encinal Terminals site. In addition, the retail core of the building is intended to tie into the Alaska Basin shoreline.

A minimum of one public pedestrian pass through the building from Littlejohn Park to the Alaska Basin and waterfront promenade. To accommodate this, mid-block crossings are necessary at Benton Street and on the north side of the Del Monte Building at Clement;

if needed, pedestrian signals may be required upon review of the proposed crossings.

(INSERT WATERFRONT PUBLIC ACCESS CROSS SECTIONS HERE)

Bicycle Access

Bicycle lanes shall be provided in conformance with the standards established by the Alameda Bicycle Plan on the Clement Extension.

Bicycle racks shall be provided at strategic spots and located in convenient, well-lit areas, clearly visible from a building's primary entrance. Racks shall be placed at sufficiently short intervals so that bicyclists can easily find a place to park their bicycles.

(INSERT BICYCLE ACCESS AND FACILITIES DIAGRAM HERE, IF APPLICABLE)

Required Parking

All parking for uses on the Del Monte site shall be accommodated on site or along the Clement Avenue, Buena Vista Avenue, Entrance Road and Sherman Street frontage.

Parking spaces provided along these streets shall count towards meeting the number of parking spaces required by the Alameda Municipal Code.

All on-site, surface parking spaces shall be shared among the onsite uses and available for public use in support of the Transportation Demand Management (TDM) program, except that parking adjacent to the south edge of the Del Monte Warehouse building are expected to be assigned to unit owners.

Parking areas, garages, and driveway areas on private residential parcels are exempted from the shared parking requirement.

The following parking requirements are reduced from Alameda Municipal Code standard parking rates in recognition that all the spaces will be shared and that the development will include a site specific Transportation Demand Management program. If a particular use of the building requires non-structured surface parking that is for private, non-shared use, then the higher parking rates for that use established by the Municipal Code shall govern.

Parking lots shall not be located or designed in a manner that would deter access to the waterfront or reduce the quality of the waterfront experience.

Minimum parking standards will be as follows.

- Commercial retail uses: 3 spaces per 1,000 square feet.
- Hotel Use: One space per room plus one space for on-site manager.
- Office or medical use: 2 spaces per 1,000 feet.
- Entertainment and Recreational uses: 2 spaces per 1,000 square feet.
- Light warehousing, light manufacturing: 0.5 spaces per 1,000 feet.

- Commercial Recreational uses: 0.5 spaces per 1,000 square feet.
- Large Residential or Work Live Unit (3+ bedrooms or over 1,000 feet in size) requires 2 spaces + .25 guest.
- Small Residential or Work Live Unit (less than 1,000 square feet) or any size affordable unit, senior unit or houseboat requires 1 space +.25 guest.
- Artist Studios and Galleries and Museums: 0.5 spaces per 1,000 square feet.
- Performance, Entertainment, Amphitheater: 1 space per 1,000 square feet.
- Restaurants and Taverns: Parking: 4 spaces per 1,000 square ft.
- Maritime: 1 space per berth and 1 space per 1,000 square feet of gross floor area.
- Schools and Educational Facilities - Per AMC or Planning Board decision based on type of school or facility.
- Farmers Markets, Community Gardens- no parking required.

Upon review of the TDM program and the proposed uses in each phase of the site development, the Planning Board may increase or decrease the number of parking spaces required for a particular phase of the site development through Site Development Plan approval.

Transportation Demand Management:

The TDM Plan shall be approved prior to approval of the first subdivision map for the first development. The TDM Plan may include shuttle services, car share programs and parking programs provided with funds from the assessment district and any onsite parking revenues. The TDM may be combined with other developments to more effectively manage the program.

PUBLIC OPEN SPACE

In addition to the public access and open space provided in the continuous public promenade that extends around the waterfront perimeter of the adjacent Encinal Terminals site , the Del Monte site will be adjacent to XX acre Littlejohn Park, and proximal to the planned 21 acre Jean Sweeney Park.

Total approximate acreage allotted to public open space within the site is XX acres, common private open space is anticipated to contain approximately X acres and noncommon private open space is expected to be X acres, in the form of patios for the ground floor units and balconies/decks for elevated units.

Because the Del Monte site is so convenient to surrounding amenities, like the park and waterfront promenade at Encinal Terminals, it is envisioned that the public open space areas will be primarily comprised of gathering areas, located proximally to the pedestrian passage through the Del Monte building, and areas to the north and west of the Del Monte Warehouse building.

(INSERT BUENA VISTA SECTION TO THE PARK HERE

LANDSCAPE IMPROVEMENTS

The Landscape Site Plans illustrate the landscape and open space improvements within the master plan area (Sheet xxx). Examples of the furnishings (lights, bollards, railing, benches, etc.) to be included on the site are also included in Sheet XXX. The Master Plan also includes a palette of plants to be included within the area, and provides section views of the waterfront path from various points on the site.

Landscaping along Sherman, Buena Vista, and Clement, should be designed to screen the cars from view from the public access, adjacent neighborhood areas, Littlejohn Park and the Alaska Basin without compromising public safety or views of the water.

Street trees shall be provided on all streets and pedestrian areas. Except for Buena Vista Avenue, street trees should be planted within the planting strips on each side of the street and spaced on average every 30 feet. Along Buena Vista, the landscape strip is only 18 inches wide, inadequate for trees, and the distance from curb to property line is not generous. As such, in this location, the street trees will be placed in the 11+' wide bioswale just inboard of back-of-walk.

All landscape improvements shall be compliant with Bay Friendly Landscape design standards.

Public art will be included on the site, in accordance with AMC Subsection 30-65, the Public Art Ordinance, at a location to be determined through consultation with the City of Alameda.

BUILDING DESIGN STANDARDS

BUILDING DESIGN

Design and Orientation

Buildings should have a strong relationship to the sidewalk, the Clement Street shoreline, and other public spaces.

Buildings shall provide a pedestrian-friendly scale along the waterfront edge that will enhance the waterfront experience for pedestrians.

Building facades adjacent to public pedestrian areas (especially at the ground floor) should have design elements that are human-scaled in order to enhance pedestrian comfort at the ground level.

All new buildings should include interesting façade treatments including ample building articulation, a variety of building materials, visually interesting facades, and window types that are complementary to the existing architectural styles in the area. Blank facades, unfenestrated walls and mirrored or darkly tinted glass should be avoided.

Rehabilitation and modifications to the Del Monte Warehouse Building shall be consistent with Secretary of the Interior's Standards for Rehabilitation, and shall be in accordance with the Alameda Historic Advisory Board's Certificate of Approval.

Building Entries

Primary commercial building entrances (for example, the entry to a store or the lobby entry to an office building) shall front onto public streets, entry plazas or public open spaces in order to emphasize the primary importance of the pedestrian realm.

Building heights

Building heights shall be as noted in Chapter 3.

View Corridors

Buildings and trees shall be located to maximize open space and view corridors to the Estuary.

Building Materials

Architectural character should be complementary to, but not mimic, the historic industrial/maritime character of the waterfront.

Materials should create an architectural character in keeping with the existing buildings and maritime architecture of the area in terms of color, scale, and texture, and convey a sense of durability.

Sustainable Design Requirements

Building improvements should be consistent with a LEED Silver designation or its equivalent. Continued use of solar panels for energy generation is encouraged and deemed consistent with the architectural character of the building.

Universal Design

At least 10% of the residential units shall be designed to be universally accessible

INFRASTRUCTURE

Introduction

The project site is currently served by existing private utilities that are deteriorated and at the end of their service life. Many of these existing utilities do not meet current codes or standards.

The Del Monte project will replace the existing infrastructure with utility systems that include stormwater, wastewater, potable water, electrical, natural gas and telecommunications that will be designed in accordance with adopted standards.

Flood and Sea Level Rise Protection

The existing finish floor elevations of the Del Monte warehouse range from 6.3 to 8.0 (City of Alameda Datum). The warehouse floor slopes from the south to the north. The finish floor elevations along the southern side of the building are generally approximately 8.0. The finish floor elevations gradually decrease towards to the north side of the warehouse, where the finish floor elevations are generally approximately 6.3.

The current 100-year tidal elevation has been established as 3.9 (Alameda Datum) for this area of the City of Alameda by the Federal Emergency Management Agency (FEMA). Accordingly, the existing warehouse minimum finish floor elevation is approximately 2.4-feet above the current 100-year flood elevation. The proposed finish floor elevations of any additional structures constructed within the project site will be established at a similar elevation as the existing warehouse minimum finish floor. Therefore, the existing warehouse and other planned structures within the project site will have over 28-inches of built-in protection from future sea level rise.

In order to protect the existing warehouse and other planned structures within the project site from future sea level rise that exceeds 2.4-feet, an adaptive management design strategy will be implemented with the design of Clement Avenue Extension. The portion of Clement Avenue adjacent to the Oakland Estuary will be designed such that land along the waterside is reserved for future adaptive measures, should they be necessary. These adaptive measures may include increasing the height of a sea wall or levee. These adaptive measures would only be implemented if future sea level rise exceeds the projected amount assumed in the original design of this street.

Stormwater System

The storm runoff from the project site is collected and conveyed to the City of Alameda's storm drain system, eventually discharging to the Arbor Street Pump Station. The City of Alameda owns and maintains a large diameter (54-inches) storm drain pipeline that is aligned along the northern side of the warehouse. This facility collects drainage from a large watershed that encompasses the northwestern portions of Alameda. This pipeline connects to the existing Arbor Street Pump Station, which is located just east of the Entrance Road and Clement Avenue intersection, next to the Fortman Marina. The pump station discharges the stormwater to the Oakland Estuary at this location.

The storm drain system shall maintain the existing drainage patterns of the site. The proposed system shall include the following:

- Installation of new inlets and pipelines appropriately sized to convey the site run-off. The proposed collection pipelines will range in size from 12 to 24 inches in diameter.
- The new on-site stormwater system will connect to the City's 54-inch pipeline, which eventually discharges to the Arbor Street Pump Station.
- The proposed quantity of run-off conveyed to the City's system will be reduced in comparison to the existing condition because of the reduced amount impervious area included in the proposed site plan or the implementation of an on-site underground detention system.
- Bio-treatment areas to treat runoff from the proposed impervious areas in accordance with Alameda County Clean Water Program guidelines. To the maximum extent feasible, bio-treatment areas shall be integrated into landscaping areas adjacent to street and parking areas or buildings. The runoff from the roof of the Del Monte warehouse will not be treated as it is an existing structure.

Wastewater System

Currently, the wastewater generated from the Del Monte project site is collected and conveyed by an existing 10-inch pipeline that falls east to west towards Sherman Street, along the north side of the Del Monte warehouse building. The 10-inch pipeline extends to Sherman Street and connects into the City of Alameda collection system near the intersection with Eagle Avenue. The City's pipelines within Sherman Street range in size from 8 to 12 inches and flow from north to south. The 12-inch pipeline in Sherman Street connects to the EBMUD 60-inch interceptor pipeline at the intersection with Buena Vista Avenue.

New wastewater infrastructure shall be constructed throughout the Del Monte project site which will connect to the EBMUD interceptor in Buena Vista Ave. The existing private wastewater collection facilities will be abandoned in place or removed.

A new on-site wastewater collection system will be installed throughout the proposed street network within the project site and shall include the following:

- Pipelines will range in size from 6 to 8 inches in diameter.
- Wastewater facilities will be installed in Entrance Road and along the southern side of the warehouse conveying the Del Monte project wastewater from the project site and potentially other surrounding properties southerly to Buena Vista Avenue.

Potable Water

East Bay Municipal Utility District provides potable water service to the City of Alameda and the Project Site via a 12-inch pipeline in Buena Vista Avenue, an 8-inch pipeline in Sherman Street and a 10-inch pipeline in Clement Avenue to the east. Existing private water

pipelines extend from the EBMUD distribution system to the existing structures within the project site. The project site is currently served by existing pipelines ranging in size from 6-inches to 15-inches that are located in Entrance Road and along the northern side of the Del Monte warehouse building.

A new potable water distribution system will be constructed to serve the Del Monte project site and will include the following:

New domestic and fire water services will be extended to the warehouse and other proposed structures on-site.

New supply lines within Clement Street and Entrance Way with pipe sizes that range in size from 8-inches to 12-inches.

Dry Utilities

Alameda Municipal Power provides electric service to the Project Site. Existing transmission and distribution lines extend along Buena Vista Avenue, and will likely be the electrical source for the project.

Pacific Gas & Electric (PG&E) provides natural gas service to the Project Site

AT&T will provide telecommunication service to the Project Site.

A new joint trench will be constructed from the source to and throughout the project site, and will include new facilities for all dry utility systems.

(INSERT INFRASTRUCTURE CONCEPT DIAGRAMS HERE)

CHAPTER 3: Requirements and Standards for Development of Specific Parcels (Subareas) of the Del Monte Site Area

This chapter establishes the requirements for improvements related to specific subareas of the Del Monte Warehouse development project. Refer to Figure ___.

(DEL MONTE SUBAREA MAP HERE)

SUBAREA A: Warehouse Subarea

Permitted Uses

- Multi-family residential units
- Commercial retail, but not including, "super store" type retail commercial uses or drive-through commercial facilities
- Hotel
- Office or medical uses
- Commercial recreational uses
- Commercial work/ live units consistent with AMC Section 30-15 Work Live Studios, except that new construction is permitted
- Home occupations consistent with AMC 30-2
- Artist studios, galleries and museums
- Performance and entertainment facilities, but not single or multiplex cinemas.
- Restaurants and taverns
- Maritime – Recreational boat and small craft rentals and sales but not boat storage or outdoor boat display areas in excess of 800 square feet.

Maximum Building Height

60 feet

Site Development Standards

<u>Building Setbacks</u>

- From Internal Street Rights-of-Way (subareas D, E): 10 feet.
- From External Roadways (i.e., adjacent to subareas F, G and to Buena Vista Avenue: 10 feet
- Landscaped surface parking may occur within building setbacks.

SUBAREA B: Sherman Subarea

Permitted Uses

- Multi-family residential units

- Commercial retail, but not including, “super store” type retail commercial uses or drive-through commercial facilities
- Hotel
- Office or medical uses
- Commercial recreational uses
- Commercial work/ live units consistent with AMC Section 30-15 Work Live Studios, except that new construction is permitted
- Home occupations consistent with AMC 30-2
- Artist studios, galleries and museums
- Performance and entertainment facilities, but not single or multiplex cinemas.
- Restaurants and taverns
- Maritime – Recreational boat and small craft rentals and sales but not boat storage or outdoor boat display areas in excess of 800 square feet.

Maximum Building Height

60 feet

Site Development Standards

Building Setbacks

- From Internal Street Rights-of-Way (subareas D, E): 10 feet.
- From External Roadways (i.e., adjacent to subareas F, G and to Buena Vista Avenue: 10 feet
- Landscaped surface parking may occur within building setbacks.

SUBAREA C: Eagle Subarea

Permitted Uses

- Multi-family residential units
- Commercial retail, but not including, “super store” type retail commercial uses or drive-through commercial facilities
- Hotel
- Office or medical uses
- Commercial recreational uses
- Commercial work/ live units consistent with AMC Section 30-15 Work Live Studios, except that new construction is permitted

- Home occupations consistent with AMC 30-2
- Artist studios, galleries and museums
- Performance and entertainment facilities, but not single or multiplex cinemas.
- Restaurants and taverns
- Maritime – Recreational boat and small craft rentals and sales but not boat storage or outdoor boat display areas in excess of 800 square feet.

Maximum Building Height

60 feet

Site Development Standards

<u>Building Setbacks</u>

- From Internal Street Rights-of-Way (subareas D): 10 feet.
- From External Roadways (i.e., adjacent to Sherman Street and Clement Avenue): 10 feet
- Landscaped surface parking may occur within building setbacks.

SUBAREAS D, E, F, G: Public Roadway Rights-of-Way

Permitted Uses

Public Roadways and Landscaping

Maximum Building Height

Not applicable

Site Development Standards/Building Setbacks

Building Setbacks

Not applicable.

Roadway Design Standards

See Chapter 2

Roadway Locations and Alignments

Subareas D and E may be realigned as needed to accommodate modifications to the building layout, as long as:

Public access, continuity and connections through the overall site are provided consistent with the intent of this Master Plan.

Roadway circulation and cross-sections are substantially similar to those defined in Chapter 2 of this Master Plan.

Utilities:

An Assessment District shall be established on all properties in the Plan area to fund public improvements, municipal services such as street and sewer maintenance, and transit services to the area.

Alameda Municipal Power shall review each phase of the development to ensure that adequate facilities for the provision of power are provided.

Public Works shall review each phase of the development to ensure that adequate water, storm drain, wastewater, and transportation infrastructure are provided.

Each phase of the development shall be responsible for ensuring compliance with Federal, State and Regional standards and permits.

Public Private Responsibilities:

All streets, alleys, and gathering areas within the Master Plan Area shall be publicly accessible and will be privately maintained. Buena Vista Avenue, Clement Street and Sherman Street shall remain dedicated public streets, and will be publicly maintained by the City of Alameda.

Street lights and dry utilities in public rights of way will be maintained by the Cty of Alameda. Street lights and dry utilities within the Master Plan area shall be privately maintained.

Water facilities within the subdivision shall be constructed per local standards. On-site sanitary sewer and storm drain facilities within the subdivision shall be privately maintained.

Sanitary sewer facilities within the public streets will be constructed per local standards and dedicated to the City of Alameda.

Development within the residential subdivision may be subject to the provisions and requirements of Covenants, Codes, and Restrictions (CC&R's) of a Homeowner's Association (HOA).

CHAPTER 4 Development Processes and Procedures

Development Process

Redevelopment of the Del Monte site shall require review and approval of a Site Development Plan and Design Review application pursuant to AMC 30-4.13 and a Certificate of Approval pursuant to AMC 30-21 to ensure compliance with the Secretary of Interior Standards. Residential use shall require a Density Bonus Application.

Although the site may be developed in phases, the initial site development phase must include a site wide, “full build out” parking and TDM plan for the development of the entire Del Monte site. The review of each subsequent phase of the project will ensure that adequate parking is maintained on the “full build out” parking plan for the later phases and that the transportation demand m for the development of the entire Del Monte site. All submittals shall be consistent with the requirements of this Master Plan and the requirements of AMC 30-4.20 MX Zone, AMC XXXX MF

Overlay, and AMC-30-4.13 Planned Development; AMC 30-17, Density Bonus if residential use is proposed, and AMC 30-87 Subdivision if a subdivision of land is proposed. All structural alterations to the building will be consistent with AMC 30-21. In the event of a conflict between the provisions of this Master Plan and the AMC, the provisions of this Master Plan shall govern.

Redevelopment of the Del Monte site shall require a Site Development Plan and Design Review application as each phase is proposed

All submittals shall be consistent with the requirements of this Master Plan and the requirements of AMC 30-4.20 MX Zone, AMC-30-4.13 Planned Development and, where applicable, AMC XXXXXXX MF Overlay. In the event of a conflict between the provisions of this Master Plan and the AMC, the provisions of this Master Plan shall govern.

Phasing Requirements

The project may be developed in phases. Phasing may occur in any logical pattern so long as:

- Open space parcels or public open space or waterfront public access will be offered for dedication and improved concurrently with completion of the residential or commercial areas immediately inland of them.
- Any phase that includes the Del Monte Warehouse building will require a Certificate of Approval from the Alameda Historic Advisory Board.
- All uses shall be consistent with the on-site parking plan, site wide infrastructure plan, and site wide public access plan.
- All required public access, and site wide infrastructure improvements shall be completed with completion of final residential phase.
- Future specific development projects do not exceed the maximum densities specified in the Master Plan. All phase submittals must include:
- Reconciliation of maximum unit densities for the Residential component as it relates to the entirety of the site build out.
- Reconciliation of maximum square footage for the Non-Residential component as it relates to the entirety of the site build out.
- In addition to the submittal requirements of AMC 30-4.20 and AMC 30-4.13, the first phase Site Development Plan submittals must include:
- A site wide, “full build out” parking plan, a Clement Avenue extension plan
- An overall site development and open space phasing plan.
- A site wide Master Infrastructure and Site Improvement Plan that includes storm water improvement plan, wastewater assessment and improvement plan, master grading plan, master on-site public space improvement plan, and a master on-site power plan.

- Each phase of the development shall be responsible for ensuring compliance with Federal, State and Regional standards and permits.

Additional Plan Review

Alameda Municipal Power shall review each phase of the development to ensure that adequate facilities for the provision of power are provided.

City of Alameda Public Works shall review each phase of the development to ensure that adequate water, storm drain, wastewater, and transportation infrastructure are provided.

City of Alameda Fire Department shall review each phase of the development to ensure that adequate emergency vehicle access is provided.

Miscellaneous Provisions

An Assessment District may be established to fund public improvements, municipal services such as street and sewer maintenance, and transit services to the site.

PRELIMINARY DEVELOPMENT SCHEDULE

It is anticipated that, upon receipt of all land use approvals, including approval of this Master Plan and receipt of the Certificate of Approval from HAB, that the project team will commence preparation of the constriction drawings for the Del Monte Warehouse Building, and will commence preparation of improvement plans for the remainder of the site and its adjacent frontages. It is expected that preparation of and approval of these plans will take up to one year. It is expected that constriction could commence as early as 2015, with first occupancies in 2017. Phasing plans will be developed at the time of approval of the Master Tentative map.

EXHIBITS:

MASTER PLAN

SITE PLAN

TENTATIVE MAP TRACT xxxx

SITE PLAN

ELEVATION STREETSCAPES AND ARCHITECTURE

LANDSCAPE SITE PLAN

LANDSCAPE SITE PLAN CONTINUED

AND SITE FURNISHINGS

PLANT PALETTE

MASTER PLAN

PARKING AND OPEN SPACE

APPENDIX B

Biological Resources: PTO Tables

TABLE X-1
SPECIAL-STATUS SPECIES CONSIDERED IN EVALUATION OF DEL MONTE WAREHOUSE PROJECT SITE

Common Name ***Scientific Name***	**Listing Status USFWS/ CDFW/Other**	**General Habitat**	**Potential for Species Occurrence Within Project Site**
		Species Listed or Proposed for Listing	
Plants			
Pallid manzanita *Arctostaphylos pallida*	FT/CE/1B.1	Broadleafed upland forest, closed-cone coniferous forest, chaparral, cismontane woodland, coastal scrub. Requires fire for reproduction. 185-465 m.	**Absent.** Suitable habitat not found onsite. Project area is outside species' known distribution.
Robust spineflower *Chorizanthe robusta* var. *robusta*	FE/--/1B.1	Cismontane woodland, coastal dunes, coastal scrub, sandy terraces and bluffs or in loose sand. 3-120 m.	**Absent.** Project site vegetation is dominated by non-native plants and suitable habitat for species is not present. Local occurrences are historical and species is thought to be extirpated from project area.
Presidio clarkia *Clarkia franciscana*	FE/CE/1B.1	Coastal scrub, valley and foothill grassland, and serpentine outcrops in grassland or scrub. 20-335 m.	**Absent.** Suitable habitat not found onsite. Project area is outside species' known distribution.
Santa Cruz tarplant *Holocarpha macradenia*	FT/CE/1B.1	Coastal prairie, valley and foothill grassland. Found on light, sandy soil or sandy clay; often with non-natives. 10-260 m.	**Absent.** Project site vegetation is dominated by non-native plants. Local occurrences are historical and species is thought to be extirpated from project area.
Contra Costa goldfields *Lasthenia conjugens*	FE/--/1B.1	Valley and foothill grassland, vernal pools, cismontane woodland, swales, low depressions, in open grassy areas. 1-445 m.	**Low.** Project site vegetation is dominated by non-native plants. Project area is out of the current known distribution of the species.
Beach layia *Layia carnosa*	FE/CE/1B.1	On sparsely vegetated, semi-stabilized coastal dunes and coastal scrub. 0-60 m.	**Absent.** Project site vegetation is dominated by non-native plants and suitable habitat for species is not present.
San Francisco popcorn-flower *Plagiobothrys diffusus*	--/CE/1B.1	Coastal prairie, valley and foothill grasslands. 60-360 m.	**Low.** Project site vegetation is dominated by non-native plants and suitable habitat for species is not present.
Adobe sanicle *Sanicula maritima*	--/CR/1B.1	Meadows and seeps, valley and foothill grassland, chaparral, coastal prairie. Found on moist clay or ultramafic soils. 30-240 m.	**Absent.** Project site vegetation is dominated by non-native plants. Local occurrences are historical and species is thought to be extirpated from project area.
California seablite *Suaeda californica*	FE/--/1B.1	Margins of coastal salt marshes and swamps. 0-5 m.	**Absent.** Project site vegetation is dominated by non-native plants. Local occurrences are historical and natural populations are thought to be extirpated from project area.
Invertebrates			
Vernal pool fairy shrimp *Branchinecta lynchi*	FT/--	Ephemeral freshwater vernal pools.	**Absent.** Suitable habitat not found onsite. No local occurrence records.

TABLE H-1 (Continued)
SPECIAL-STATUS SPECIES CONSIDERED IN EVALUATION OF DEL MONTE WAREHOUSE PROJECT SITE

Common Name *Scientific Name*	Listing Status USFWS/ CDFW/Other	General Habitat	Potential for Species Occurrence Within Project Site
		Species Listed or Proposed for Listing (cont.)	
Invertebrates (cont.)			
Bay checkerspot butterfly *Euphydryas editha bayensis*	FT/--	Restricted to native grasslands on outcrops of serpentine soil in the vicinity of San Francisco Bay. *Plantago erecta* is the primary host plant; *Castilleja exserta,* and *C. densiflora* are the secondary host plants.	**Absent.** Suitable habitat and host plants not found onsite.
Callippe silverspot butterfly *Speyeria callippe callippe*	FE/--	Found in native grasslands with *Viola pedunculata* as larval food plant.	**Absent.** Suitable habitat and host plant not found in the project area.
Amphibians and Reptiles			
Alameda whipsnake *Masticophis lateralis euryxanthus*	FT/CT	Restricted to valley-foothill hardwood habitat of the coast ranges between Monterey and north San Francisco Bay. Inhabits south-facing slopes and ravines where shrubs form a vegetative mosaic with oak trees and grasses.	**Absent.** Suitable habitat not found onsite.
California red-legged frog *Rana draytonii*	FT/CSC	Lowlands and foothills in or near permanent sources of deep water with dense, shrubby or emergent riparian vegetation. Requires 11-20 weeks of permanent water for larval development. Must have access to aestivation habitat.	**Absent.** Suitable habitat not found onsite. No recent records of the species west of the East Bay hills.
California tiger salamander *Ambystoma californiense*	FT/CT	Central Valley DPS listed as threatened. Santa Barbara and Sonoma Counties DPS listed as endangered. Needs underground refuges, especially ground squirrel burrows and vernal pools or other seasonal water sources for breeding	**Absent.** Suitable habitat not found onsite. No recent records of the species west of the East Bay hills.
Birds			
Golden eagle *Aquila chrysaetos*	BCC/FP	Rolling foothills, mountain areas, sage-juniper flats, and desert. Cliff-walled canyons and large trees in open areas provide nesting habitat.	**Absent.** Suitable habitat not found onsite.
Western snowy plover *Charadrius alexandrinus nivosus*	FT/CSC	Sandy beaches, salt pond levees and shores of large alkali lakes. Needs sandy, gravelly or friable soils for nesting.	**Absent.** Suitable habitat not found onsite.
White-tailed kite *Elanus leucurus*	--/FP	Rolling foothills and valley margins with scattered oaks and river bottomlands or marshes next to deciduous woodland. Open grasslands, meadows, or marshes for foraging close to isolated, dense-topped trees for nesting and perching.	**Low.** Species may occur over the project site on a transient basis.
American peregrine falcon *Falco peregrinus anatum*	DL/DL&FPS	Woodlands, coastal habitats, riparian areas, coastal and inland waters, human made structures that may be used as nest or temporary perch sites.	**Moderate.** Nests regularly nearby at the Fruitvale Bridge between Oakland and Alameda. Could occur in the project area on a transient basis.
California black rail *Laterallus jamaicensis coturniculus*	BCC/CT&FP	Inhabits freshwater marshes, wet meadows and shallow margins of saltwater marshes bordering larger bays. Needs water depths of about 1 inch that does not fluctuate during the year and dense vegetation for nesting habitat.	**Absent.** Suitable habitat not found onsite.
California brown pelican *Pelicanus occidentalis californicus*	DL/DL&FPS	Nests on protected islets near freshwater lakes and marine waters.	**Low.** May forage and roost within the project area in Alaska Basin or the Oakland-Alameda Estuary.

TABLE H-1 (Continued)
SPECIAL-STATUS SPECIES CONSIDERED IN EVALUATION OF DEL MONTE WAREHOUSE PROJECT SITE

Common Name ***Scientific Name***	**Listing Status USFWS/ CDFW/Other**	**General Habitat**	**Potential for Species Occurrence Within Project Site**
California clapper rail *Rallus longirostris obsoletus*	FE/CE&FP	Salt-water and brackish marshes traversed by tidal sloughs in the vicinity of San Francisco Bay. Associated with abundant growths of pickleweed, but feeds away from cover on invertebrates from mud-bottomed sloughs.	**Absent.** Suitable habitat not found onsite.
California least tern *Sternula antillarum browni*	FE/CE&FP	Nests along the coast from San Francisco Bay south to northern Baja California. Colonial breeder on bare or sparsely vegetated, flat substrates: sand beaches, alkali flats, land fills, or paved areas.	**Moderate.** May occur over the project area on a transient basis and forage in Alaska Basin. Nesting colony is located on Federal Facilities lands to west of project area.
Mammals			
Salt-marsh harvest mouse *Reithrodontomys raviventris*	FE/CE&FP	Only in the saline emergent wetlands of San Francisco Bay and its tributaries. Found primarily in pickleweed (*Salicornia* spp.). Does not burrow, builds loosely organized nests. Requires higher areas for flood escape.	**Absent.** Suitable habitat not found onsite.
		Other Special-Status Species	
Plants			
Bent-flowered fiddleneck *Amsinckia lunaris*	--/--/1B.2	Cismontane woodland, valley and foothill grassland. 50-500 m.	**Absent.** Project site vegetation is dominated by non-native plants and suitable habitat for species is not present.
Alkali milk-vetch *Astragalus tener* var. *tener*	--/--/1B.2	Alkali playa and flats, valley, annual, and foothill grassland, vernal pools, low ground, and flooded lands. 1-170 m.	**Absent.** Project site vegetation is dominated by non-native plants and suitable habitat for species is not present. Local occurrences are historical and species is thought to be extirpated from project area.
San Joaquin spearscale *Atriplex joaquinana*	--/--/1B.2	Chenopod scrub, alkali meadow, valley and foothill grassland. In seasonal alkali wetlands or alkali sink scrub with species such as *Distichlis spicata* and *Frankenia*. 1-250 m.	**Absent.** Project site vegetation is dominated by non-native plants and suitable habitat for species is not present. Local occurrences are historical and species is thought to be extirpated from project area.
Round-leaved filaree *California macrophylla*	--/--/1B.1	Cismontane woodland, valley and foothill grassland. Clay soils. 15-1,200 m.	**Absent. Absent.** Project site vegetation is dominated by non-native plants and suitable habitat for species is not present. Local occurrences are historical and species is thought to be extirpated from project area.
Coastal bluff morning-glory *Calystegia purpurata* ssp. *saxicola*	--/--/1B.2	Coastal dunes and coastal scrub. 15-105 m.	**Absent.** Suitable habitat not found onsite. Project area is outside species' known distribution.
Bristly sedge *Carex comosa*	--/--/2B.1	Marshes and swamps, lake margins, wet places. 5-1005 m.	**Absent.** Suitable habitat not found onsite.
Congdon's tarplant *Centromadia parryi* ssp. *congdonii*	--/--/1B.1	Valley and foothill grassland. Alkaline soils, sometimes described as heavy white clay. 1-230 m.	**Absent.** Project site vegetation is dominated by non-native plants. Local occurrences are historical and species is thought to be extirpated from project area.

TABLE H-1 (Continued)
SPECIAL-STATUS SPECIES CONSIDERED IN EVALUATION OF DEL MONTE WAREHOUSE PROJECT SITE

Common Name *Scientific Name*	Listing Status USFWS/ CDFW/Other	General Habitat	Potential for Species Occurrence Within Project Site
		Other Special-Status Species	
Plants (cont.)			
Point Reyes bird's-beak *Chloropyron maritimus* ssp. *palustris*	--/--/1B.2	Coastal salt marsh usually with *Salicornia*, *Distichlis*, *Jaumea*, *Spartina*, etc. 0-15 m.	**Absent.** Suitable habitat not found onsite. Local occurrences are historical and species is thought to be extirpated from project area.
San Francisco Bay spineflower *Chorizanthe cuspidata* var. *cuspidata*	--/--/1B.2	Coastal bluff scrub, coastal dunes, coastal prairie, coastal scrub, on sandy soil on terraces and slopes. 5-550 m.	**Absent.** Project site vegetation is dominated by non-native plants. Local occurrences are historical and species is thought to be extirpated from project area.
Western leatherwood *Dirca occidentalis*	--/--/1B.2	Broadleaf upland forest, chaparral, closed-cone coniferous forest, cismontane woodland, north coast coniferous forest, riparian for and woodland. on brushy slopes, mesic sites; mostly in mixed evergreen and foothill woodland communities. 30-550 m.	**Absent.** Suitable habitat not found in the project area.
Tiburon buckwheat *Eriogonum luteolum var. caninum*	--/--/1B.2	Chaparral, valley and foothill grassland, cismontane woodland, coastal prairie. Found on serpentine soils; sandy to gravelly sites. 0-700 m.	**Absent.** Suitable habitat not found onsite—no serpentine soils.
Fragrant fritillary *Fritillaria liliacea*	--/--/1B.2	Coastal scrub, valley and foothill grassland, coastal prairie. Often on serpentine; usually on clay soils, in grassland. 3-410 m.	**Absent.** Project site vegetation is dominated by non-native plants. Local occurrences are historical and species is thought to be extirpated from project area.
Blue coast gilia *Gilia capitata* ssp. *chamissonis*	--/--/1B.1	Coastal dunes, coastal scrub. 2-200 m.	**Absent.** Suitable habitat not found in project area.
Diablo helianthella *Helianthella castanea*	--/--/1B.2	Broadleaved upland forest, chaparral, cismontane woodland, coastal scrub, riparian woodland, valley and foothill grassland. Usually in chaparral/oak woodland interface in rocky, azonal soils. Often in partial shade. 25-1,150 m.	**Absent.** Project site vegetation is dominated by non-native plants. Local occurrences are historical and species is thought to be extirpated from project area.
White seaside tarplant *Hemizonia congesta* ssp. *congesta*	--/--/1B.2	Coastal scrub, valley and foothill grassland, on grassy valleys and hills, often in fallow fields. 25-200 m.	**Absent.** Project site vegetation is dominated by non-native plants.
Loma Prieta hoita *Hoita strobilina*	--/--/1B.1	Chaparral, cismontane woodland, riparian woodland. Serpentine and mesic sites.	**Absent.** Suitable habitat not found in project area—no serpentine soils.
Kellogg's horkelia *Horkelia cuneata* ssp. *sericea*	--/--/1B.1	Openings in closed-cone coniferous forest, coastal scrub, chaparral, old dunes, coastal sandhills. 10-200 m.	**Absent.** Suitable habitat not found in project area.
Rose leptosiphon *Leptosiphon rosaceus*	--/--/1B.1	Coastal bluff scrub. 0-100 m.	**Absent.** Suitable habitat not found in the project area.
Oregon meconella *Meconella oregana*	--/--/1B.1	Coastal prairie, coastal scrub in open, moist places. 250-500 m.	**Absent.** Suitable habitat not found in the project area.
Woodland woolythreads *Monolopia gracilens*	--/--/1B.2	Serpentine soils in broadleafed upland forest, chaparral, cismontane woodland, valley and foothill grassland. 100-1200 m.	**Absent.** Suitable habitat not found in the project area.

TABLE H-1 (Continued)
SPECIAL-STATUS SPECIES CONSIDERED IN EVALUATION OF DEL MONTE WAREHOUSE PROJECT SITE

Common Name *Scientific Name*	Listing Status USFWS/ CDFW/Other	General Habitat	Potential for Species Occurrence Within Project Site
		Other Special-Status Species (cont.)	
Plants (cont.)			
Choris' popcorn-flower *Plagiobothrys chorisianus* var. *chorisianus*	--/--/1B.2	Mesic sites in chaparral, coastal scrub, coastal prairie. 15-100 m.	**Absent.** Suitable habitat not found in the project area.
Most beautiful jewel-flower *Streptanthus albidus* ssp. *peramoenus*	--/--/1B.2	Chaparral, valley and foothill grassland, cismontane woodland, serpentine outcrops, and on ridges and slopes. 120-730 m.	**Absent.** Suitable habitat not found in the project area.
Slender-leaved pondweed *Stuckenia filiformis*	--/--/2.2	Marshes and swamps, in shallow, clear water of lakes and drainage channels. 15-2,310 m.	**Absent.** Suitable habitat not found in the project area.
Saline clover *Trifolium depauperatum var. hydrophilum*	--/--/1B.2	Marshes and swamps, valley and foothill grassland, vernal pools. Mesic, alkaline sites. 0-300 m.	**Absent.** Project site vegetation is dominated by non-native plants. No suitable habitat found onsite.
Invertebrates			
Sandy beach tiger beetle *Cicindela hirticollis gravida*	--/*	Inhabits areas adjacent to non-brackish water along the coast of California from San Francisco Bay to northern Mexico. Clean, dry, light-colored sand in the upper zone. Subterranean larvae prefer moist sand not affected by wave action.	**Absent.** Suitable habitat not found onsite.
Monarch butterfly *Danaus plexippus*	--/*	Winter roost sites extend along the coast from northern Mendocino to Baja California, Mexico. Roosts located in wind-protected tree groves (eucalyptus, Monterey pine, cypress), with nectar and water sources nearby.	**Low.** May occur in the project site on a transient basis. Suitable habitat for wintering monarch aggregates is not found onsite.
Bridges' coast range shoulderband *Helminthoglypta nickliniana bridgesi*	--/*	Inhabits open hillsides of Alameda and Contra Costa counties. Tends to colonize under tall grasses and weeds.	**Absent.** Suitable habitat not found in project area.
Lee's micro-blind harvestman *Microcina leei*	--/*	Xeric habitats in the San Francisco Bay region. Found beneath sandstone rocks in open oak grassland.	**Absent.** Suitable habitat not found in project area.
San Francisco Bay Area leaf-cutter bee *Trachusa gummifera*	--/*	Unknown.	**Low.** While exact habitat requirements of this species are unknown, there are no records of this species from the project area, and essentially no native habitat there.
Mimic tryonia (=California brackishwater snail) *Tryonia imitator*	--/*	Inhabits coastal lagoons, estuaries and salt marshes, from Sonoma County south to San Diego County. Found only in permanently submerged areas in a variety of sediment types; able to withstand a wide range of salinities.	**Absent.** Suitable habitat not found in project area. Historical collection from Lake Merritt in Oakland but believed extirpated from that site.
Amphibians and Reptiles			
Western pond turtle *Emys marmorata*	--/CSC	A thoroughly aquatic turtle of ponds, marshes, rivers, streams and irrigation ditches with aquatic vegetation. Needs basking sites and suitable (sandy banks or grassy open fields) upland habitat for egg-laying.	**Absent.** Suitable habitat not found in project area.

TABLE H-1 (Continued)
SPECIAL-STATUS SPECIES CONSIDERED IN EVALUATION OF DEL MONTE WAREHOUSE PROJECT SITE

Common Name ***Scientific Name***	**Listing Status USFWS/ CDFW/Other**	**General Habitat**	**Potential for Species Occurrence Within Project Site**
		Other Special-Status Species (cont.)	
Amphibians and Reptiles (cont.)			
Foothill yellow-legged frog *Rana boylii*	--/CSC	Partly-shaded, shallow streams and riffles with a rocky substrate in a variety of habitats. Needs at least some cobble-sized substrate for egg-laying. Needs at least 15 weeks to attain metamorphosis.	**Absent.** Suitable habitat not found in project area.
Birds			
Cooper's hawk *Accipiter cooperi*	--/CDFW WL&3503.5	Woodland, chiefly of open, interrupted or marginal type. Nest sites are mainly in riparian growths of deciduous trees but also relatively common in urban areas.	**Low.** Documented nests on Alameda Island however no suitable foraging or nesting habitat found onsite.
Great egret *Ardea alba*	--/* (rookery site)	Nest colonially in groves of trees. Rookery sites located near marshes, tide-flats, irrigated pastures, and margins of rivers and lakes.	**Low.** No suitable foraging habitat in the project area. Open rafters of the pavilion structure on the west side of the warehouse could provide suitable nesting substrate.
Great blue heron *Ardea herodias*	--/* (rookery site)	Colonial nester in tall trees, cliff sides, and sequestered spots on marshes. Rookery sites in close proximity to foraging areas: marshes, lake margins, tide-flats, rivers and streams, wet meadows.	**Low.** No suitable foraging habitat in the project area. Open rafters of the pavilion structure on the west side of the warehouse could provide suitable nesting substrate.
Burrowing owl *Athene cunicularia*	--/CSC	Open, dry annual or perennial grasslands, deserts and scrublands characterized by low-growing vegetation. Subterranean nester, dependent upon burrowing mammals, most notably, the California ground squirrel.	**Low.** Suitable foraging and nesting habitat is not found onsite. This species occurs in the Northwest Territories and the Federal Property. Species has been observed regularly on the Federal Property and has been reported nesting in grasslands adjacent to West Beach Landfill Wetland.
Great horned owl *Bubo virginianus*	--/3503.5	Often uses abandoned nests of corvids or squirrels; nests in large oaks, conifers, eucalyptus.	**Moderate.** May occur in the project area on a transient basis. Species could nest in mature trees within the project vicinity.
Red-tailed hawk *Buteo jamaicensis*	--/3503.5	Usually nests in large trees, often in woodland or riparian deciduous habitats. Also known to nest in urban parks and neighborhoods. Forages over open grasslands and scrublands.	**Moderate.** Species is ubiquitous throughout the region. May nest in mature trees and forage throughout the project area.
Red-shouldered hawk *Buteo lineatus*	--/3503.5	Usually nests in large trees, often in woodland or riparian deciduous habitats. Forages over open grasslands and woodlands.	**Moderate.** Relatively common throughout the East Bay Area. May nest in mature trees and forage throughout the project vicinity.
Northern harrier *Circus cyaneus*	--/CSC	Coastal salt and fresh-water marsh. Nests and forages in grasslands. Nests on ground in shrubby vegetation, usually at marsh edge; nest built of a large mound of sticks in wet areas.	**Low.** No suitable foraging or nesting habitat found onsite.

TABLE H-1 (Continued)
SPECIAL-STATUS SPECIES CONSIDERED IN EVALUATION OF DEL MONTE WAREHOUSE PROJECT SITE

Common Name ***Scientific Name***	**Listing Status USFWS/ CDFW/Other**	**General Habitat**	**Potential for Species Occurrence Within Project Site**
		Other Special-Status Species (cont.)	
Birds (cont.)			
Snowy egret *Egretta thula*	--/* (rookery site)	Colonial nester, with nest sites situated in protected beds of dense tules. Rookery sites situated close to foraging areas: marshes, tidal-flats, streams, wet meadows, and borders of lakes.	**Low.** No suitable foraging habitat in the project area. Open rafters of the pavilion structure on the west side of the warehouse could provide suitable nesting substrate.
California horned lark *Eremophila alpestris actia*	--/CDFW WL (nesting)	Short-grass prairie, annual grasslands, coastal plains, and open fields.	**Low.** The species has been observed nesting in grassland habitat west of the project area on in the Northwest Territories. May occur in the project area on a transient basis.
American kestrel *Falco sparverius*	--/3503.5	Frequents generally open grasslands, pastures, and fields; primarily a cavity nester in large trees near open areas.	**Low.** May occur in the project area on a transient basis. May nest in mature trees in the project vicinity.
Saltmarsh common yellowthroat *Geothlypis trichas sinuosa*	BCC/CSC	Resident of the San Francisco Bay region, in fresh and salt water marshes. Requires thick, continuous cover down to water surface for foraging; tall grasses, tule patches, willows for nesting.	**Absent.** No suitable habitat is found in the project area.
Caspian tern *Hydroprogne caspia*	BCC/* (nesting colony)	Nests on sandy or gravely beaches and shell banks in small colonies inland and along the coast. Inland fresh-water lakes and marshes; also, brackish or salt waters of estuaries and bays.	**Moderate.** May forage in nearby Alaska Basin and the Oakland-Alameda Estuary. Nesting colony located at west of the project site at West Beach Landfill Wetland.
Loggerhead shrike *Lanius ludovicianus*	--/CSC	Occurs in semi-open country with utility posts, wires, and trees to perch on. Nests in bushes and trees.	**Low.** May occur in the project area on a transient basis. Has been confirmed as breeding in the Northwest Territories and/or Federal Property.
California gull *Larus californicus*	--/* (nesting colony)	Breeds primarily at lakes and marshes in interior western North America from Canada south to eastern California and Colorado. Birds that breed inland are migratory, most moving to the Pacific coast in winter. More recently, the species has been breeding in large numbers at the salt ponds of south San Francisco Bay. They nest in colonies, sometimes with other bird species.	**Moderate.** Likely to occur in the project area on a transient basis. Known to nest within the Federal Property and/or the Northwest Territories. Forage in adjacent Bay waters.
Alameda song sparrow *Melospiza melodia pusillula*	BCC/CSC	Resident of salt marshes bordering central eastern San Francisco Bay. Inhabits pickleweed marshes; nests low in *Grindelia* (high enough to escape high tides) and in pickleweed.	**Absent.** No suitable habitat found onsite. Known to nest and forage in the Northwest Territories.
San Pablo song sparrow *Melospiza melodia samuelis*	BCC/CSC	Resident of salt marshes bordering San Pablo Bay. Inhabits pickleweed marshes; nests low in *Grindelia* bushes (high enough to escape high tides) and in pickleweed.	**Low.** No suitable habitat found onsite. Project area outside known range of this subspecies. Possibly present on a transient basis during migratory or dispersal periods**.**

TABLE H-1 (Continued)
SPECIAL-STATUS SPECIES CONSIDERED IN EVALUATION OF DEL MONTE WAREHOUSE PROJECT SITE

Common Name ***Scientific Name***	**Listing Status USFWS/ CDFW/Other**	**General Habitat**	**Potential for Species Occurrence Within Project Site**
Black-crowned night heron *Nycticorax nycticorax*	--/* (rookery site)	Colonial nester, usually in trees, occasionally in tule patches. Rookery sites located adjacent to foraging areas: lake margins, mud-bordered bays, marshy spots.	**Low.** No suitable foraging habitat in the project area. Open rafters of the pavilion structure on the west side of the warehouse could provide suitable nesting substrate. Nearest rookeries located in Oakland and at Lincoln Park in Alameda.
Osprey *Pandion haliaetus*	--/3503.5	Forages and breeds near rivers, lakes, and marine environments.	**High.** May forage in the project area. Nesting pair known to the Northwest Territories. Nest site most recently located in vicinity of USS Hornet. Only known breeding location in Alameda County.
Double-crested cormorant *Phalacrocorax auritus*	--/* (rookery site)	Colonial nester on coastal cliffs, offshore islands, and along lake margins in the interior of the state. Nests along coast on sequestered islets, usually on ground with sloping surface, or in tall trees along lake margins.	**High.** Forage in waters around project site. Open rafters of the pavilion structure on the west side of the warehouse could provide suitable nesting substrate.
Black skimmer *Rynchops niger*	BCC/CSC	Nests on gravel bars, low islets, and sandy beaches, in unvegetated sites.	**Low.** Fairly common on Bay waters but few observations around Alameda Island. Transient individuals may forage in the waters offsite. No suitable nesting habitat found in the project area.
Barn owl *Tyto alba*	--/3503.5	Found in open and partly open habitats, especially grasslands. Nests in tree cavities or buildings.	**Low.** May forage over open space in the project area. Suitable nesting habitat available in vacant buildings and mature trees. However, no observation records on Alameda Island.
Yellow-headed blackbird *Xanthocephalus xanthocephalus*	--/CSC	Nests in freshwater emergent wetlands with dense vegetation and deep water, often along borders of lakes or ponds. Nests only where large insects are abundant, nesting timed with maximum emergence of aquatic insects.	**Low.** Suitable habitat not present. Transient individuals may pass through project site.
Mammals			
Pallid bat *Antrozous pallidus*	--/CSC	Deserts, grasslands, shrublands, woodlands and forests. Most common in open, dry habitats with rocky areas for roosting. Roosts must protect bats from high temperatures. Very sensitive to disturbance of roosting sites.	**Low.** Habitat generally unsuitable for this species, although may migrate through the project area.
Townsend's big-eared bat *Corynorhinus townsendii*	--/CSC	Mesic sites. Roosts in caves and open, hanging from walls and ceilings. Very sensitive to human disturbance.	**Moderate.** Documented occurrences of this species roosting in buildings along Alameda's north shore; may roost in vacant project site buildings.
Berkeley kangaroo rat *Dipodomys heermanni berkeleyensis*	--/*	Open grassy hilltops and open spaces in chaparral and blue oak/digger pine woodlands. Needs fine, deep, well-drained soil for burrowing.	**Absent.** Suitable habitat not found onsite.

TABLE H-1 (Continued)
SPECIAL-STATUS SPECIES CONSIDERED IN EVALUATION OF DEL MONTE WAREHOUSE PROJECT SITE

Common Name ***Scientific Name***	**Listing Status USFWS/ CDFW/Other**	**General Habitat**	**Potential for Species Occurrence Within Project Site**
Mammals (cont.)			
Silver-haired bat *Lasionycteris noctivagans*	--/*/WBWG-M	Primarily a coastal and montane forest dweller. Roosts in hollow trees, beneath exfoliating bark, abandoned woodpecker holes and rarely under rocks. Needs drinking water.	**Low.** Habitat generally unsuitable for this species, although may migrate through the project area.
Hoary bat *Lasiurus cinereus*	--/*/WBWG-M	Prefers open habitats or habitat mosaics, with access to trees for cover and open areas or habitat edges for feeding. Roosts in dense foliage of medium to large trees. Feeds primarily on moths.	**Low.** May roost in trees onsite, particularly during migration periods in spring and fall.
San Pablo vole *Microtus californicus sanpabloensis*	--/CSC	Salt marshes of San Pablo Creek, on the south shore of San Pablo Bay. Constructs burrow in soft soil. Feeds on grasses, sedges and herbs. Forms a network of runways leading from the burrow.	**Absent.** Project area is outside known species' distribution range.
Big free-tailed bat *Nyctinomops macrotis*	--/CSC/ WBWG-M	Low-lying arid areas in southern California. Needs high cliffs or rocky outcrops for roosting sites. Feeds principally on large moths.	**Absent.** Suitable habitat not found onsite.
Alameda Island mole *Scapanus latimanus parvus*	--/CSC	Only known from 18 historical collections on Alameda Island. Found in a variety of habitats, especially annual and perennial grasslands. Prefers moist, friable soils. Avoids flooded soils.	**Low.** While potentially suitable habitat occurs within the project area the species has not been recorded since 1958. There are no recent observations that would confirm the population is still extant. Taxonomic validity of the subspecies needs investigation.
Salt-marsh wandering shrew *Sorex vagrans halicoetes*	--/CSC	Salt marshes of the south arm of San Francisco Bay. Found at medium to high marsh 6-8 ft above sea level where abundant driftwood is scattered among pickleweed.	**Low.** No CNDDB records from the Oakland West topo quad. Tidal marsh extent within the project area is fragmented and isolated from relatively intact high quality habitat with known extant populations.
American badger *Taxidea taxus*	--/CSC	Most abundant in drier open stages of most shrub, forest, and herbaceous habitats, with friable soils. Needs sufficient food, friable soils and open, uncultivated ground. Preys on burrowing rodents.	**Absent.** Suitable habitat not found onsite. No recent documented occurrences in the project area.
California sea lion *Zalophus californianus*	MMPA/--	Coastal waters, and throughout Bay-Delta	**Absent.** May occur in Alaska Basin and the Oakland-Alameda Estuary but not within the project site.

STATUS CODES

Federal (U.S. Fish and Wildlife Service [USFWS]):
FE = Listed as Endangered (in danger of extinction) by the federal government.
FT = Listed as Threatened (likely to become Endangered within the foreseeable future) by the federal government.
DL - Delisted
MSFCMA = Magnuson-Stevens Fishery Conservation and Management Act
MMPA = Marine Mammal Protection Act

State (California Department of Fish and Wildlife [CDFW]):
CE = Listed as Endangered by the State of California.
CT = Listed as Threatened by the State of California.
CR = Listed as Rare by the State of California (plants only)
DL = Delisted
CSC = California Species of Special Concern.
FP = Fully Protected
WL = Watch List
3503.5 = Protection for species of Falconiformes (hawks) and Strigiformes (owls).

TABLE H-1 (Continued)
SPECIAL-STATUS SPECIES CONSIDERED IN EVALUATION OF DEL MONTE WAREHOUSE PROJECT SITE

*Special animal—listed on CDFW's Special Animals List.

California Native Plant Society (CNPS):
List 1A=Plants presumed extinct in California.
List 1B=Plants rare, Threatened, or Endangered in California and elsewhere.
List 2= Plants rare, Threatened, or Endangered in California but more common elsewhere.

An extension reflecting the level of threat to each species is appended to each rarity category as follows:
.1 – Seriously endangered in California.
.2 – Fairly endangered in California.
.3 – Not very endangered in California.

Western Bay Working Group (WBWG):
WBWGH = High priority; Species that are imperiled or at a high risk of imperilment.
WBWGM = Medium priority; Species that warrant a closer evaluation due to potential imperilment.

SOURCE: CDFG, 2014; CNPS, 2014; USFWS, 2014; eBird, 2013; Bolster, 1998; City of Alameda, 2002; Department of Veterans Affairs, 2013.

APPENDIX C

Transportation Analysis

MEMORANDUM

Date: March 24, 2014

To: Lesley Lowe
ESA
550 Kearny St, Suite 800
San Francisco, CA 94108

From: Stephen Abrams

Subject: Northern Waterfront GPA Trip Generation Comparison and Analysis of the Timing for Implementation of the Mitigation to Extend Clement Avenue to Atlantic Avenue

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The purpose of this memorandum is to review the potential changes to the project trip generation for the Del Monte and Encinal Terminals sites as compared to the assumptions in the previously adopted in the Northern Waterfront GPA. Specific projects have been proposed for each of these sites and, as per our discussion, we have prepared a detailed analysis of the potential changes to the trip generation in the Northern Waterfront Area that could result if the current proposals were approved. In summary, our analysis indicates the trip generation from the Del Monte and Encinal Terminals projects would both need to be reduced by about 13% to eliminate any increase in traffic over what had been previously assumed for the two sites in the Northern Waterfront GPA.

This memorandum also summarizes the results of an analysis of the timing for the mitigation to extend Clement Avenue to connect with Atlantic Avenue. The results of the analysis indicated that with construction of the Del Monte Mixed Use Project there would only be a limited amount of remaining capacity available at Sherman Street and Buena Vista Avenue. Significant and unavoidable traffic impacts would be forecast to occur if both the Del Monte and Encinal Terminals projects were to be occupied before Clement Avenue is extended to Atlantic Avenue.

Our calculations indicate that once the Del Monte Mixed Use project is completed there would only be enough remaining capacity to accommodate about 30% of the Encinal Terminals project (without the Clement Avenue extension). In other words, if the Clement Avenue extension to Atlantic Avenue were not in place before 30% of the Encinal Terminals project is occupied there would be significant unavoidable impacts to traffic operations at Sherman Street and Buena Vista Avenue. Without the Clement Avenue extension the proposed interim mitigation to install a traffic signal at Eagle Avenue and Sherman Street would also clearly need to be implemented.

Northern Waterfront GPA Trip Generation Comparison

This section presents a comparison of the potential changes to the project trip generation for the Del Monte and Encinal Terminals sites as compared to the assumptions in the previously adopted in the Northern Waterfront GPA.[1] Specific projects have now been proposed these two sites and to examine the potential traffic impacts we have prepared a detailed analysis of the trip generation in the Northern Waterfront Area that could result if the current proposals were approved. **Table 1** presents a detailed comparison of the project trip generation based on the assumptions in the Northern Waterfront GPA EIR compared to what is currently being proposed.

The primary change in land use associated with the two current proposals is the replacement of some of the previously assumed retail and office space with additional residential units and a new marina with 400 berths at Encinal Terminals site. As shown in **Table 1**, retail and office uses generally have higher trip generation than residential uses at a similar density so the additional residential units that are planned resulted in a net *decrease* in the trip generation for the two sites of 300 AM peak hour trips and about 450 PM peak hour trips. However, the forecasts indicated there would actually be a slight increase in *outbound* AM peak hour trips even though the net total AM peak hour traffic would decrease.

This increase in outbound traffic is forecast to occur due to the fact that retail and office uses generate more inbound traffic (and less outbound traffic) than residential units do during the morning peak hour. As shown in **Table 2**, the net result is that there would be an increase of 48 AM peak hour trips forecast to occur with the currently proposed Del Monte and Encinal Terminals projects. Based on these calculations a 13% reduction in the overall trip generation of the two currently proposed projects would be required to completely off-set this estimated increase in *outbound* AM peak hour traffic. This is the reduction that will be required if the traffic generated by these two projects are to remain below what was assumed in the Northern Waterfront GPA EIR).

It is again important to highlight that the project would still result in a net reduction in both AM and PM peak hour traffic over what was previously assumed in the Northern Waterfront GPA EIR. The only increase in traffic would be during in the AM peak hour when the outbound traffic would increase by 48 trips. As a worst case assumption the traffic studies for the two projects both assumed that 43% of the traffic would use the Webster and Posey Tubes. Based on this assumption the currently proposed Del Monte and Encinal Terminals projects would increase the AM peak hour traffic in the Posey Tube by about 20 peak hour trips. This would equate to an increase to the existing traffic volumes of less than one percent which would not be considered a significant impact under the City of Alameda's Traffic Capacity Management Procedure (TCMP) for the Posey and Webster Street Tubes.

In summary, our analysis indicates the trip generation from the currently proposed Del Monte and Encinal Terminals projects would both need to be reduced by about 13% to eliminate any increase in traffic over what was previously assumed for the two sites in the Northern Waterfront GPA.

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[1] *Northern Waterfront General Plan Amendment Draft EIR*, Lamphier Gregory, Oakland, CA, January, 2005.

Timing for Implementation of the Mitigation to Extend Clement Avenue to Atlantic Avenue

An analysis was also conducted on the timing for the mitigation to extend Clement Avenue to connect with Atlantic Avenue. The results of the analysis indicated that with construction of the Del Monte Mixed Use Project there would only be a limited amount of remaining capacity available at Sherman Street and Buena Vista Avenue. Significant and unavoidable traffic impacts would be forecast to occur if both the Del Monte and Encinal Terminals projects were to be occupied before Clement Avenue is extended to Atlantic Avenue.

It should be noted that the impact that occurs at Sherman Street and Buena Vista Avenue is actually a pedestrian impact resulting from increased crossing times. However, because pedestrians are given priority in the City of Alameda the mitigation to address this impact involves adjusting the traffic signal timing to give priority to pedestrians which results in a secondary impact to vehicular level-of-service. The adjustments needed to mitigate the pedestrian impact results in LOS E traffic conditions (exceeding the City's threshold of LOS D). There are two options available for mitigating this impact.

The first option would be to install the traffic signal at Eagle Avenue and Sherman Street as described above in Mitigation TR-1(a). Installation of a traffic signal at this intersection with a through connection to the western terminus of Clement Street would allow enough project traffic to be diverted from the Sherman Avenue/Buena Vista Avenue intersection to mitigate the traffic and pedestrian impacts to a less than significant level, but only for the Del Monte Mixed Use Project. Assuming the Del Monte project comes first, by the time the Encinal Terminals project reaches about 30% occupancy there would be significant, unavoidable impacts on traffic operations at Sherman Street and Buena Vista Avenue if the Clement Avenue extension to is not yet in place.

The only option for mitigating the level of service impact at this intersection (without the Clement Avenue extension) would require the following elements:

- Eliminate approximately six on-street parking spaces along the west side of Sherman Street on the southbound approach to the intersection.

- Widen the westbound approach to the intersection to allow for a second left turn lane from southbound Sherman Street onto eastbound Buena Vista Avenue.

These improvements would require removal of approximately six on street parking spaces, utility relocation, roadway widening, and potential property acquisition from adjacent property owners. Widening of Buena Vista Avenue would not be consistent with Policy 4.4.2.b of the General Plan Transportation Element ("Intersections will not be widened beyond the width of the approaching roadway with the exception of a single exclusive left turn lane when necessary, with the exception of increasing transit exclusive lanes or non-motorized vehicle lanes."). Therefore, these improvements would not be considered feasible and completion of the Clement Avenue

extension appears to be the only viable option for addressing the anticipated impacts at this intersection.

Again, our calculations indicate that once the Del Monte Mixed Use project is completed there would only be enough remaining capacity to accommodate about 30% of the Encinal Terminals project (without the Clement Avenue extension). If the Clement Avenue extension to Atlantic Avenue was not in place before 30% of the Encinal Terminals project is occupied our forecasts indicate there would be significant unavoidable impacts.

It should be noted that without the Clement Avenue extension the proposed interim mitigation to install a traffic signal at Eagle Avenue and Sherman Street will be required as a mitigation for the Del Monte Mixed Use Project. This traffic signal is expected to be initially required for safety reasons but our calculations indicate that the timing for this traffic signal is also related to the impacts at the adjacent intersection of Sherman Street and Buena Vista Avenue. By the time the Del Monte Mixed Use Project is fully occupied (and approximately 30% of Encinal Terminals is also occupied) Caltrans' peak hour volume warrant for a traffic signal should officially be met at this intersection.

The peak hour volume warrant is merely one indication that a traffic signal may need to be installed. Our review indicates signalization may very well be required for safety reasons at this intersection *before* the Del Monte Mixed Use project is fully occupied. It is important to note that this is merely our best estimate of the timing using available traffic forecasts and standard trip generation rates; the actual timing of the traffic signal installation would be determined by the Public Works Department.

Table 1
Del Monte Mixed Use Project
NORTHERN WATERFRONT GPA TRIP GENERATION COMPARISON

Land Use	ITE Code	Size	ADT	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Trip Generation Assumptions Included in the Northern Waterfront GPA EIR									
Del Monte Warehouse Site									
Live/Work Unit Trip Rates	220		6.65	0.10	0.41	0.51	0.40	0.22	0.62
Live/Work Trip Generation		*75 units*	*499*	*8*	*31*	*38*	*30*	*16*	*47*
Retail Trip Rates	826		44.32	1.19	1.52	2.71	2.81	2.21	5.02
Retail Trip Generation		*116,000 sq. ft.*	*5,141*	*138*	*176*	*314*	*326*	*256*	*582*
Office Trip Rates	710		11.01	1.36	0.19	1.55	0.25	1.24	1.49
Office Trip Generation		50,000 sq. ft.	*551*	*68*	*9*	*78*	*13*	*62*	*75*
Encinal Terminals Site									
Single Family Trip Rates	210		9.57	0.19	0.56	0.75	0.63	0.37	1.00
Single Family Trip Generation		*165 units*	*1,579*	*31*	*93*	*124*	*104*	*61*	*165*
Retail Trip Rates	826		44.32	1.19	1.52	2.71	2.81	2.21	5.02
Retail Trip Generation		*50,000 sq. ft.*	*2,216*	*60*	*76*	*136*	*141*	*110*	*251*
Office Trip Rates	710		11.01	1.36	0.19	1.55	0.25	1.24	1.49
Office Trip Generation		150,000 sq. ft.	*1,652*	*205*	*28*	*233*	*38*	*186*	*224*
Subtotals			*11,637*	*509*	*413*	*922*	*651*	*691*	*1,343*
Trip Generation Assumptions Based on the Proposed Del Monte and Encinal Terminals Projects									
Del Monte Warehouse Site									
Apartment Trip Rates	220		6.65	0.10	0.41	0.51	0.40	0.22	0.62
Apartment Trip Generation		*414 units*	*2,753*	*42*	*169*	*211*	*167*	*90*	*257*
Retail Trip Rates	826		44.32	1.19	1.52	2.71	2.81	2.21	5.02
Retail Trip Generation		*25,000 sq. ft.*	*1,108*	*30*	*38*	*68*	*70*	*55*	*126*
Encinal Terminals Site									
Apartment Trip Rates	220		6.65	0.10	0.41	0.51	0.40	0.22	0.62
Apartment Trip Generation		*505 units*	*3,358*	*52*	*206*	*258*	*204*	*110*	*313*
Retail Trip Rates	826		44.32	1.19	1.52	2.71	2.81	2.21	5.02
Retail Trip Generation		*25,000 sq. ft.*	*1,108*	*30*	*38*	*68*	*70*	*55*	*126*
Marina Trip Rates	420		2.96	0.03	0.05	0.08	0.11	0.08	0.19
Marina Trip Generation		*400 berths*	*1,184*	*11*	*21*	*32*	*46*	*30*	*76*
Subtotals			*9,511*	*164*	*472*	*636*	*557*	*340*	*897*
Reduction for Grand Marina changing from 180 to 159 single family homes									
Single Family Trip Rates	210		9.57	0.19	0.56	0.75	0.63	0.37	1.00
Single Family Trip Generation		*-21 units*	*-201*	*-4*	*-12*	*-16*	*-13*	*-8*	*-21*
Net Change in Project Trip Generation			**-2,327**	**-349**	**48**	**-301**	**-108**	**-359**	**-467**

Sources: *Trip Generation Manual*, 9th Edition, Institute of Transportation Engineers, Washington D.C., 2012 and the *Northern Waterfront General Plan Amendment Draft EIR*, Lamphier Gregory, Oakland, CA, January, 2005.

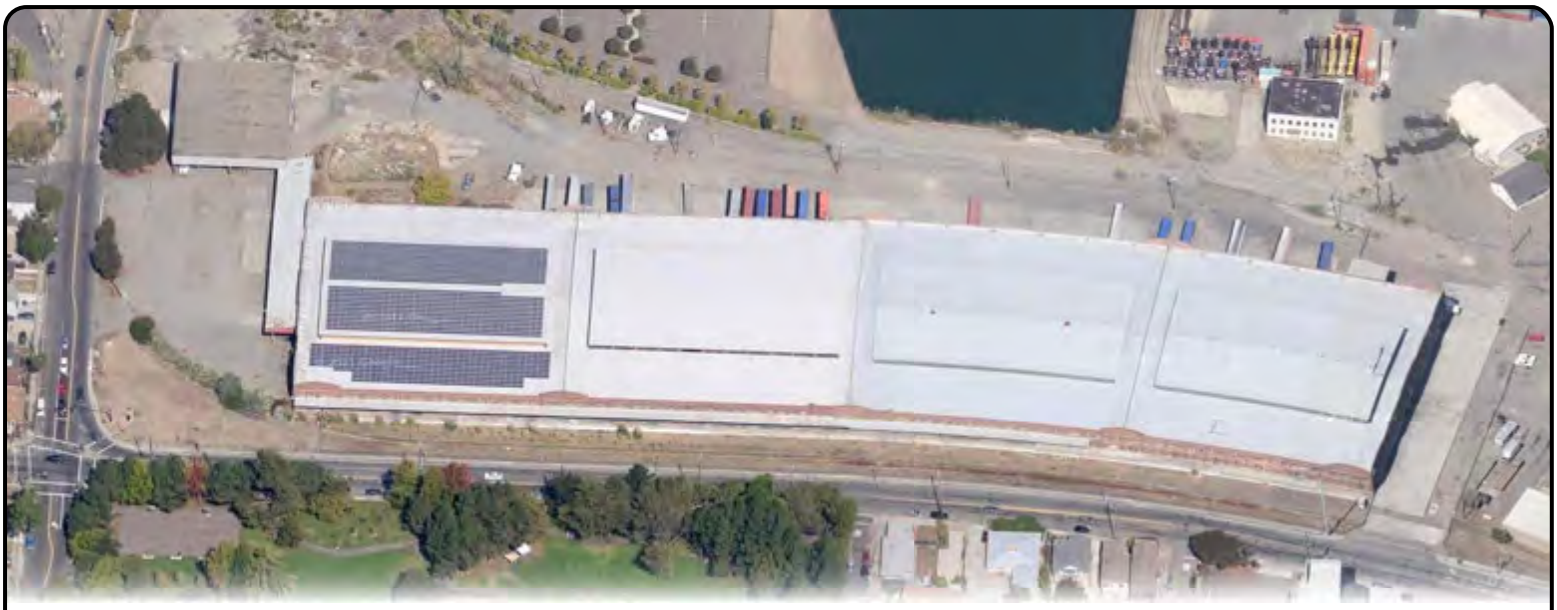
Table 2
Del Monte and Encinal Terminals Projects
TRIP GENERATION SUMMARY

Land Use	ADT	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Estimated Del Monte Site Project Trip Generation	3,285	49	166	215	186	116	302
Estimated Encinal Terminals Site Project Trip Generation	4,984	68	222	290	265	163	428
Subtotals	*8,269*	*117*	*388*	*505*	*451*	*279*	*730*
Change in trip generation vs. the trip generation assumptions in the previous Northern Waterfront GPA EIR (*from Table 1*)	-2,327	-349	**48**	-301	-108	-359	-467

Based on these calculations a 13% reduction in the overall trip generation of the currently proposed Del Monte and Encinal Terminals projects would be required to completely off-set the estimated increase in <u>Outbound</u> AM peak hour traffic (48 trips).

Notes: The project would result in a net reduction in both AM and PM peak hour traffic over what was previously assumed in the Northern Waterfront GPA EIR. The only increase in traffic would be in the AM peak hour when the outbound traffic would increase by 48 trips over the previous assumptions for the two sites. However, as a worst case assumption the traffic studies for the two projects both assumed that 43% of the traffic would use the Webster and Posey Tubes. Based on this assumption the currently proposed Del Monte and Encinal Terminals projects would increase the AM peak hour traffic in the Posey Tube by about 20 peak hour trips. This would equate to an increase to the existing traffic volumes of less than one percent.

Sources: 1) *Trip Generation* , 9th Edition, ITE, 2012, 2) *Trip Generation Handbook* , 2nd Edition, ITE, 2004, 3) *Northern Waterfront General Plan Amendment Draft EIR* , Lamphier Gregory, Oakland, CA, January, 2005.



Transportation Impact Analysis

DEL MONTE MIXED USE PROJECT

City of Alameda

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MARCH 25, 2014

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Transportation Impact Analysis

Del Monte Mixed Use Project

in the

City of Alameda

Prepared by
Abrams Associates
March 25, 2014

1) INTRODUCTION

The Del Monte Mixed Use Project consists of mix of condominiums and apartments along with 25,000 square feet of retail. A total of up to 414 residential units has been proposed. The location of the proposed project is shown in **Figure 1.**

The project is proposing to have driveway connections onto Entrance Road, Buena Vista Avenue, Sherman Street and the future extension of Clement Avenue. Clement Avenue is planned to be extended from its current terminus at Nautilus Street westward to Entrance Road as part of the approved Marina Cove II project. The proposed project would then construct a portion of the next segment of Clement Avenue from Entrance Road along the site's northern boundary. It is expected that this road will be extended further to the west in the future to connect with Atlantic Avenue, in accordance with the Transportation Element of the General Plan.

The Del Monte site has served as a warehouse and shipping facility for many years. This site was designated for mixed use development as part of the previous Northern Waterfront GPA, and its development with residential and other uses has been anticipated in planning for infrastructure in the area. A substantial portion of the traffic volume data and other information presented in this report are based on the traffic studies for the adjacent Marina Cove II project prepared by TJKM Traffic Consultants in September 2012[1], the Veteran's Affair's Alameda Point Transfer, Veteran's Administration Clinic, and National Cemetery prepared by AECOM in August of 2012[2], and the Alameda Point Project EIR prepared by ESA in September of 2013[3].

Study Intersections and Vehicular Impact Analysis Methodology

The traffic analysis evaluated the project potential impacts at 25 intersections. The intersection locations are shown on **Figure 2**. Twenty two of the study intersections are located within the City of Alameda and three intersections are in Oakland. Five of the listed study intersections will be created in the future: one as part of the planned extension of Clement Avenue along the project boundary, another with the future planned extension of Clement Avenue over to a new intersection with Atlantic Avenue at Sherman Street, and two others will be created by the main project driveways proposed on Entrance Road and Sherman Street.

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[1] *Traffic Impact Study for the Marina Cove II Residential Development in the City of Alameda*, TJKM Transportation Consultants, Pleasanton, CA, September, 2012.
[2] *Alameda Point Transfer, Clinic, and Cemetery Administrative Draft Environmental Assessment Transportation Impact Study*, AECOM, Oakland, CA, August 10, 2012.
[3] *Alameda Point Draft Environmental Impact Report*, ESA, San Francisco, CA, September, 2013.

FIGURE 1 | PROJECT LOCATION
TRANSPORTATION IMPACT ANALYSIS
Del Monte Mixed Use Project
City of Alameda

Abrams Associates
TRAFFIC ENGINEERING, INC.

FIGURE 2 | STUDY INTERSECTIONS

TRANSPORTATION IMPACT ANALYSIS

Del Monte Mixed Use Project

City of Alameda

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The traffic study evaluated the project during AM and PM peak hours, using the 2000 Highway Capacity Manual (HCM 2000) Operations Method contained in the standard traffic analysis software Synchro 8. This methodology determines intersection level of service (LOS) based on average control delay per vehicle for the overall intersection during peak-hour operating conditions. Evaluation of the non–signalized intersections was based on the HCM 2000 Unsignalized Methodology, also contained in Synchro.

Traffic Analysis Scenarios

Six study scenarios or sets of traffic conditions have been addressed in the analysis of these intersections. As required by City standards, each of the 20 intersections have been analyzed for the weekday AM peak hour (7:30 – 8:30 AM) and the weekday PM commute peak hour (5:00 to 6:00 PM). The six scenarios are as follows:

- Existing Conditions - This scenario evaluates the level-of-service for the intersections during the peak hour using traffic counts conducted in May, 2013.

- Existing Plus Project Conditions - This scenario includes the existing traffic volumes with the addition of the trips generated by the project.

- Baseline Conditions - This scenario includes existing traffic plus traffic from already-approved future projects that could affect the volumes at the study intersections.

- Baseline Plus Project Conditions - This scenario includes the baseline traffic described above with the addition of the trips generated by the project.

- Cumulative Conditions (2035) – For this scenario data from the Alameda County Traffic Model for the year 2035 was used to develop the future traffic volume forecasts.

- Cumulative (2035) plus project conditions – This scenario includes the estimates of cumulative (2035) traffic with the addition of the trips generated by the proposed project.

2) SETTING

The setting for the transportation and circulation issues and the scope of the analysis are described below. This section also presents the analysis methodologies and a discussion of the existing conditions.

Traffic and transportation studies are generally required for all projects that generate over 50 peak hour trips or will add traffic to an intersection with substandard operations. The proposed project meets these criteria. The primary basis of the analysis is the peak hour level of service calculations for the key intersections. The hours identified as the “peak” hours are between 7:30 AM and 8:30 AM and 5:00 PM and 6:00 PM for all of the transportation facilities described. Throughout this report, these peak hours will be identified as the AM and PM peak hours, respectively.

Existing Roadway Network

The City of Alameda is an island separated from the City of Oakland by the Oakland Estuary. Access to the City of Alameda is provided by a one-way couplet of under-Estuary tubes at Webster and Posey Streets (State Route 260), and draw bridges at Park Street/29th Avenue,

Tilden Way/Fruitvale Avenue, and High Street. Doolittle Drive/Otis Drive (State Route 61) crosses San Leandro Channel, providing access from Bay Farm Island.

The proposed project site is located in the City of Alameda on the north side of Buena Vista Avenue between Sherman Street and Entrance Road. Regional freeway access to the site is from Interstate 880 via the Webster Street Tube or the Park Street Bridge. The street network serving the project site is shown in **Figure 1**. Locally, the project would be accessed via Buena Vista Avenue and Clement Avenue.

The width of the ROW of the Clement Avenue extension would vary from 53 feet to 69 feet, depending on the location along the curved roadway. It is generally planned to include a 42-foot roadway with eastbound and westbound travel lanes of 17 feet plus an 8-foot parking lane on each side.

Interstate 880 (I-880) is a north/south eight-lane freeway (though oriented east/west in the study area) between I-80 near the Bay Bridge and San Jose. Traffic generated in Alameda uses I-880 to travel to/from eastern Alameda and Contra Costa County, San Francisco (via the Bay Bridge), the Tri-Valley (via State Route 238 and I-580), and also the South Bay. The closest access to/from the project site is provided via circuitous routes to/from the Broadway, Jackson Street, 23rd Avenue, and 29th Avenue/Fruitvale Avenue interchanges.

Webster and Posey Tubes – The most direct connection from 1-880 to the project site is via State Route 260, the Webster and Posey Tubes, which provide access from Oakland to Alameda. The Webster Tube serves southbound traffic into Alameda, while the Posey Tube operates in the northbound direction.

Clement Avenue is currently a two-lane street that runs east/west from Grand Street to Broadway, and serves primarily industrial land uses. Parking is permitted on both sides of the street. In the future, this street is planned to be extended from Grand Street to Sherman Street/Atlantic Avenue and from Broadway to Tilden Way. In addition, some of the project traffic would use Clement Avenue once the planned extension of the roadway is completed. According to average daily traffic (ADT) counts conducted in July 2012, Clement Avenue east of Grand Street carries approximately 4,900 vehicles per day.

Buena Vista Avenue runs parallel to Clement Avenue and consists of a single travel lane in each direction with parking on both sides. It is fronted primarily by residential development, except to the east of Sherman Street. According to 2012 ADT counts, Buena Vista Avenue east of Grand Street carries approximately 10,800 vehicles per day.

Lincoln Avenue runs parallel to Buena Vista Avenue with four travel lanes and on-street parking allowed on both sides.

Park Street is a north/south arterial with four travel lanes. One end is located at the Park Street Bridge (providing access to Oakland and I-880), while the other is located at Shoreline Drive.

Sherman Street runs north/south and connects the project area to major east/west arterials such as Buena Vista Avenue, Central Avenue, and Encinal Avenue. Sherman Street has one travel lane in each direction, and provides local access to the adjacent neighborhoods. Parking is prohibited on the segment closest to the project site. According to the July 2012 ADT counts conducted, Sherman Avenue north of Buena Vista Avenue carries approximately 10,200 vehicles per day.

Atlantic Avenue is a major east/west arterial connecting to the project area. The roadway provides two travel lanes in each direction west of Webster Street and one travel lane in each direction (with parking prohibited) from Constitution Way to Sherman Street. This segment has a 48-foot curb-to-curb width, with 10 feet of right-of-way on both sides from the curb line.

Marina Village Parkway functions as a major collector street that connects the commercial and residential developments in the Marina Village area with Constitution Way. The roadway generally has two travel lanes in each direction, with a raised median and left-turn storage lanes. Parking is prohibited along Marina Village Parkway.

Bus Transit Facilities

Bus service in Alameda is provided by the Alameda-Contra Costa Transit District (AC Transit), which serves 13 cities and adjacent areas in Alameda and Contra Costa counties. Three AC Transit bus routes run within walking distance (about one-quarter mile) of the proposed project. Line 51A travels from the Berkeley Amtrak station and the Berkeley BART station to the Alameda Bridgeside Center. The line runs along Santa Clara Avenue and Broadway
The nearest bus stops to the project site are at the intersection of Santa Clara Avenue and Stanton Street (about 0.25 miles from project site), and the intersection of Santa Clara Avenue and Morton Street (about 0.45 miles from project site). Line 851 is the all-nighter bus running a similar route to Route 51A. Line O is a transbay route that travels between downtown Alameda and downtown San Francisco, running along Santa Clara Avenue in the project site vicinity.

Pedestrian and Bicycle Facilities

Currently, there is an intermittent bike path/multi-use trail along the waterfront north of the project site but no Class II bicycle lanes are provided on the streets that directly serve the project site. The existing Class II bike lanes closest to the project site are on Grand Street to the east, Atlantic Avenue to the west, and Santa Clara Avenue to the south. The City's General Plan also designates Pacific Avenue, which parallels Buena Vista Avenue one block to the south, as a bicycle priority route. Currently, there is no sidewalk along the Entrance Road along the border of the project. These conditions are consistent with the historical usage of the project site as an industrial facility. Sidewalks exist along both sides of Buena Vista Avenue and the existing segment of Clement Avenue, and the nearest crosswalks are at the intersection of Buena Vista Avenue/Arbor Street.

Intersection Level of Service Analysis Methodology

To provide a baseline for identification of impacts on the local roadway network, existing traffic operating conditions have been determined for 25 key local intersections in the Project area.

Study Intersections. Intersections, rather than midblock roadway segments, are typically the critical capacity-controlling locations for vehicular travel on urban roadway networks and are the primary basis for determining traffic impacts. For this study traffic operating conditions have been analyzed at 25 key local intersections in the Project area. **Figure 3** illustrates the lane configurations of the study intersections as well as the traffic control devices within the project study area.

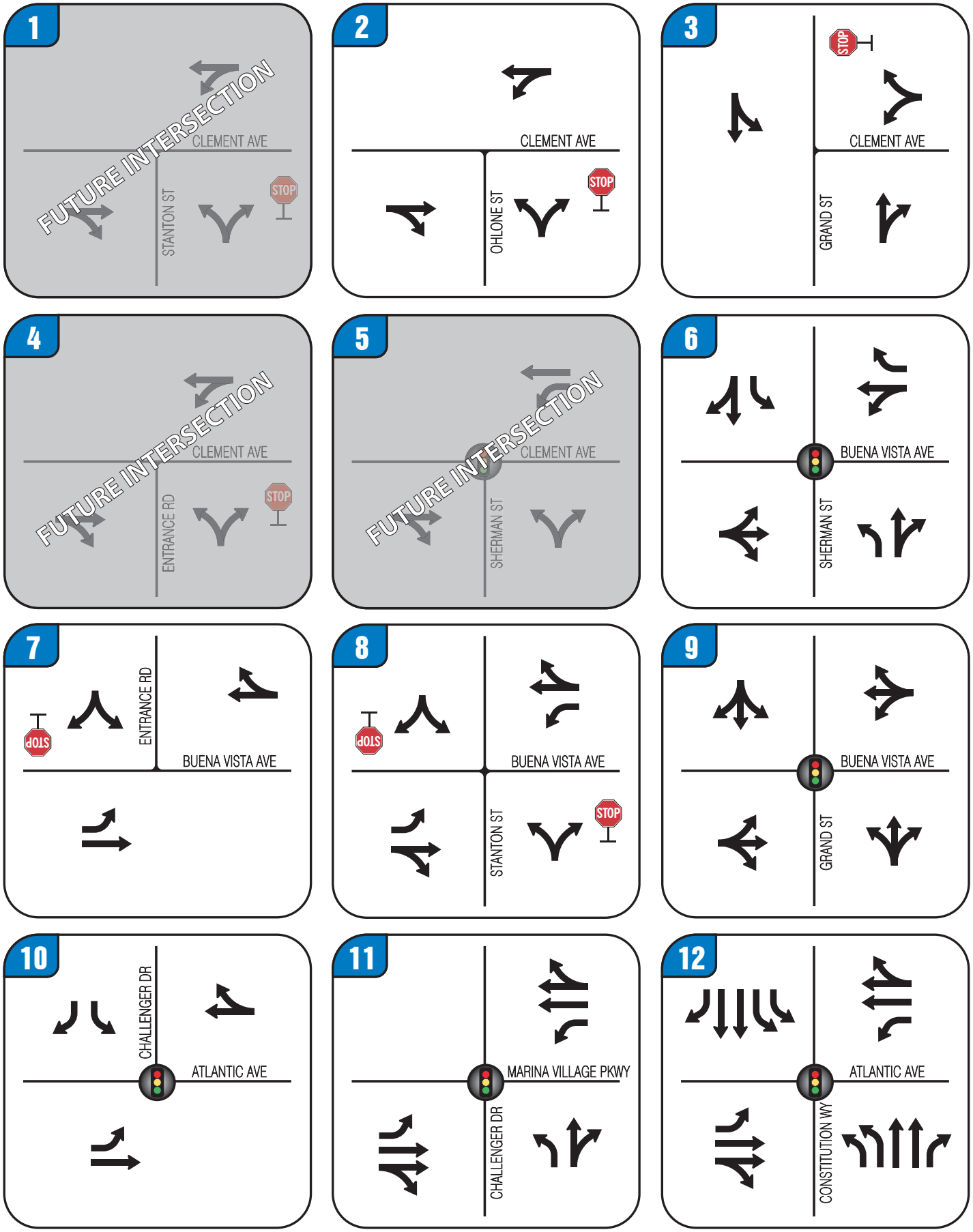

FIGURE 3 | EXISTING LANE CONFIGURATIONS AND TRAFFIC CONTROLS - PAGE 1

TRANSPORTATION IMPACT ANALYSIS

Del Monte Mixed Use Project

City of Alameda

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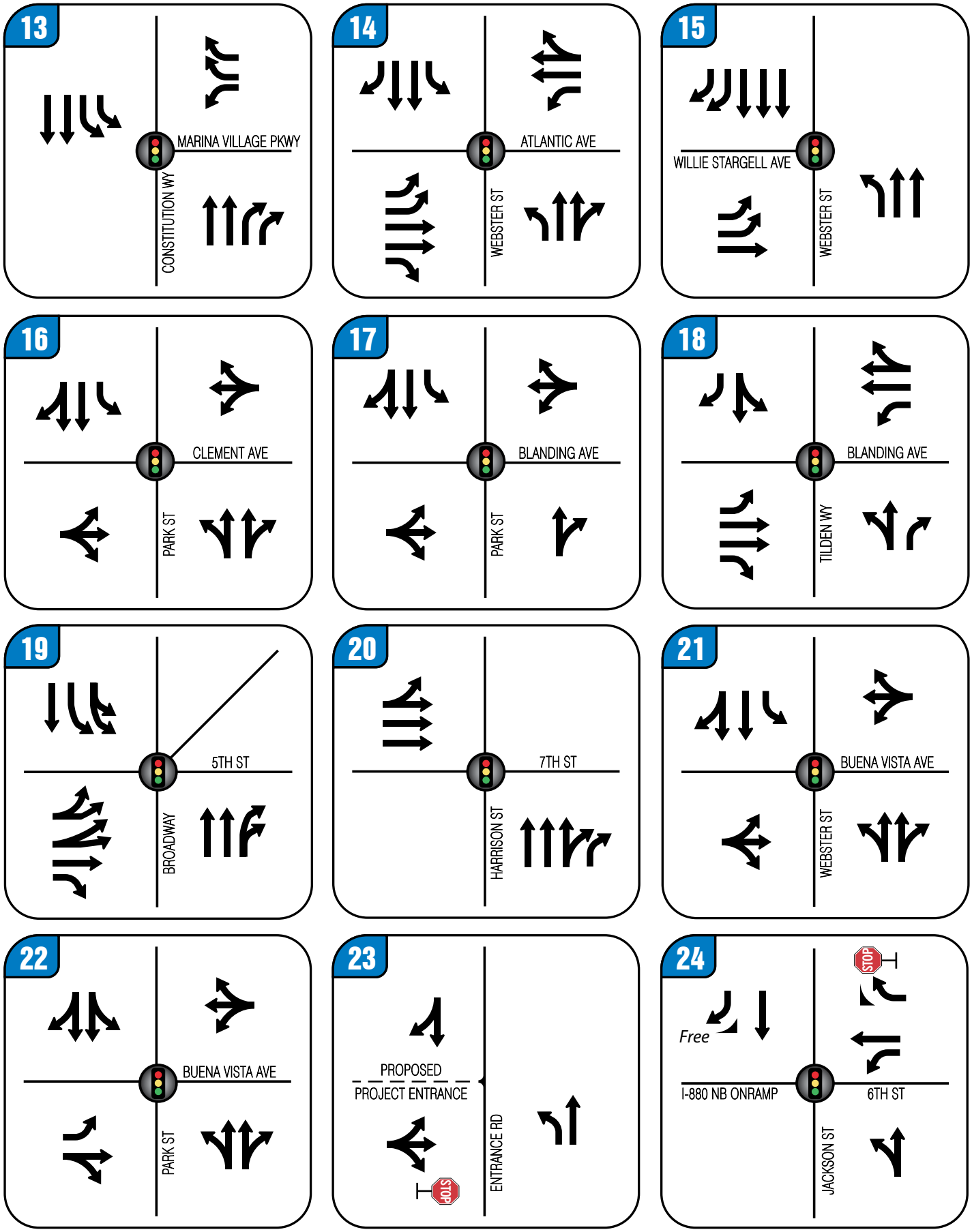

FIGURE 3 | EXISTING LANE CONFIGURATIONS AND TRAFFIC CONTROLS - PAGE 2

TRANSPORTATION IMPACT ANALYSIS

Del Monte Mixed Use Project

City of Alameda

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Intersection Analysis Methodology. Existing operational conditions at the 20 study intersections have been evaluated with Synchro 8.0 software using the 2000 *Highway Capacity Manual* (*HCM*) level of service methodology.[4] Intersection Level of Service (LOS) is a qualitative description of the performance of an intersection based on the average delay per vehicle. The LOS rating ranges from LOS A, which indicates free flow or excellent conditions with short delays, to LOS F, which indicates congested or overloaded conditions with extremely long delays.

For signalized intersections, the *HCM* methodology determines the capacity of each lane group approaching the intersection. The LOS is then based on average delay (in seconds per vehicle) for the various movements within the intersection. A combined weighted average delay and LOS are presented for the intersection. **Table 1** summarizes the relationship between LOS and average delay at signalized intersections.

TABLE 1
SIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS

Level of Service	Description of Operations	Average Delay (sec/veh)
A	Insignificant Delays: No approach phase is fully used and no vehicle waits longer than one red indication.	≤ 10
B	Minimal Delays: An occasional approach phase is fully used. Drivers begin to feel restricted.	> 10 to 20
C	Acceptable Delays: Major approach phase may become fully used. Most drivers feel somewhat restricted.	> 20 to 35
D	Tolerable Delays: Drivers may wait through no more than one red indication. Queues may develop but dissipate rapidly without excessive delays.	> 35 to 55
E	Significant Delays: Volumes approaching capacity. Vehicles may wait through several signal cycles and long vehicle queues from upstream.	> 55 to 80
F	Excessive Delays: Represents conditions at capacity, with extremely long delays. Queues may block upstream intersections.	> 80

[1]As part of the *HCM methodology*, adjustments are typically made for various factors that reduce the ability of the streets to accommodate vehicles (such as the downtown nature of the area, number of pedestrians, vehicle types, lane widths, grades, on-street parking and queues). These adjustments are performed to ensure that the LOS analysis results reflect the operating conditions that are observed in the field. The capacity calculation methodology and the LOS definitions are different than signalized intersections.

SOURCE: *Highway Capacity Manual*, Transportation Research Board, 2011.

For unsignalized (all-way stop controlled and two-way stop controlled) intersections, the average delay and LOS operating conditions are calculated by approach (e.g., northbound) and movement (e.g., northbound left-turn) for those movements that are subject to delay. In general, the operating conditions for unsignalized intersections are presented for the worst approach. **Table 2** summarizes the relationship between LOS and average vehicle delay at unsignalized intersections.

TABLE 2
UNSIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS

Level of Service	Description of Operations	Average Delay (seconds/vehicle)
A	No delay for stop-controlled approaches.	0 to 10
B	Operations with minor delays.	> 10 to 15
C	Operations with moderate delays.	> 15 to 25
D	Operations with some delays.	> 25 to 35
E	Operations with high delays and long queues.	> 35 to 50
F	Operation with extreme congestion, with very high delays and long queues unacceptable to most drivers.	> 50

SOURCE: *Highway Capacity Manual*, Transportation Research Board, 2011.

Existing Intersection Capacity Conditions

The existing intersection geometry and traffic counts at the 20 study intersections for weekday AM and PM peak hours are presented in the *Traffic Analysis Technical Appendix*. AM and PM peak hour turning movement counts were conducted at all of the project study intersections in July, 2012. **Figure 4** shows the AM and PM peak hour traffic volumes at each location. Using this data, the intersection capacity was calculated for each intersection. **Table 3** summarizes the LOS computation results for the existing weekday AM and PM peak hour conditions (the corresponding LOS analysis calculation sheets are presented in the *Traffic Analysis Technical Appendix*). As shown in **Table 3**, all signalized study intersections currently operate at acceptable conditions (LOS D or better) during the weekday AM and PM peak hours according to the established standards which are discussed in the following section.

3) REGULATORY FRAMEWORK

Responsible Agencies

The management of transportation systems in the study area is the responsibility of several different agencies. The California Department of Transportation (Caltrans) is responsible for freeways and State Routes in the area including SR 61. The Alameda County Congestion Management Agency is responsible for verifying compliance with the County's growth management policies and maintains the County's traffic model. The City of Alameda is responsible for ensuring there are no significant traffic impacts from the proposed project, particularly on roadways within the City limits. These agencies have statutory authority and are Responsible Agencies under CEQA. Further, since the City of Alameda would have direct entitlement authority for the proposed project, it also serves as the Lead Agency for the project

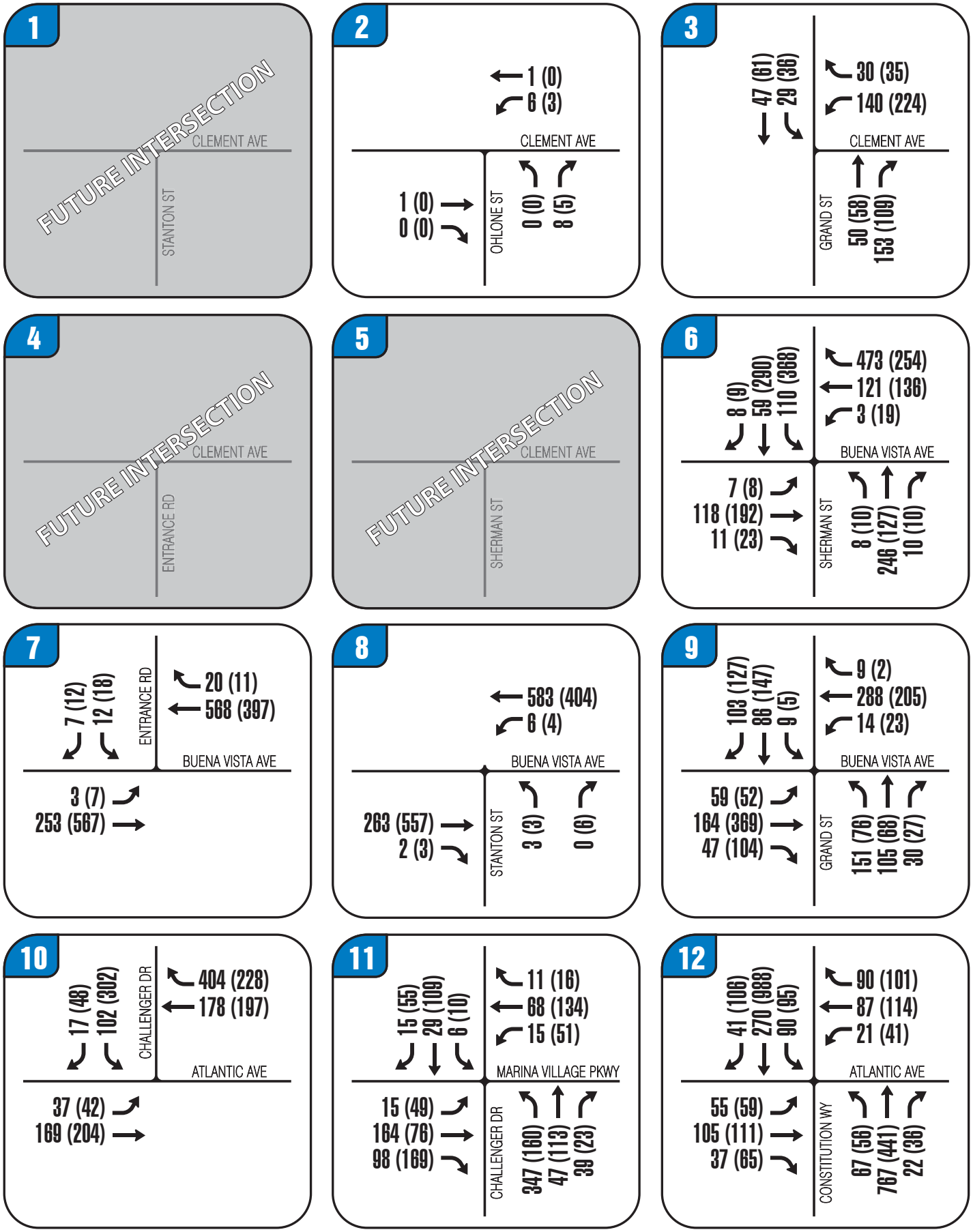

FIGURE 4 | EXISTING AM(PM) PEAK HOUR TRAFFIC VOLUMES - PAGE 1

TRANSPORTATION IMPACT ANALYSIS

Del Monte Mixed Use Project

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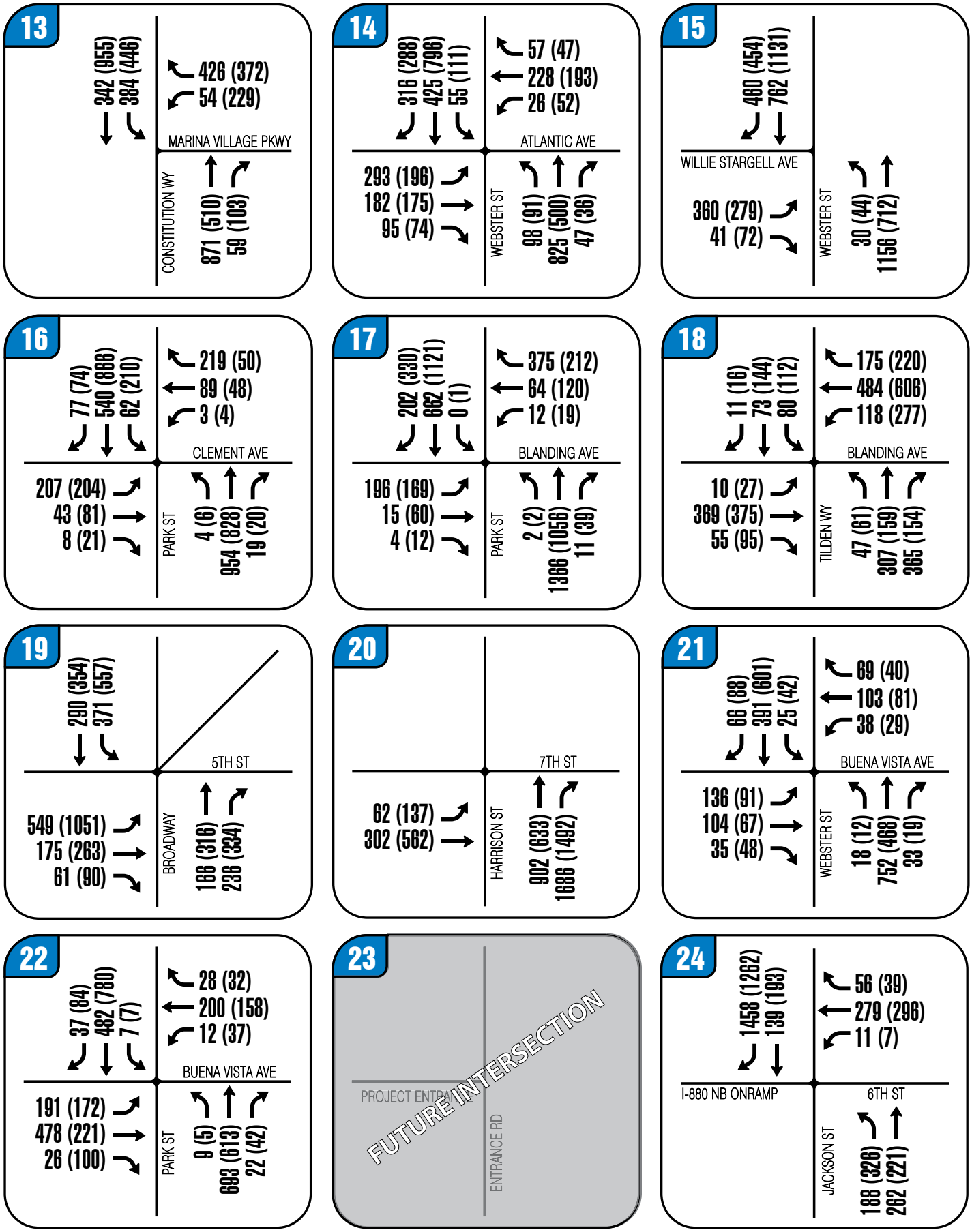

FIGURE 4 | EXISTING AM(PM) PEAK HOUR TRAFFIC VOLUMES - PAGE 2

TRANSPORTATION IMPACT ANALYSIS

Del Monte Mixed Use Project

City of Alameda

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TABLE 3
EXISTING INTERSECTION LEVEL OF SERVICE CONDITIONS

INTERSECTION		CONTROL	PEAK HOUR	EXISTING		EXISTING PLUS PROJECT	
				Delay	LOS	Delay	LOS
1	CLEMENT AVE & STANTON ST	Side Street Stop	AM	8.3	A	8.3	A
			PM	8.3	A	8.3	A
2	CLEMENT AVE & OHLONE ST	Side Street Stop	AM	8.3	A	8.3	A
			PM	8.3	A	8.3	A
3	CLEMENT AVE & GRAND ST	Side Street Stop	AM	11.4	B	11.4	B
			PM	13.1	B	13.1	B
4	CLEMENT AVE & ENTRANCE RD	Future Intersection	AM	3.9	A	4.1	A
			PM	3.9	A	4.4	A
5	CLEMENT AVE & SHERMAN ST	Future Intersection	AM	4.4	A	5.0	A
			PM	4.4	A	4.6	A
6	BUENA VISTA AVE & SHERMAN ST	Traffic Signal	AM	13.1	B	15.2	B
			PM	16.6	B	19.1	B
7	BUENA VISTA AVE & ENTRANCE RD	Side Street Stop	AM	15.7	C	18.9	C
			PM	17.3	C	23.2	C
8	BUENA VISTA AVE & STANTON ST	Side Street Stop	AM	19.9	C	22.0	C
			PM	16.1	C	17.6	C
9	BUENA VISTA AVE & GRAND ST	Traffic Signal	AM	8.8	A	9.6	A
			PM	9.8	A	11.5	B
10	ATLANTIC AVE & CHALLENGER DR	Traffic Signal	AM	9.3	A	7.3	A
			PM	10.7	B	12.0	B
11	CHALLENGER DR & MARINA VILLAGE DR	Traffic Signal	AM	18.1	B	20.2	C
			PM	17.1	B	19.0	B
12	ATLANTIC AVE & CONSTITUTION WY	Traffic Signal	AM	16.1	B	16.2	B
			PM	15.8	B	15.9	B
13	CONSTITUTION WY & MARINA VILLAGE DR	Traffic Signal	AM	15.5	B	16.1	B
			PM	14.7	B	15.7	B
14	ATLANTIC AVE & WEBSTER ST	Traffic Signal	AM	23.9	C	24.1	C
			PM	22.3	C	22.4	C
15	WILLIE STARGELL AVE & WEBSTER ST	Traffic Signal	AM	7.5	A	7.5	A
			PM	7.8	A	7.9	A
16	PARK ST & CLEMENT AVE	Traffic Signal	AM	21.5	C	21.7	C
			PM	20.9	C	21.0	C
17	PARK ST & BLANDING AVE	Traffic Signal	AM	24.6	C	25.0	C
			PM	21.0	C	21.4	C
18	BLANDING AVE & TILDEN WY	Traffic Signal	AM	15.0	B	15.1	B
			PM	19.0	B	19.3	B
19	BROADWAY & 5TH ST	Traffic Signal	AM	14.4	B	14.6	B
			PM	25.9	C	27.3	C
20	HARRISON ST & 7TH ST	Traffic Signal	AM	6.3	A	6.4	A
			PM	7.7	A	7.7	A
21	BUENA VISTA AVE & WEBSTER ST	Traffic Signal	AM	9.8	A	9.9	A
			PM	7.3	A	7.4	A
22	BUENA VISTA AVE & PARK ST	Traffic Signal	AM	12.1	B	12.7	B
			PM	10.1	B	10.5	B
23	ENTRANCE RD & PROJECT ENTRANCE	Traffic Signal	AM	N/A	N/A	8.7	A
			PM	N/A	N/A	8.5	A
24	JACKSON ST & 6TH ST	Traffic Signal	AM	25.5	C	38.0	D
			PM	7.8	A	9.7	A
25	SHERMAN ST & EAGLE AVE	Side Street Stop	AM	16.9	C	24.6	C
			PM	20.8	C	34.6	D

SOURCE: Abrams Associates, 2014
NOTE: Intersection LOS is based on delay which is presented in terms of seconds per vehicle.

Significance Criteria

According to CEQA guidelines, a project would have a significant impact if it would:

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

According to the City of Alameda[5], a project would have a significant impact if it would:

(a) Signalized Intersections: Project-related operational impacts on signalized intersections would be considered significant if project-related traffic would cause the LOS rating to deteriorate from LOS D or better to LOS E or F, or from LOS E to LOS F. In addition, a project would result in significant adverse impacts at intersections that operate at LOS E or F under existing conditions, depending upon the magnitude of the project's contribution to the worsening of delay. In Alameda it is considered a significant impact if a project would increase traffic volumes by more than 3 percent at a signalized intersection operating at LOS E or F. In addition, a project would have a significant adverse effect if it would cause major traffic hazards, or would contribute considerably to the cumulative traffic increases that would cause the deterioration in levels of service to unacceptable levels. For signalized intersections a significant impact would occur if project-generated traffic would cause intersection operations to deteriorate from an acceptable level, which is defined as LOS D or better.

(b) Unsignalized Intersections: Project-related operational impacts on unsignalized intersections are considered significant if project-generated traffic would cause the worst-case movement (or average of all movements for all-way stop-controlled intersections and roundabouts) to deteriorate from an acceptable level of service. In addition, a project would be considered to have a significant impact if it would increase traffic volumes by more than 3 percent at an unsignalized intersection operating at LOS E or F.

(d) Parking: Project-related parking impacts on parking would be considered significant if a project would have inadequate parking capacity under City parking standards.

[5] *Guide for Preparation of Traffic Studies and Reports*, City of Alameda Public Works Department, Alameda, CA, November, 28, 2005.

(e) Transit: A project would have a significant effect on the environment if it would cause a substantial increase in transit demand that could not be accommodated by adjacent transit capacity.

(f) Pedestrian System: A project would have a significant effect on the environment if it would result in substantial overcrowding on sidewalks, create potentially hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility to the site and adjoining areas.

(g) Bicycle System: A project would have a significant effect on the environment if it would create potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the site and adjoining areas.

The City of Alameda Transportation Commission recommends additional criteria in a document entitled *Thresholds of Significance and Procedures for Ranking Modes Where Multiple Priorities are Identified*[6]. According to this document, a project would cause a significant transportation impact if the project has one or more of the following effects:

- Transit – If travel speed degrades by 10 percent or more along a street segment. A segment would be defined as the impacted bus stop location, plus the two previous stops and the two subsequent stops. A segment that crosses a City boundary shall also include five bus stops, but the last stop shall be the first bus stop outside of the City of Alameda (Transit LOS for an arterial segment would be calculated using the Highway Capacity Manual's methodology for Urban Street (arterial) LOS).

- Automobile (intersections) – Causes an intersection to degrade below LOS D. If an intersection were already at LOS E or worse, an impact would be considered significant if there is a 3 percent or greater increase in the traffic volume. (Automobile LOS at intersections would be calculated using the Highway Capacity Manual's methodology for determining the average vehicle delay at an intersection.)

- Automobile (arterial segments) – Causes an arterial segment to degrade below LOS D. If an arterial were already at LOS E or worse, an impact would be considered significant if the Average Travel Speed of a segment decreases by 10 percent or more. (Automobile LOS for an arterial segment would be calculated using the Highway Capacity Manual's methodology for Urban Street (arterial) LOS).

- Bicycle – Causes the Bicycle segment LOS to degrade below LOS B. If a street segment were already below LOS B, an impact would be considered significant if the LOS score increases by 10 percent or more in value. If a segment has an existing adjacent Class I facility, and has not been recommended for a future bicycle lane, the degradation of the Bicycle LOS to E would not be considered a significant impact. (Florida Department of Transportation methodology for street segments will be used for the LOS analysis).

- Pedestrian – Causes the Pedestrian LOS to degrade below LOS B at a signalized intersection. If the intersection were already below LOS B, an impact would be considered significant if the delay for a crosswalk increases by 1- percent. (Pedestrian LOS would be determined using the Highway Capacity Manual methodology for determining the average delay for pedestrians at a signalized intersection.)

[6] *Threshold of Significance and Procedures for Ranking Modes Where Multiple Priorities are Identified*, Attachment I, Item 9-C, Planning Board Meeting, 10/11/10.

According to the City of Oakland[7], a project would have a significant impact if it would:

1. At a study, signalized intersection which is located outside the Downtown area and that does not provide direct access to Downtown, the project would cause the motor vehicle level of service (LOS) to degrade to worse than LOS D (i.e., LOS E or F) and cause the total intersection average vehicle delay to increase by four (4) or more seconds;

2. At a study, signalized intersection which is located within the Downtown area or that provides direct access to Downtown, the project would cause the motor vehicle LOS to degrade to worse than LOS E (i.e., LOS F) and cause the total intersection average vehicle delay to increase by four (4) or more seconds;

3. At a study, signalized intersection outside the Downtown area and that does not provide direct access to Downtown where the motor vehicle level of service is LOS E, the project would cause the total intersection average vehicle delay to increase by four (4) or more seconds;

4. At a study, signalized intersection outside the Downtown area and that does not provide direct access to Downtown where the motor vehicle level of service is LOS E, the project would cause an increase in the average delay for any critical movement of six (6) seconds or more;

5. At a study, signalized intersection for all areas where the level of service is LOS F, the project would cause (a) the overall volume-to-capacity ("V/C") ratio to increase 0.03 or more or (b) the critical movement V/C ratio to increase 0.05 or more;

6. At a study, unsignalized intersection the project would add ten (10) or more vehicles to the critical movement and after project completion satisfy the California Manual on Uniform Traffic Control Devices (MUTCD) peak hour volume traffic signal warrant;

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

8. Cause congestion of regional significance on a roadway segment on the Metropolitan Transportation System (MTS) evaluated per the requirements of the Land Use Analysis Program of the CMP.

9. Result in substantially increased travel times for AC Transit buses

[7] *City of Oakland Transportation Impact Study Guidelines*, Transportation Planning and Funding Division, City of Oakland, Oakland, CA, April 4, 2013.

4) VEHICULAR TRAFFIC IMPACT ANALYSIS

Project Trip Generation

The Del Monte Mixed Use Project consists of mix of condominiums and potentially apartments with up to 414 residential units along with 25,000 square feet of retail. The following is a summary of the land uses proposed and the Institute of Transportation Engineer's (ITE) land use codes for each trip generation category.

1) Condominiums/Townhomes/Apartments – 414 units (ITE Land Use Code 220)
2) Retail – 25,000 square feet (ITE Land Use Code 820), and

Trip generation for development projects, such as the proposed project, are typically calculated based on rates contained in the ITE publication, *Trip Generation 9th Edition*. *Trip Generation* is a standard reference used by jurisdictions throughout the country for the estimation of potential vehicular trips from proposed new developments. A summary of the project's trip generation rates and the resulting trips are presented in **Table 4.**

TABLE 4
PROJECT TRIP GENERATION

Land Use	ITE Code	Size	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
ITE Apartment Rates - Trips per Unit	220		6.65	0.10	0.41	0.51	0.40	0.22	0.62
Apartment Trip Generation		414 Units	2,753	42	169	211	167	90	257
ITE Retail Rates - Trips per Unit	820		42.70	0.60	0.36	0.96	1.78	1.93	3.71
Retail Trip Generation		25,000 sq. ft.	1,068	15	9	24	45	48	93
Reduction for Pass-By/Non-Auto Trips (34%)			363	5	3	8	16	16	32
Subtotals for the Retail			*705*	*10*	*6*	*16*	*29*	*32*	*61*
Captured Trips Reduction		5 percent	173	3	9	12	10	6	16
Net New Trip Generation for the Project			**3,285**	**49**	**166**	**215**	**186**	**116**	**302**

SOURCE: Trip Generation, 9th Edition, Institute of Transportation Engineers, Washington D.C., 2012.

A "trip" is defined in ITE's *Trip Generation* publication as a single or one-directional vehicular movement with either the origin or destination at the project site. As a result, a trip can be either "to" or "from" the site. Consequently, a single visit to a site is counted as two trips (i.e. one trip to the site and one trip from the site).

For purposes of determining the reasonable worst-case impacts of traffic on the surrounding street network from a proposed project, the trips generated by a proposed development are typically estimated between the hours of 7:30 to 8:30 a.m. and 5:00 to 6:00 p.m. While the project itself may generate more traffic during some other times of the day, such as around noon, the peak of "*adjacent street traffic*" represents the time period when the uses generally contribute to the greatest amount of congestion due to commute traffic. Please note that the project trip generation also includes a 5% mixed use/captured trips reduction. This is based on Table B.2 of the ITE Trip Generation Handbook which specifies a 5% vehicle trip reduction can be taken for high density mixed use residential developments located near a bus transit corridor.[8]

Trip Distribution

Trip distribution is a process that determines in what proportion of vehicles would be expected to travel between a project site and various destinations outside the project study area. Trip distribution assumptions for the proposed project were developed based on previous traffic impact studies conducted in the study area vicinity, Census data that uses the statistic of time to work, and consultation with City transportation staff. **Figure 5** shows the trip distribution percentages developed for this project, and **Figure 6** shows the resulting project trip assignments for the study intersections in Baseline Conditions. The project-related traffic volumes are highest at the project entrance, and tend to dissipate among roads further from the project site.

Commuting statistics developed by the U. S. Census Bureau contain estimates of the travel time to work.[9] Approximately 65% of the work trips are more than 20 minutes in duration and would therefore most likely travel off the island. Recreational and other trips are estimated to have 35% of their destinations beyond the City of Alameda. The net result is that 57% of the trips are forecast to travel off of the island of Alameda. The resulting project trips that were estimated to occur are shown on **Figure 6**.

Existing Plus Project Intersection Operations

The effect of the project traffic on existing conditions was analyzed in this scenario. The results of the intersection LOS computations for Existing Plus Project conditions were presented previously in **Table 3**. This scenario consists of the existing volumes plus the traffic expected to be generated by the proposed Del Monte Mixed Use project. As shown in **Table 3**, all intersections are expected to continue operating acceptably at LOS D or better.

[8] *Trip Generation Handbook, Second Edition*, Institute of Transportation Engineers, Washington D.C., June, 2004.
[9] *2006-2010 American Community Survey 5-Year Estimates*, U.S. Census, Washington D.C., 2010.

FIGURE 5 | PROJECT TRIP DISTRIBUTION

TRANSPORTATION IMPACT ANALYSIS

Del Monte Mixed Use Project

City of Alameda

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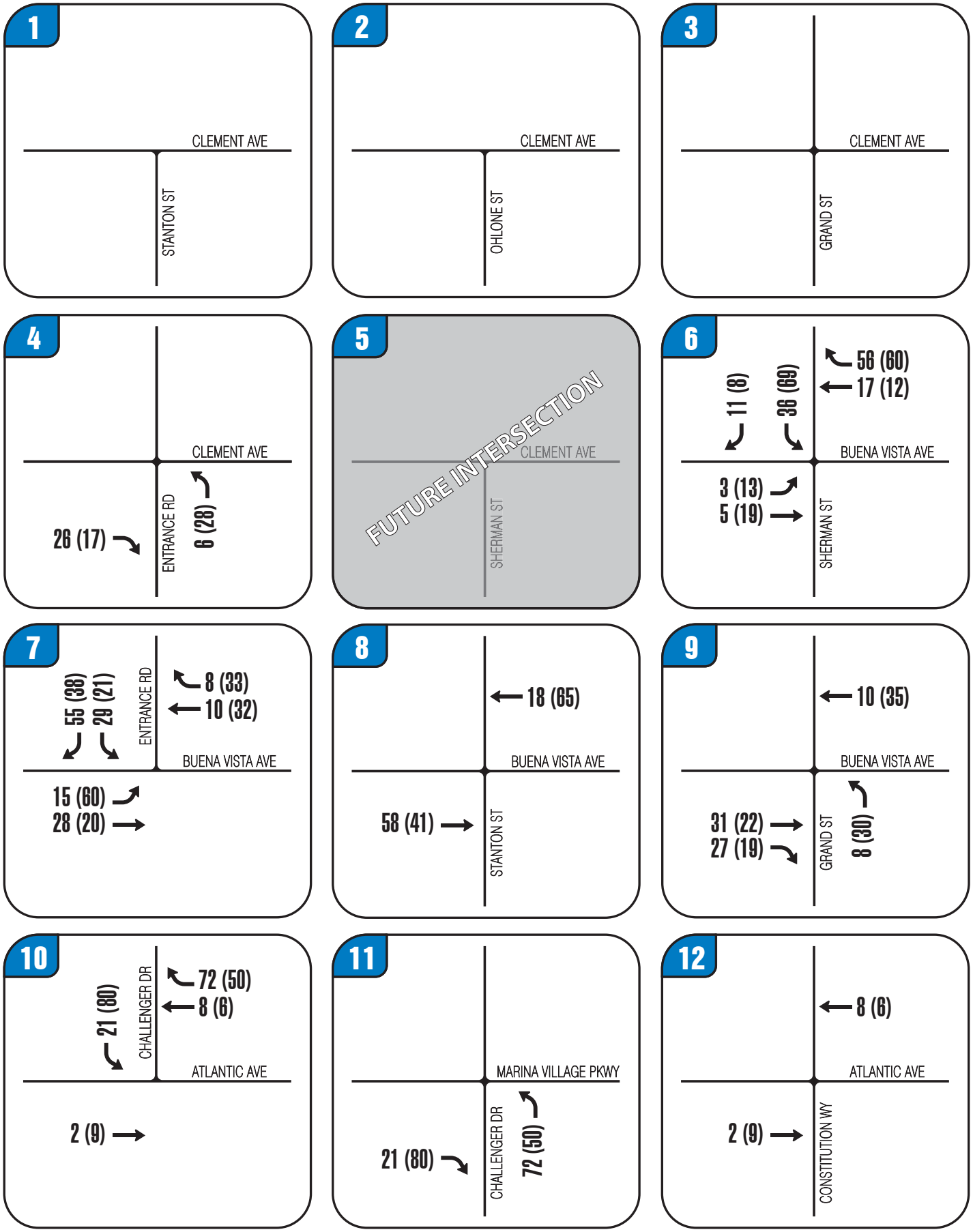

FIGURE 6 | PROJECT AM(PM) PEAK HOUR TRIPS - PAGE 1

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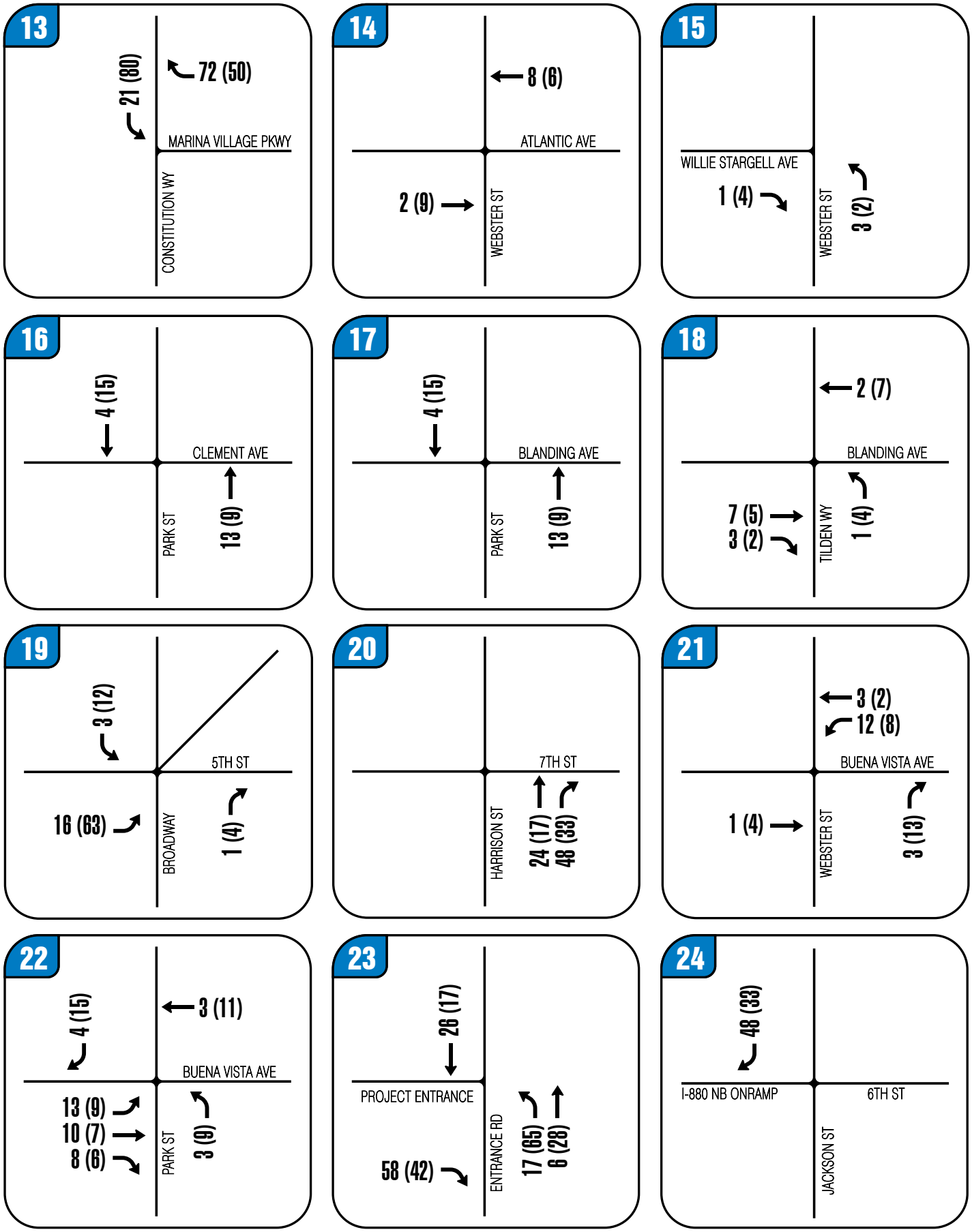

FIGURE 6 | PROJECT AM(PM) PEAK HOUR TRIPS - PAGE 2

TRANSPORTATION IMPACT ANALYSIS

Del Monte Mixed Use Project

City of Alameda

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Baseline Traffic Characteristics

The baseline scenario evaluates the background level-of-service at the studied intersections for the existing conditions with the addition of traffic from reasonably foreseeable projects in the area. This scenario includes development of the adjacent Marina Cove II project. Baseline Conditions are defined as conditions in year 2017 without the proposed project.

Traffic volumes under Baseline Conditions consist of existing traffic volumes plus traffic expected to be generated by approved developments in the study area that are not yet built or occupied. In addition, traffic from the following approved but not completed development projects was added under this scenario:

Alameda Landing Mixed-Use Development (140,000 square foot Target store, 40,000 square feet other retail, 100 residential units) west of Webster Street and north of Willie Stargell Avenue.

Alameda Point Project (5.5 Million Square feet of commercial, office and light industrial space with 1,425 residential units and 530 marina berths at build out) located on the former Naval Air Station at Alameda Point on the western end of the island.

Alameda Station Retail Development (24,700 square feet, including pharmacy, bank, and food service) at the northeast corner of Park Street and Tilden Way.

Boatworks Residential Project (100 dwelling units) in the northwest quadrant of the intersection of Clement Avenue and Oak Street.

Encinal Terminals Project (25,000 square feet of commercial space with 505 residential units and 400 marina berths at build out) planned to be located directly north of the project on the site of the former Encinal Terminals freight storage facility.

Marina Cove II Residential Development (80 dwelling units) located along Clement Avenue to the east of the project.

Veteran's Affair's Clinic and National Cemetery (158,000 square foot outpatient clinic with an 80 acre cemetery) located on the former Naval Air Station at Alameda Point on the western end of the island.

Because no approved and funded transportation network improvements are expected to be completed by 2017, it has been assumed that the roadway network, traffic controls, and lane geometries for Baseline Conditions would be the same as under Existing Conditions. **Figure 7** shows the Baseline traffic volumes at the study intersections resulting from the above growth factors and approved development traffic.

Baseline Intersection Operations

The projected intersection turning movement volumes for Baseline conditions at the project study intersections (during the weekday AM and PM peak hours) without the proposed project are shown in **Figure 7**. The results of the associated intersection LOS computations are presented in **Table 5** (the detailed LOS calculation sheets for each study intersection are presented in the *Traffic Analysis Technical Appendix*). Based on the analysis of these baseline conditions, all intersections would meet the established LOS standards.

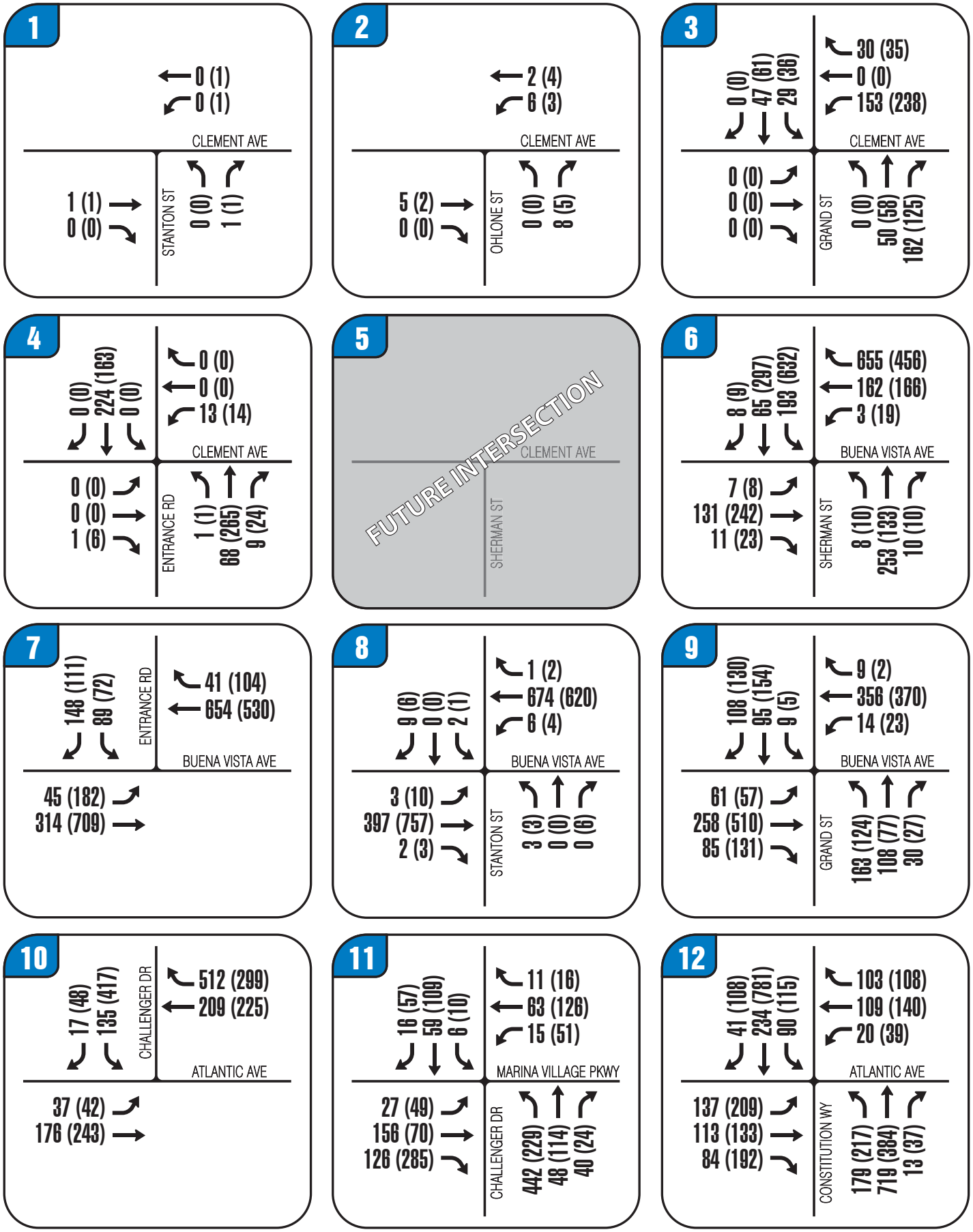

FIGURE 7 | BASELINE AM(PM) PEAK HOUR TRAFFIC VOLUMES - PAGE 1

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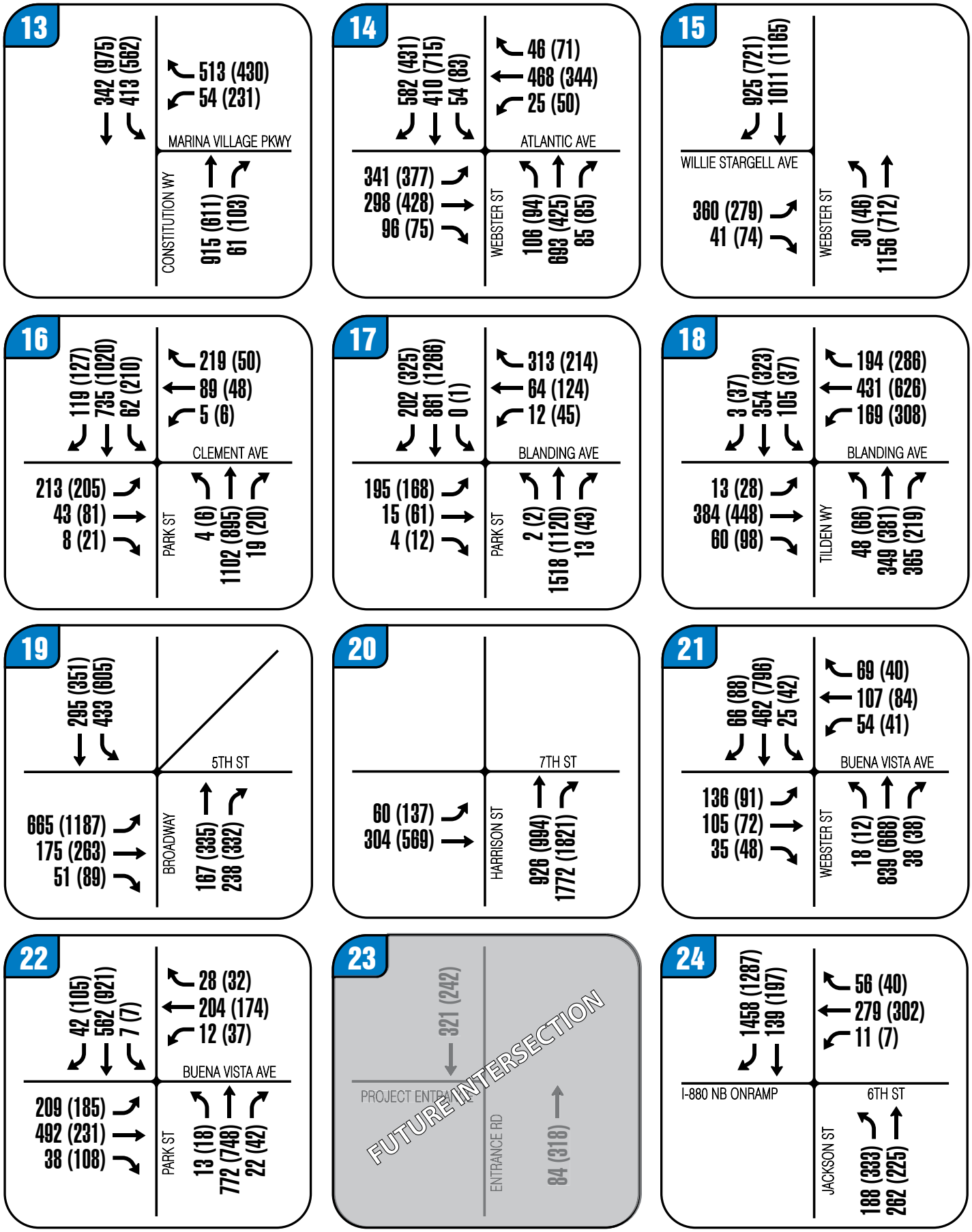

FIGURE 7 | BASELINE AM(PM) PEAK HOUR TRAFFIC VOLUMES - PAGE 2

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Baseline Plus Project Intersection Operations

The addition of project traffic to the baseline conditions was analyzed in this scenario. The results of the intersection LOS computations for Baseline Plus Project conditions are as presented in **Table 6**. This scenario consists of Baseline (2017) Conditions, with the addition of traffic expected to be generated by the proposed Del Monte Mixed Use project.

The Baseline scenario assumes the completion of an extension of Clement Avenue across the northern edge of the site with a new signalized intersection at Entrance Road. The extension of Clement Avenue would provide a new vehicle access to the Fortman Marina and Alameda Yacht Club driveway, in addition to the existing access via Entrance Road.

The assigned project trips were added to Baseline Conditions traffic volumes to generate Baseline Plus Project traffic volumes. **Figure 8** shows the resulting traffic volumes at the study intersections under Baseline plus Project Conditions. The intersection traffic controls and lane geometries assumed under this analysis scenario are the same as under the Baseline Conditions scenario, except at the new Clement Avenue/Entrance Road intersection, which was assumed to be signalized under this scenario, which assumed completion of the approved Marina Cove II residential project and the proposed Encinal Terminals Mixed-Use project project.

As shown in the table, all intersections are expected to continue operating acceptably at LOS D or better with the exception of Buena Vista Avenue at Entrance Road and Eagle Avenue at Sherman Street which would both operate at LOS F during the peak hours. Based on an analysis of Caltrans signal warrants traffic signals would be required at these two intersections with the addition of traffic from the proposed project. The installation of the two traffic signals would reduce the project's impact to less-than-significant level. No other off-site traffic mitigations would be required under this scenario.

Cumulative (2035) Traffic Characteristics

The 2035 cumulative volumes published in the City of Alameda's Transportation Element Update Draft EIR (Transportation Element DEIR) were updated to the year 2035 for use in this analysis. For several project study intersections the Cumulative 2035 volumes published in the Alameda Point EIR, the Boatworks Residential Project Draft EIR, and the Marina Cove II Project were also used to develop the 2035 volumes.

The following planned transportation network improvements (per the documents shown below) were assumed to be completed by 2035:

- Clement Avenue extension from Grand Street to Hibbard Street and from Ohlone Street to Sherman Street/Atlantic Avenue, providing a continuous east-west route between Atlantic Avenue and Park Street. (Transportation Element; Northern Waterfront GPA).

- Sherman Street is to be realigned to terminate at a T-intersection perpendicular to Atlantic Avenue and the Clement Avenue extension, which would be aligned to provide continuous east west through movements. (*Del Monte Mixed Use – Del Monte Warehouse – Chipman/Marina Cove II Sites Draft Master Plan*).

- Three new traffic signals on Clement Avenue at the following intersections: Sherman Street/Atlantic Avenue, Entrance Road, and Grand Street. (Northern Waterfront GPA).

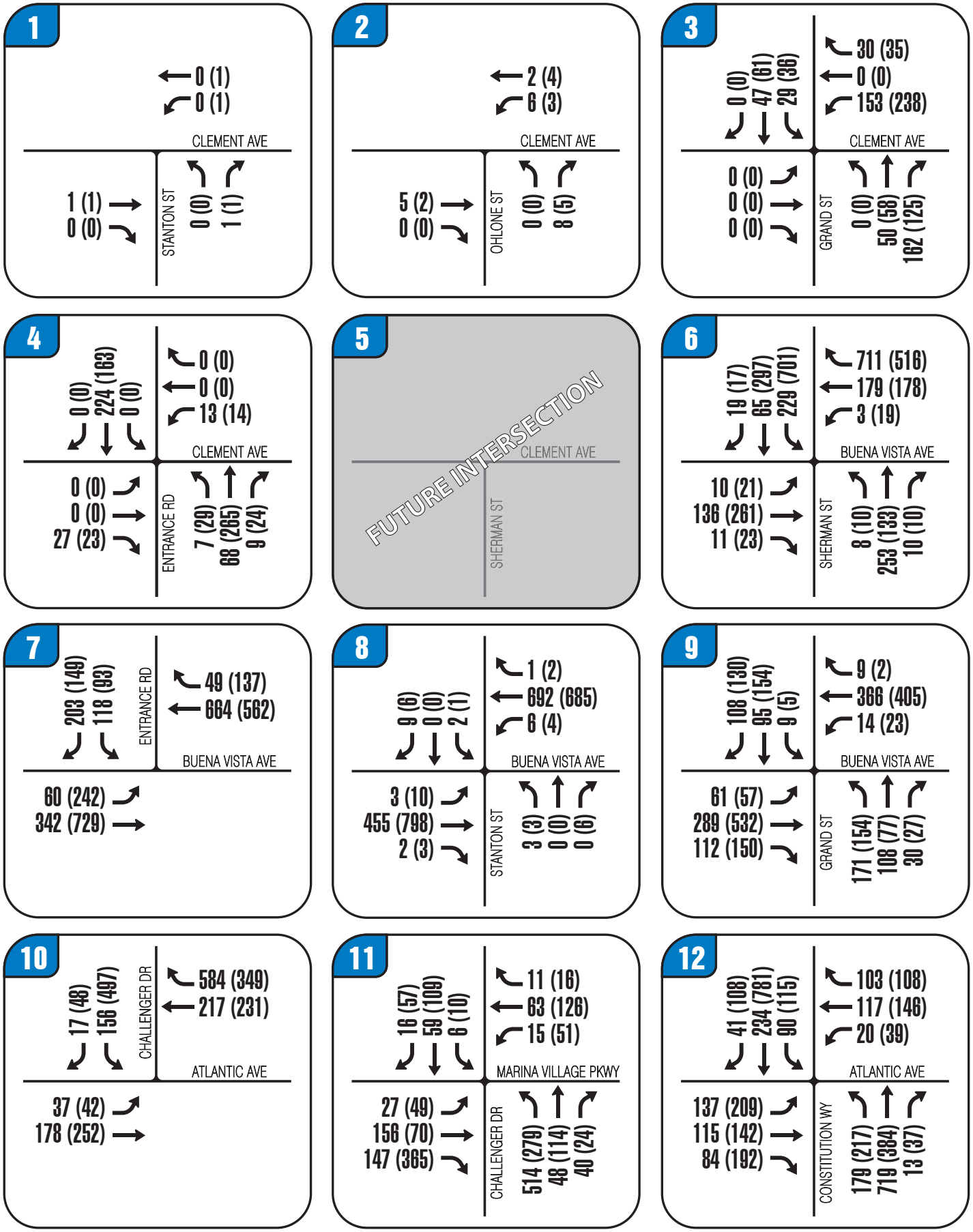

FIGURE 8 | BASELINE PLUS PROJECT AM(PM) PEAK HOUR TRAFFIC VOLUMES - PAGE 1

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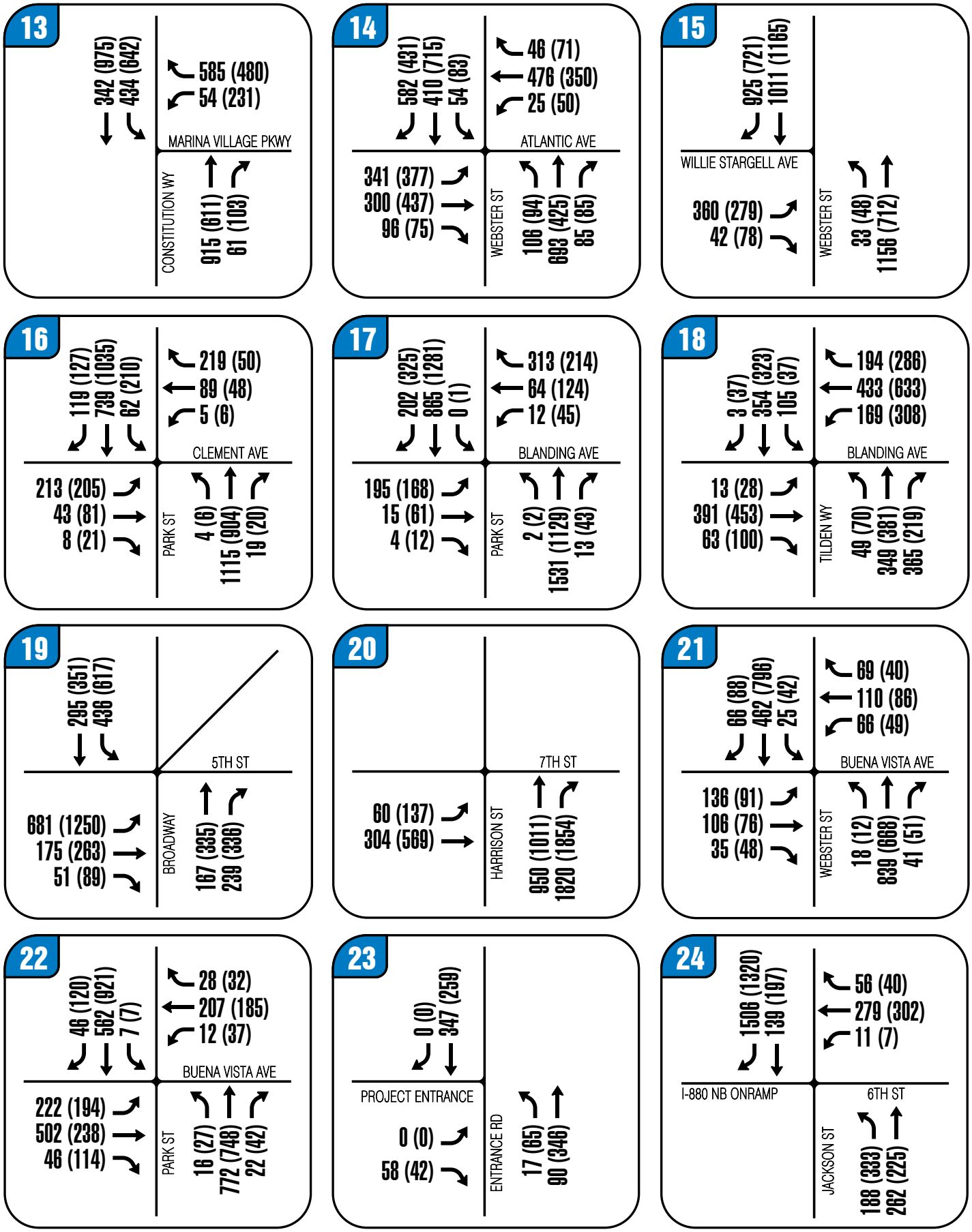

FIGURE 8 | BASELINE PLUS PROJECT AM(PM) PEAK HOUR TRAFFIC VOLUMES - PAGE 2

TRANSPORTATION IMPACT ANALYSIS

Del Monte Mixed Use Project

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TABLE 5
BASELINE INTERSECTION LEVEL OF SERVICE CONDITIONS

INTERSECTION		CONTROL	PEAK HOUR	BASELINE		BASELINE PLUS PROJECT	
				Delay	LOS	Delay	LOS
1	CLEMENT AVE & STANTON ST	Side Street Stop	AM	8.3	A	8.3	A
			PM	8.3	A	8.3	A
2	CLEMENT AVE & OHLONE ST	Side Street Stop	AM	8.4	A	8.4	A
			PM	8.3	A	8.3	A
3	CLEMENT AVE & GRAND ST	Side Street Stop	AM	11.6	B	11.6	B
			PM	13.5	B	13.5	B
4	CLEMENT AVE & ENTRANCE RD	Traffic Signal	AM	3.0	A	4.3	A
			PM	5.9	A	3.7	A
5	CLEMENT AVE & SHERMAN ST	Future Intersection	AM	0.0	A	4.5	A
			PM	0.0	A	4.8	A
6	BUENA VISTA AVE & SHERMAN ST	Traffic Signal	AM	21.0	C	24.5	C
			PM	28.0	C	33.2	C
7	BUENA VISTA AVE & ENTRANCE RD	Side Street Stop	AM	**> 50.0**	**F**	**> 50.0**	**F**
			PM	**> 50.0**	**F**	**> 50.0**	**F**
8	BUENA VISTA AVE & STANTON ST	Side Street Stop	AM	28.4	D	32.5	D
			PM	26.3	D	31.7	D
9	BUENA VISTA AVE & GRAND ST	Traffic Signal	AM	11.2	B	12.8	B
			PM	16.0	B	20.9	C
10	ATLANTIC AVE & CHALLENGER DR	Traffic Signal	AM	7.7	A	8.4	A
			PM	13.1	B	14.9	B
11	CHALLENGER DR & MARINA VILLAGE DR	Traffic Signal	AM	21.8	C	24.9	C
			PM	19.4	B	20.5	C
12	ATLANTIC AVE & CONSTITUTION WY	Traffic Signal	AM	19.9	B	20.0	C
			PM	25.0	C	25.1	C
13	CONSTITUTION WY & MARINA VILLAGE DR	Traffic Signal	AM	16.8	B	17.3	B
			PM	17.1	B	18.2	B
14	ATLANTIC AVE & WEBSTER ST	Traffic Signal	AM	28.5	C	28.6	C
			PM	26.2	C	26.3	C
15	WILLIE STARGELL AVE & WEBSTER ST	Traffic Signal	AM	6.8	A	6.8	A
			PM	7.3	A	7.3	A
16	PARK ST & CLEMENT AVE	Traffic Signal	AM	24.7	C	25.0	C
			PM	21.4	C	21.5	C
17	PARK ST & BLANDING AVE	Traffic Signal	AM	25.2	C	25.7	C
			PM	25.9	C	26.3	C
18	BLANDING AVE & TILDEN WY	Traffic Signal	AM	25.1	C	25.3	C
			PM	28.0	C	28.6	C
19	BROADWAY & 5TH ST	Traffic Signal	AM	16.1	B	16.3	B
			PM	30.1	C	31.9	C
20	HARRISON ST & 7TH ST	Traffic Signal	AM	6.4	A	6.5	A
			PM	9.4	A	9.5	A
21	BUENA VISTA AVE & WEBSTER ST	Traffic Signal	AM	10.6	B	10.8	B
			PM	8.0	A	8.1	A
22	BUENA VISTA AVE & PARK ST	Traffic Signal	AM	13.7	B	14.2	B
			PM	12.0	B	12.7	B
23	ENTRANCE RD & PROJECT ENTRANCE	Traffic Signal	AM	N/A	N/A	10.9	B
			PM	N/A	N/A	10.1	B
24	JACKSON ST & 6TH ST	Traffic Signal	AM	25.5	C	35.6	D
			PM	8.3	A	11.7	B
25	SHERMAN ST & EAGLE AVE	Side Street Stop	AM	27.9	D	**> 50.0**	**F**
			PM	49.3	E	**> 50.0**	**F**

SOURCE: Abrams Associates, 2014
NOTE: Intersection LOS is based on delay which is presented in terms of seconds per vehicle.

- Mariner Square Drive extension from Mariner Square Loop (east side) to Marina Village Parkway intersection with Constitution Way. (Transportation Element).

- The Mitchell Street Extension from Mariner Square Loop to a new intersection on Main Street north of Singleton Avenue as a two-lane street; and

- The 5th Street Extension from Willie Stargell Avenue north to Mitchell Street as a two-lane street.

Figure 9 shows the Cumulative 2035 traffic volumes at the study intersections resulting from application of the growth factors described above plus approved development traffic.

Cumulative (2035) Intersection Operations

The intersection levels of service that would result under the Cumulative Conditions scenario are shown below in **Table 6**. As shown in the table, all study intersections are expected to continue operating within City standards of LOS D or better under this scenario except for the following four intersections:

1. Park Street/Clement Avenue

2. Park Street/Blanding Avenue

3. Blanding Avenue/Tilden Way

4. Jackson Street/Sixth Street

These intersections would operate unacceptably at LOS E or F during both peak hours. The first three intersections have been previously identified in Alameda's Transportation Element DEIR as having unacceptable LOS operations in both peak hours under cumulative build out conditions.

Cumulative Plus Project Intersection Operations

For study intersections #10 through #20, the project trip assignment is identical to that previously shown for the Baseline plus Project conditions. However, the project trip assignment for study intersections #1 through #9 that are in the immediate site vicinity would be different under Cumulative plus Project conditions because of the extension of Clement Avenue. The project trip assignments and resulting intersection volumes account for the availability of a continuous Clement Avenue. This would provide an alternative to Buena Vista Avenue for east-west travel in the project area.

The results of the associated intersection LOS computations for Cumulative intersection operations, as well as Cumulative operations with the addition of project traffic are shown in **Table 6**. The detailed LOS calculation sheets for each study intersection are presented in the *Traffic Analysis Appendix*.

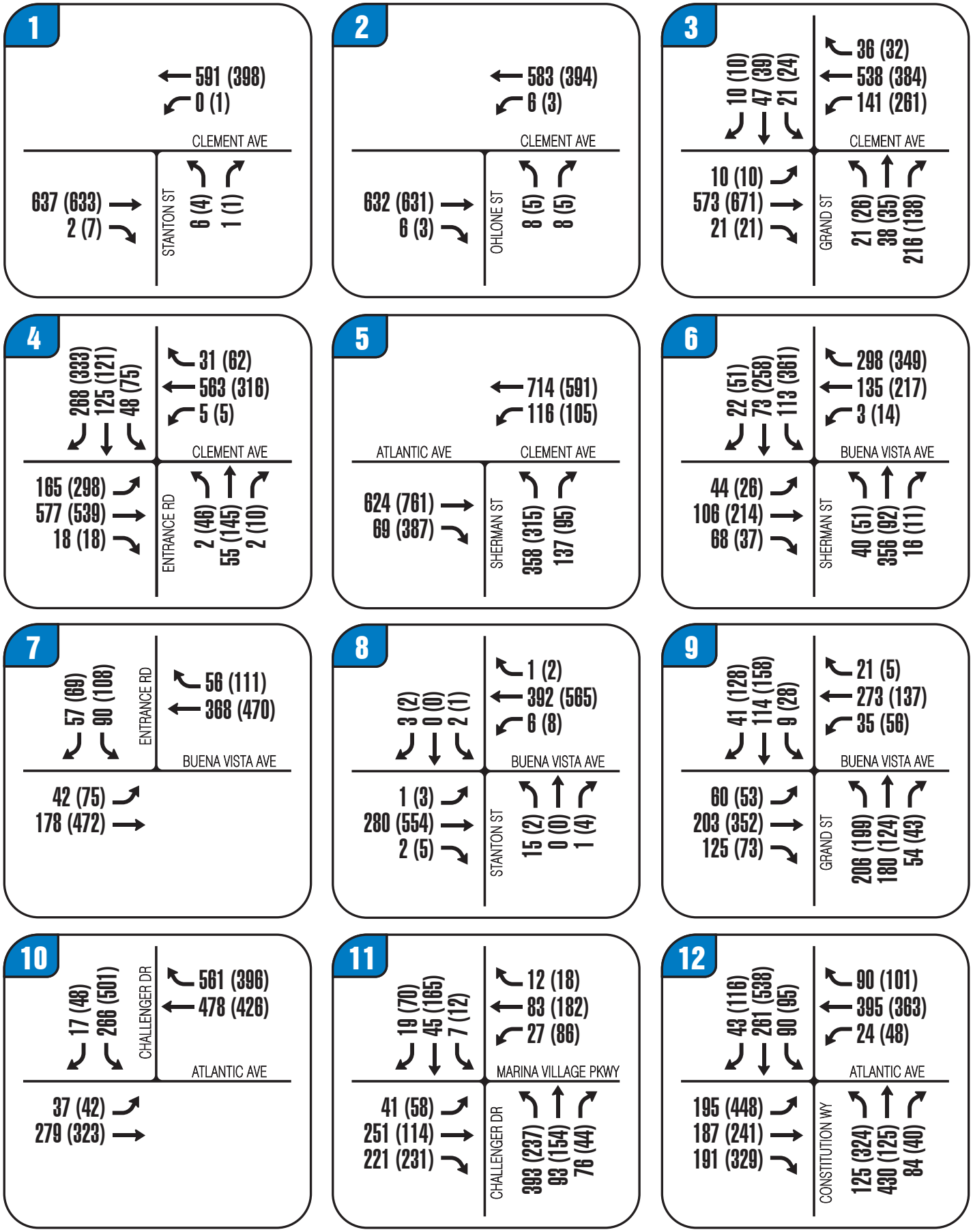

FIGURE 9 | CUMULATIVE AM(PM) PEAK HOUR TRAFFIC VOLUMES - PAGE 1

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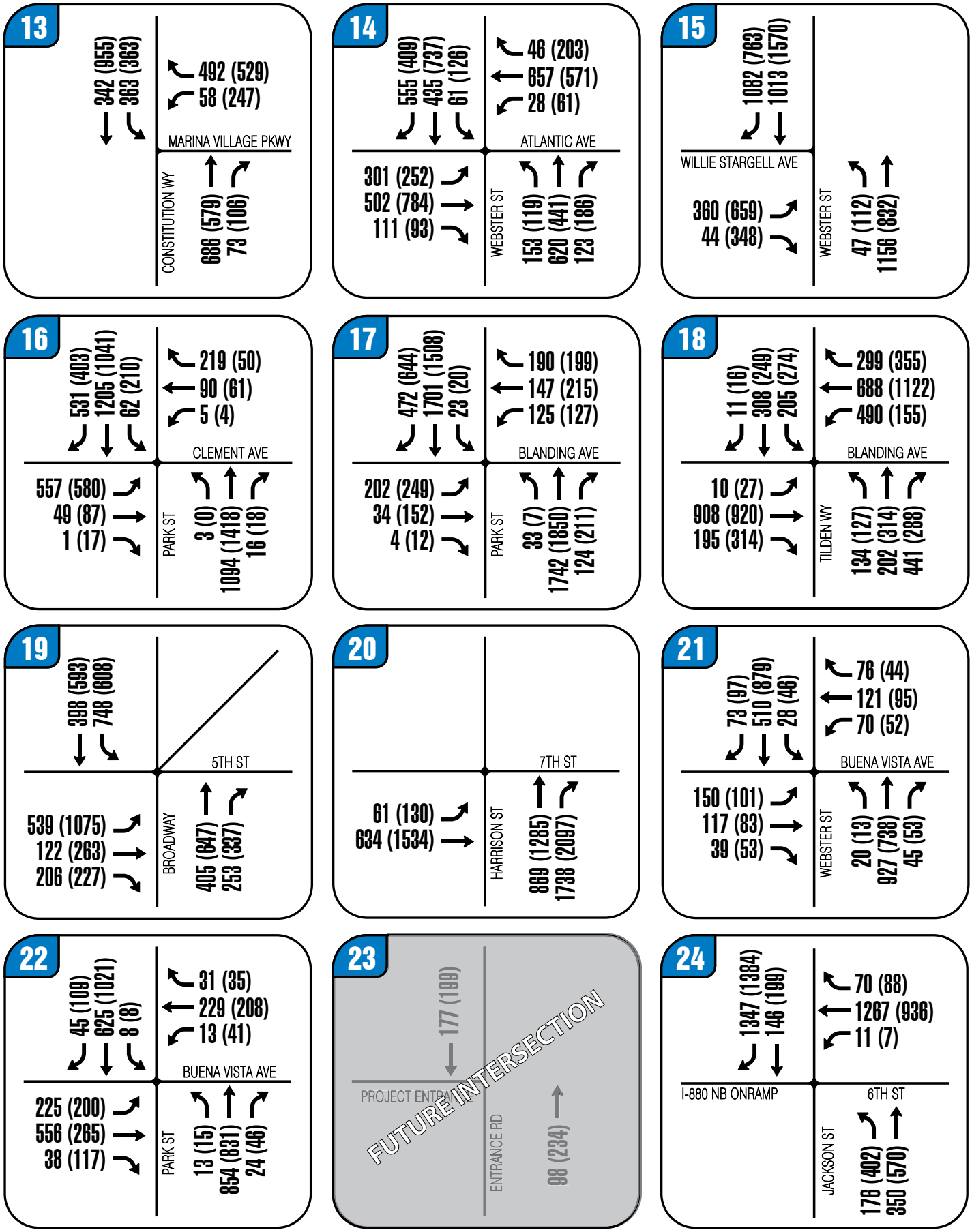

FIGURE 9 | CUMULATIVE AM(PM) PEAK HOUR TRAFFIC VOLUMES - PAGE 2

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TABLE 6
CUMULATIVE INTERSECTION LEVEL OF SERVICE CONDITIONS

INTERSECTION		CONTROL	PEAK HOUR	CUMULATIVE		CUMULATIVE PLUS PROJECT	
				Delay	LOS	Delay	LOS
1	CLEMENT AVE & STANTON ST	Side Street Stop	AM	19.2	C	19.6	C
			PM	21.2	C	22.5	C
2	CLEMENT AVE & OHLONE ST	Side Street Stop	AM	15.4	C	15.8	C
			PM	16.6	C	16.9	C
3	CLEMENT AVE & GRAND ST	Traffic Signal	AM	16.4	B	16.4	B
			PM	22.8	C	23.1	C
4	CLEMENT AVE & ENTRANCE RD	Future Intersection	AM	12.8	B	13.1	B
			PM	14.2	B	15.1	B
5	CLEMENT AVE & SHERMAN ST	Future Intersection	AM	15.3	B	18.0	B
			PM	42.1	D	58.8	E
6	BUENA VISTA AVE & SHERMAN ST	Traffic Signal	AM	15.8	B	16.3	B
			PM	15.4	B	16.4	B
7	BUENA VISTA AVE & ENTRANCE RD	Side Street Stop	AM	16.7	C	19.0	C
			PM	**> 50.0**	**F**	**> 50.0**	**F**
8	BUENA VISTA AVE & STANTON ST	Side Street Stop	AM	16.3	C	17.3	C
			PM	18.2	C	19.5	C
9	BUENA VISTA AVE & GRAND ST	Traffic Signal	AM	14.2	B	15.2	B
			PM	16.0	B	19.1	B
10	ATLANTIC AVE & CHALLENGER DR	Traffic Signal	AM	13.7	B	14.5	B
			PM	18.7	B	23.0	C
11	CHALLENGER DR & MARINA VILLAGE DR	Traffic Signal	AM	19.1	B	20.9	C
			PM	24.1	C	26.0	C
12	ATLANTIC AVE & CONSTITUTION WY	Traffic Signal	AM	22.7	C	22.8	C
			PM	37.0	D	37.1	D
13	CONSTITUTION WY & MARINA VILLAGE DR	Traffic Signal	AM	14.2	B	14.8	B
			PM	15.3	B	16.4	B
14	ATLANTIC AVE & WEBSTER ST	Traffic Signal	AM	34.3	C	34.4	C
			PM	31.1	C	31.2	C
15	WILLIE STARGELL AVE & WEBSTER ST	Traffic Signal	AM	7.0	A	7.1	A
			PM	16.1	B	16.2	B
16	PARK ST & CLEMENT AVE	Traffic Signal	AM	**> 80.0**	**F**	**> 80.0**	**F**
			PM	**> 80.0**	**F**	**> 80.0**	**F**
17	PARK ST & BLANDING AVE	Traffic Signal	AM	**> 80.0**	**F**	**> 80.0**	**F**
			PM	**> 80.0**	**F**	**> 80.0**	**F**
18	BLANDING AVE & TILDEN WY	Traffic Signal	AM	**> 80.0**	**F**	**> 80.0**	**F**
			PM	**> 80.0**	**F**	**> 80.0**	**F**
19	BROADWAY & 5TH ST	Traffic Signal	AM	23.1	C	23.3	C
			PM	41.0	D	45.4	D
20	HARRISON ST & 7TH ST	Traffic Signal	AM	9.1	A	9.2	A
			PM	44.6	D	47.3	D
21	BUENA VISTA AVE & WEBSTER ST	Traffic Signal	AM	12.9	B	13.2	B
			PM	9.1	A	9.3	A
22	BUENA VISTA AVE & PARK ST	Traffic Signal	AM	16.1	B	16.6	B
			PM	14.3	B	14.8	B
23	ENTRANCE RD & PROJECT ENTRANCE	Traffic Signal	AM	N/A	N/A	10.7	B
			PM	N/A	N/A	12.2	B
24	JACKSON ST & 6TH ST	Traffic Signal	AM	**> 80.0**	**F**	**> 80.0**	**F**
			PM	**> 80.0**	**F**	**> 80.0**	**F**
25	SHERMAN ST & EAGLE AVE	Side Street Stop	AM	18.2	C	32.3	D
			PM	24.2	C	**> 50.0**	**F**

SOURCE: Abrams Associates, 2014
NOTE: Intersection LOS is based on delay which is presented in terms of seconds per vehicle.

The projected future intersection turning movement volumes for Cumulative Plus Project conditions at the 25 project study intersections (during the weekday AM and PM peak hours) are shown in **Figure 10**. The LOS analysis results for Cumulative Plus Project Conditions are compared to the Cumulative No Project Conditions in **Table 6**. As seen in this table all intersections are expected to continue operating at acceptable service levels of LOS D or better under Cumulative Plus Project Conditions except for the following four intersections:

1. Buena Vista Avenue at Entrance Road
2. Park Street/Clement Avenue
3. Park Street/Blanding Avenue
4. Blanding Avenue/Tilden Way
5. Jackson Street at 6th Street

All of these intersections are expected to continue to operate at LOS F during one or both of the peak hours. The addition of project trips to the peak-hour volumes at the last four intersections would be under the 3-percent threshold for a significant impact as defined in the Transportation Element of the City's General Plan. As mentioned previously, the first intersection (intersection # 7 - Buena Vista Avenue and Entrance Road) would operate at LOS F during the peak hours in this scenario. Based on an analysis of Caltrans signal warrants a traffic signal would be required at this intersection with the addition of traffic from the proposed project. The installation of a traffic signal would reduce the project's impact to less-than-significant level. No other off-site traffic mitigations would be required under this scenario.

As shown in **Table 6**, the intersection of Jackson and 6th Street in Oakland would operate at LOS F in the PM peak hour. However, the project would not cause the overall intersection V/C ratio to increase by 0.03 or more or cause the critical movement V/C ratio to increase by 0.05 or more. Therefore, the project's contribution to traffic at this intersection would not be considered a significant impact. The detailed LOS calculation sheets for each study intersection are presented in the *Traffic Analysis Technical Appendix*. It should be noted that the intersection of Jackson and 6th Street was previously identified as having significant unavoidable impacts under the EIR for the Northern Waterfront Area. That EIR identified the following mitigations for projects located in the Northern Waterfront GPA area[10]:

Mitigation Measure TRN-4a: All new projects in the Northern Waterfront GPA area shall pay a fair share contribution to improvements at Broadway and 5th Street and Jackson and 6th Street intersections through payment of the City's Citywide Development Impact Fee.

Mitigation Measure TRN-4b: All new projects in the Northern Waterfront area that generate traffic equivalent to 1% of the annually estimated reserve capacity shall include Transportation Demand Management measures designed to reduce automobile trips in the Tubes and in Oakland.

With the proposed mitigation to install a signal at Buena Vista Road and Entrance Road the proposed project is expected to have a less-than-significant impact on traffic operations under Cumulative Plus Project Conditions.

[10] *Northern Waterfront General Plan Amendment Draft EIR*, Lamphier Gregory, Oakland, CA, January, 2005.

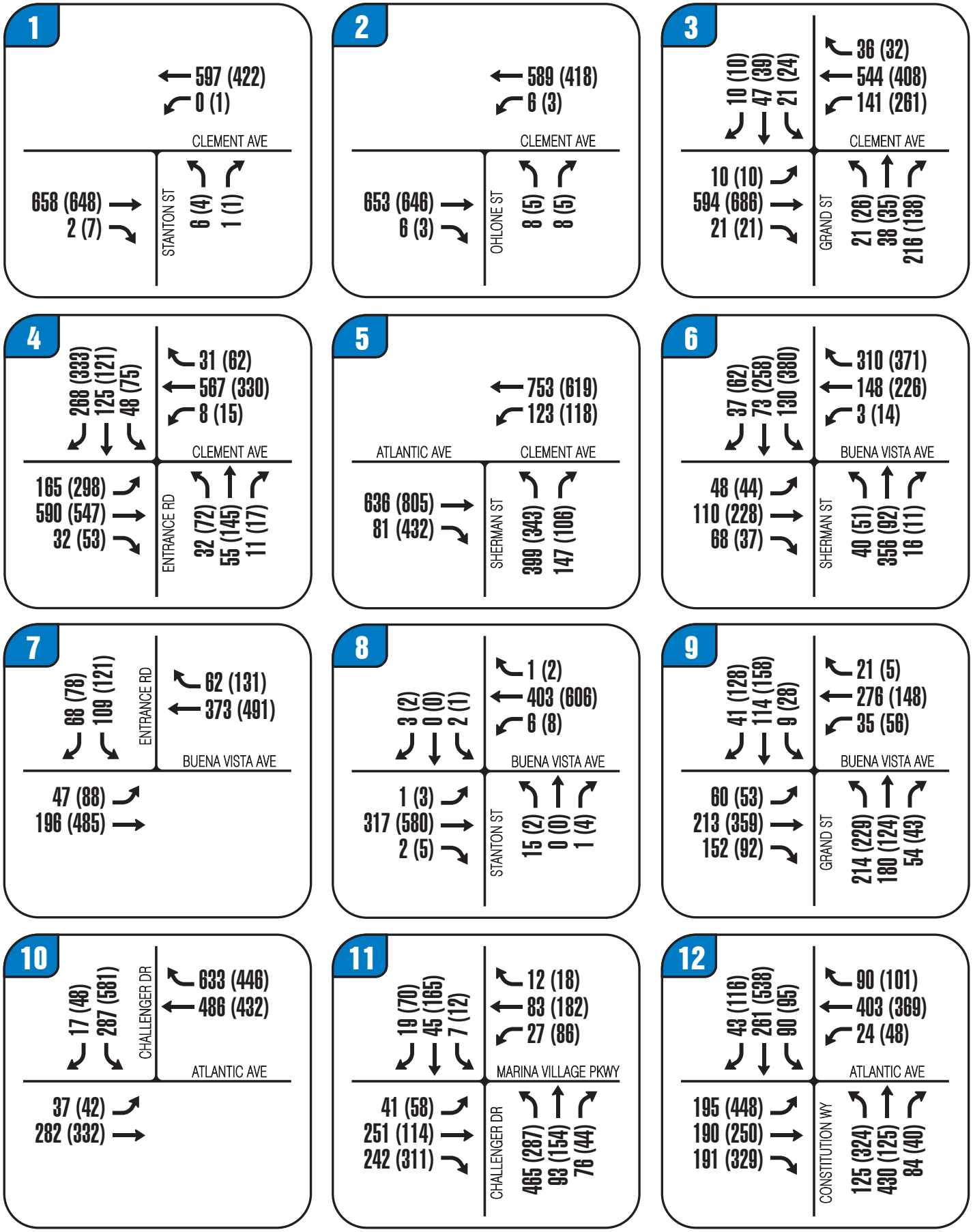

FIGURE 10 | CUMULATIVE PLUS PROJECT AM(PM) PEAK HOUR TRAFFIC VOLUMES - PAGE 1

TRANSPORTATION IMPACT ANALYSIS

Del Monte Mixed Use Project

City of Alameda

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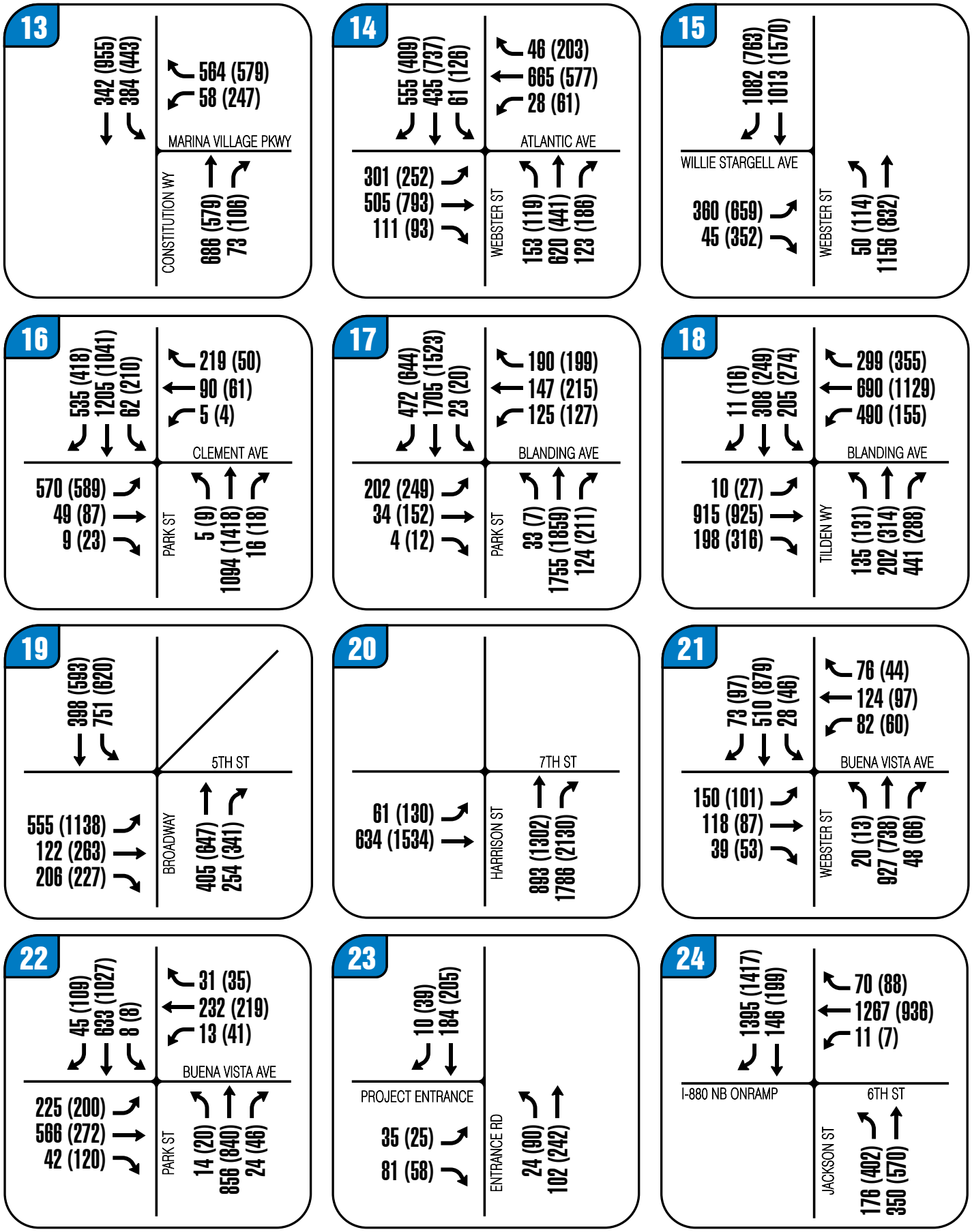

FIGURE 10 | CUMULATIVE PLUS PROJECT AM(PM) PEAK HOUR TRAFFIC VOLUMES - PAGE 2

TRANSPORTATION IMPACT ANALYSIS

Del Monte Mixed Use Project

City of Alameda

Abrams Associates
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Circulation, Access and Parking Impacts

The project's preliminary plan for the internal roadway network has been reviewed by licensed traffic engineers and no significant issues have been identified that would cause internal safety problems or any unusual traffic congestion or delay. New on-street parking spaces would be created along the new internal project roadways and to help ensure parking does not infringe upon other streets in the area.

It should be noted that parking shortfalls relative to demand are not considered significant environmental impacts in an urban context. Parking deficits are an inconvenience to drivers, but are not necessarily considered a significant physical impact on the environment.[11] However, this assumes there are no secondary environmental impacts resulting from any project parking deficits that cannot be mitigated.

In this case the proposed project would not be expected to result in any significant parking impacts on the surrounding areas, and impacts related to adequate parking should be less-than-significant. This is based, in part, on the fact that the final parking plan would be completed as part of the project level plans and would be subject to City approval.

Potential Impacts on the Posey and Webster Street Tubes

The Posey and Webster Street Tubes currently carry approximately 22,300 vehicles per day.[1] In the peak commute directions the northbound Posey Tube (a.k.a. outbound) carries an AM peak volume of about 2,900 vehicles per hour and the southbound Webster Street Tube (a.k.a inbound) carries a PM peak volume of about 3,100 vehicles per hour.

With the addition of traffic from vacant uses and approved projects the northbound Posey Tube is forecast to carry a maximum volume of about 3,200 vehicles per hour and the southbound Webster Street Tube would carry about 3,600 vehicles per hour.[12] The proposed project is forecast to add a maximum of 70 trips to the northbound AM peak commute and 80 trips southbound during the PM peak hour commute which would equate to about a two (2) percent increase in the existing traffic volumes and would leave a remaining capacity of between 200 to 300 vehicles per hour in both tubes.

Please note that the impacts of the traffic from the proposed project were studied as part of the EIR on the Northern Waterfront GPA area. That EIR concluded the proposed project (and the Northern Waterfront GPA) would not significantly impact the Webster and Posey Tubes even though they are expected to be congested in the peak hours if all of the anticipated development in Alameda and Oakland occurs.

The less than significant impact of the redevelopment of the project site is primarily due to the fact that it was previously generating substantial amount of vehicle and truck traffic and could do so again under the existing land use permits. Redevelopment of the areas like the project site within the Northern Waterfront GPA area will replace the previous traffic-generating uses with new traffic-generating uses. Based on this analysis and the EIR for the Northern Waterfront

[11] *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco (1st Dist. 2002) 102 Cal.App.4th 656, Referenced in the article: Is "parking" really a CEQA impact? Same as it ever was!*, Association of Corporate Counsel, Arthur F Coon, Miller Starr Regalia, Walnut Creek, CA June 25, 2013.
[12] *Draft Environmental Assessment of the Transfer of Excess Property and Development of an Outpatient Clinic, Offices, and a National Cemetery*, Department of Veterans Affairs, Washington D.C., January, 2013.

GPA the project would not be expected to cause any significant impacts to traffic operations in either the Webster Street or Posey Tubes.

The City of Alameda's Traffic Capacity Management Procedure

On June 19, 2001, the Alameda City Council adopted a resolution approving the City's Traffic Capacity Management Procedure (TCMP) requiring projects to identify their impact on the remaining capacity of the Posey and Webster Street Tubes. This policy requires that projects identify trip reduction strategies to reduce trips through the Tubes by 10% for residential projects by 30% for commercial projects. The project transportation demand management program proposed below is intended to reduce the total vehicle miles traveled (VMT) by motorists from the project in the study area. Please note that reductions in VMT are also generally considered to translate directly into reductions in greenhouse gases.[13]

Proposed Trip Reduction Strategies - In response to the City's request, the applicant has agreed to implement GHG reducing strategies. The following is a list of potential GHG reduction strategies that have been proposed *only as a starting point* for development of a GHG/TDM program. Please note that some aspects of the project that are listed might not necessarily be considered "*strategies*" and are essentially components of the project. However for the purposes of this review any aspect of the project that might be considered to have trip reducing qualities has been described. The following is a summary of strategies that are being proposed based on data on their potential effectiveness set forth by the California Air Pollution Control Officers Association (CAPCOA):

*Proximity to Bike Paths/Bike Lane*s– A Project that is designed around an existing or planned bicycle facility encourages alternative mode use. The project will be located within 1/2 mile of an existing Class I path or Class II bike lane. The project design should include a comparable network that connects the project uses to the existing offsite facilities.

Provide Pedestrian Network Improvements - Providing a pedestrian access network to link areas of the project site encourage people to walk instead of drive. This mode shift results in people driving less and thus a reduction in VMT. The project will provide a pedestrian access network that internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the project site. The project will minimize barriers to pedestrian access and interconnectivity. Physical barriers such as walls, landscaping, and slopes that impede pedestrian circulation will be eliminated.

Internal Ride-Share Matching Services – This project will deliver a ride-share education and awareness packet for all new tenants. Providing tenants with ride-share resources, such as carpoolworld.com serving the area and region, encourages the use of trip reducing tools.

Telecommuting Education and Awareness – This project will deliver a telecommuting education, awareness and equipment requirements packet for all new tenants. This will provide tenants with telecommuting resources, such as information on collaboration software. For example, services like GoToMeeting and Skype encourage the use of trip reducing technologies.

Increased Density – Designing the project with densities on the higher end of what is allowed by the General Plan reduces the trips associated with the project in several ways. Density is usually measured in terms of persons, jobs, or dwellings per unit area. Increased densities affect the distance people travel and provide greater options for the mode of travel they choose.

[13] *Quantifying Greenhouse Gas Mitigation Measures*, California Air Pollution Control Officers Association, Sacramento, CA, August, 2010.

This strategy also provides a foundation for implementation of many other strategies which would benefit from increased densities. For example, transit ridership increases with density, which justifies enhanced transit service.

Increase Transit Accessibility - Locating a project with high density near transit will facilitate the use of transit by people traveling to or from the Project site. The use of transit results in a mode shift and therefore reduced VMT. The project description should include, at a minimum, the following design features: A transit stop with high-quality, high-frequency bus service located within a 5-10 minute walk (or roughly ¼ mile from stop to edge of development), and/or a neighborhood designed for walking and cycling.

Attainment of Trip Reduction Goals - The quantification of trip reductions from mitigation measures such as those listed above are specified in a recent study by the California Air Pollution Control Officers Association (CAPCOA). The following list specifies the potential reductions in VMT that could be expected (according to the CAPCOA study) with the various mitigation measures described above.

Locate Project near Bike Path/Bike Lane – 0.625% reduction in VMT

Provide Pedestrian Network Improvements – Range of Effectiveness: 1 - 2% reduction in VMT

Telecommuting Education and Awareness – Not Quantified

Increased Density – Range of Effectiveness: 0.08 - 30% reduction in VMT

Increase Transit Accessibility – Range of Effectiveness: 0.05 - 24.6% reduction in VMT

Through the implementation of the proposed trip reduction strategies listed above it can be concluded (based on the research conducted by CAPCOA) that the overall project vehicular traffic would be reduced by a minimum of about 5%. Based on an evaluation of the specific components of the proposed project and the TDM program the estimated reduction would be approximately 15%. However, to be conservative and consistent with ITE (and other established guidelines) please note the project trip generation was only reduced by 5% (as described to account for shared trips between the residential uses, the commercial uses, and the marina. It should be again noted that VMT reductions, by definition, also translate directly into reductions in greenhouse gases.

5) PEDESTRIAN IMPACT ANALYSIS

Pedestrian Impact Analysis Methodology

The pedestrian patterns in the study area were analyzed during the peak commute hours of 7-9 AM and 4-6 PM, where the number of pedestrians crossing the intersection was noted, as well as which crosswalks they utilized. This data was incorporated into the assumptions used in the Synchro LOS calculations for each intersection under each study scenario.

Potential impacts on pedestrian LOS were evaluated based on the HCM 2000 methodology for determining average delay for pedestrians at signalized study intersections. Pedestrian delay is based on the effective green signal time for pedestrians to cross each intersection leg, and the actuated cycle length of the signal. **Table 7** shows the LOS criteria for pedestrians at signalized intersections. Based on City of Alameda pedestrian LOS standards for signalized intersections, a project impact would be considered significant if the delay for a crosswalk increases by 10 percent or more.

TABLE 7
LEVEL OF SERVICE CRITERIA FOR PEDESTRIANS AT SIGNALIZED INTERSECTIONS

Level of Service	Average Delay (seconds)
A	< 10
B	≥ 10 and ≤ 20
C	> 20 and ≤ 30
D	> 30 and ≤ 40
E	> 40 and ≤ 60
F	> 60

SOURCE: *Highway Capacity Manual*, Transportation Research Board, 2000.

Pedestrian LOS Analysis

The results of the pedestrian LOS calculations are presented in **Table 8** for each of the roadway segments where a significant impact was identified. The complete results of the pedestrian LOS computations for all scenarios and intersections studied are included in the *Traffic Analysis Technical Appendix*. The pedestrian analysis results for no project conditions are compared to the plus project conditions in **Table 8**. As seen in this table all intersections are expected to continue operating at acceptable service levels of LOS B or better under all study scenarios except for the following four intersections:

1. Buena Vista Avenue at Sherman Street
2. Challenger Drive at Marina Village Drive
3. Atlantic Avenue at Challenger Drive
4. Clement Avenue at Entrance Road

Each of these four intersections are expected to operate at LOS C during one of the peak commute hours. However, the addition of project trips to the peak-hour volumes at these intersections would only cause the average delay to increase by at least 10% at the intersections of Buena Vista Avenue at Sherman Street and Challenger Drive at Marina Village Drive. This would be considered a significant impact at these two intersections as per the Transportation Element of the City's General Plan.

Although the proposed project would increase vehicle and pedestrian traffic in the project vicinity it is not expected to significantly impact or change the design of any existing pedestrian facilities or create any new safety problems in the area. The mitigation to install a new signalized crossing at Buena Vista Avenue at Entrance Road would be expected to enhance pedestrian safety in the area. Additionally, the project would not remove any marked or unmarked crosswalks. However, based on the City's significance criteria the project's impacts on pedestrian travel at the above mentioned intersection would be considered significant and mitigations must be considered.

TABLE 8
PEDESTRIAN LEVEL OF SERVICE CONDITIONS

Intersection	Peak Hour	Scenario	South		North		East		West	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
6. Buena Vista Ave & Sherman St.	AM	Existing	7.7	A	11.7	B	10.5	B	10.5	B
		Plus Project	6.5	A	11.0	B	13.4	B	13.4	B
	PM	Existing	6.2	A	18.1	B	15.6	B	15.6	B
		Plus Project	6.4	A	**20.7**	**C**	17.1	B	17.1	B
11. Challenger Dr. & Marina Village Dr.	AM	Existing	19.0	B	7.8	A	13.7	B	13.7	B
		Plus Project	**20.6**	**C**	7.5	A	14.9	B	14.9	B
	PM	Existing	14.9	B	9.8	A	14.9	B	14.9	B
		Plus Project	16.8	B	8.2	A	18.1	B	17.9	B
12. Atlantic Ave. & Constitution Way	AM	Existing	8.1	A	9.0	A	19.0	B	**21.6**	**C**
		Plus Project	8.1	A	9.0	A	19.0	B	**21.6**	**C**
	PM	Existing	8.0	A	9.2	A	**21.3**	**C**	**22.3**	**C**
		Plus Project	8.1	A	9.3	A	**21.2**	**C**	**22.2**	**C**
14. Atlantic Ave. & Webster St.	AM	Existing	17.0	B	14.7	B	16.5	B	**24.1**	**C**
		Plus Project	17.1	B	14.7	B	16.4	B	**24.0**	**C**
	PM	Existing	14.0	B	14.6	B	19.9	B	**24.5**	**C**
		Plus Project	14.0	B	14.7	B	20.0	B	**24.4**	**C**

SOURCE: Abrams Associates, 2014
NOTE: Shaded areas indicate significant pedestrian impacts.

6) BICYCLE IMPACT ANALYSIS

Bicycle Impact Analysis Methodology

Potential impacts on bicycle LOS were evaluated based on the Florida Department of Transportation methodology for assessing bicyclists' perceived level of comfort along study roadway segments. Bicycle LOS scores are based on five variables: 1) average effective width of the outside through lane (and presence of bike lane); 2) motor vehicle volumes; 3) motor vehicle speeds; 4) truck volumes; and, 5) pavement conditions. **Table 9** shows the LOS criteria for bicycles on roadway segments. Based on City of Alameda bicycle LOS standards for roadway segments, a project impact would be considered significant if the bicycle LOS score for a study roadway segment increases by 10 percent or more. Based on this analysis the bicycle LOS score would not increase by 10 percent as a result of the project, and the project's impact on bicycle travel would therefore be less than significant. **Figure 11** shows the currently existing City of Alameda bikeways within the project study area.

FIGURE 11 | CITY OF ALAMEDA EXISTING BIKEWAYS

TRANSPORTATION IMPACT ANALYSIS

Del Monte Mixed Use Project

City of Alameda

Abrams Associates
TRAFFIC ENGINEERING, INC.

TABLE 9
LEVEL OF SERVICE CRITERIA FOR BICYCLES ON ROADWAY SEGMENTS

Level of Service	Bicycle LOS Score
A	≤ 1.5
B	> 1.5 and ≤ 2.5
C	> 2.5 and ≤ 3.5
D	> 3.5 and ≤ 4.5
E	> 4.5 and ≤ 5.5
F	≥ 5.5

SOURCE: *Florida Department of Transportation, 2009 Level of Service Handbook.*

Bicycle LOS Analysis

The results of the pedestrian LOS calculations are presented in **Table 10** for each of the roadway segments where bicycle conditions were analyzed. This table compares the bicycle analysis results for no project conditions with plus project conditions. As seen in **Table 10** some of the roadway segments that were studied are forecast to operate at LOS D during the either the AM or PM peak hours. However, the addition of project trips to the peak-hour volumes at these intersections would not cause the bicycle LOS score to increase by more than 10% which is the threshold considered to result in significant impacts as per the Transportation Element of the City's General Plan.

Although the proposed project would increase vehicle and pedestrian traffic in the project vicinity it is not expected to significantly impact or change the design of any existing bicycle facilities or create any new safety problems for bicyclists in the area. Based on the City's significance criteria (i.e. a change of 10% or more in the bike score) there would be no significant project impacts expected to bicycle travel in the area.

7) TRANSIT IMPACT ANALYSIS

Transit Impact Analysis Methodology

The 2000 Highway Capacity Manual arterial level-of-service analysis methodology was used for the analysis of transit operations. This methodology is based on the average speed for the segment under consideration, computed from the running times on the street segment and the control delay of through movements at signalized intersections was used to calculate the level of service along the transit corridors that were studied. **Table 11** presents the LOS criteria for transit operations on roadway segments.

TABLE 10
BICYCLE LEVEL OF SERVICE CONDITIONS

Segment	Peak Hour	Scenario	NB / WB Bike Score	NB / WB LOS	NB / WB % Change	SB / EB Bike Score	SB / EB LOS	SB / EB % Change
Buena Vista Avenue (Sherman St. / Park St.)	AM	Cumulative	3.7	D	0%	4.1	D	0%
		Plus Project	3.7	D		4.1	D	
	PM	Cumulative	3.8	D	1%	4.0	D	0%
		Plus Project	3.8	D		4.0	D	
Atlantic Avenue (Sherman St. / Constitution Way)	AM	Cumulative	1.6	A	0%	0.5	A	0%
		Plus Project	1.6	A		0.5	A	
	PM	Cumulative	0.5	A	0%	1.6	A	1%
		Plus Project	0.5	A		1.6	A	
Webster St. (Buena Vista Ave. / Atlantic Ave.)	AM	Cumulative	4.2	D	0%	3.7	D	0%
		Plus Project	4.2	D		3.7	D	
	PM	Cumulative	3.9	D	1%	4.2	D	0%
		Plus Project	3.9	D		4.2	D	
Park St. (Alameda Ave. / Central Ave.)	AM	Cumulative	4.1	D	0%	3.9	D	1%
		Plus Project	4.1	D		4.0	D	
	PM	Cumulative	4.2	D	1%	4.2	D	0%
		Plus Project	4.2	D		4.2	D	
Clement Ave. (Park St. / Broadway)	AM	Cumulative	3.7	D	0%	2.5	B	6%
		Plus Project	3.7	D		2.6	B	
	PM	Cumulative	2.1	B	10%	3.8	D	1%
		Plus Project	2.3	B		3.8	D	
Oak St. (Santa Clara Ave./ Central Ave.)	AM	Cumulative	0.5	A	0%	0.5	A	0%
		Plus Project	0.5	A		0.5	A	
	PM	Cumulative	1.4	A	2%	1.6	A	1%
		Plus Project	1.4	A		1.6	A	
Constitution Way (Marina Village Pkwy./ Atlantic Ave)	AM	Cumulative	3.8	D	0%	3.2	C	0%
		Plus Project	3.8	D		3.2	C	
	PM	Cumulative	3.7	D	1%	4.1	D	0%
		Plus Project	3.7	D		4.1	D	

Transit LOS Analysis

The results of the transit LOS calculations are presented in **Table 12** for each of the roadway segments where transit service could potentially be impacted by the project. This table compares the transit analysis results with and without the proposed project. As seen in **Table 12** the project contribution to the key roadway segments that were studied would not result in any significant changes to travel speeds (i.e. a change of 10% or more). As a result, the project would not be expected to result in any significant impacts to transit service in the area.

TABLE 11
LEVEL OF SERVICE CRITERIA FOR TRANSIT ON HCM TYPE IV ROADWAY SEGMENTS

Level of Service	Average Speed (miles/hour)
A	> 25
B	> 19 and ≤ 25
C	> 13 and ≤ 19
D	> 9 and ≤ 13
E	> 7 and ≤ 9
F	≤ 7

SOURCE: *Highway Capacity Manual*, Transportation Research Board, 2000.

Additional Analysis of Potential Transit Impacts

US Census data indicate that the average occupancy of residences in Alameda is 2.3 persons per household.[14] For each household approximately 47 percent are workers age 16 or older. The census data also specifies that approximately 15% of commuters use public transit. If we assume that all of these commuters use bus transit it would amount to an increase in patronage on local bus lines of about 70 riders per day.

As mentioned above, the proposed project has the potential to increase patronage on bus lines in the area by about 70 riders per day. However, the project should not result in degradation of the level of service (or a significant increase in delay) on any roadway segments currently being utilized by bus transit in the area and, as such, no significant impacts to transit are expected.

[14] *2006-2010 American Community Survey 5-Year Estimates*, U.S. Census, Washington D.C., 2010.

TABLE 12
TRANSIT LEVEL OF SERVICE CONDITIONS

			NB / WB			SB / EB		
Segment	**Peak Hour**	**Scenario**	**Travel Speed (MPH)**	**LOS**	**% Change in Travel Speed**	**Travel Speed (MPH)**	**LOS**	**% Change in Travel Speed**
Webster St. (Webster Tube to Central Ave.)	AM	Cumulative	10.2	D	0%	14.3	C	0%
		Plus Project	10.2	D		14.3	C	
	PM	Cumulative	10.3	D	0%	14.4	C	1%
		Plus Project	10.3	D		14.3	C	
Park St. (Blanding Ave. to Otis Dr.)	AM	Cumulative	9.5	D	1%	11.2	D	0%
		Plus Project	9.4	D		11.2	D	
	PM	Cumulative	6.6	F	2%	9.0	D	1%
		Plus Project	6.5	F		8.9	E	

SOURCE: Abrams Associates, 2014

8) RECOMMENDED MITIGATIONS MEASURES

Under either Baseline Plus Project conditions the intersections of Buena Vista Avenue with Entrance Road and Eagle Avenue with Sherman Street would both operate at LOS F in the PM peak hour. Based on an analysis of Caltrans signal warrants traffic signals would be required at both of these intersections with the addition of traffic from the proposed project. Please note that this is, in part, due to the fact that that it is assumed the remaining segment of Clement Avenue to the west (connecting with Atlantic Avenue) would not be in place under existing or baseline conditions. Therefore a significant portion of the project traffic would be expected to use Entrance Road and Sherman Street in the interim period until the extension is completed. The installation of the two traffic signals would reduce the project's impacts at these intersections to less-than-significant level.

Project-Specific Impacts and Mitigation Measures

The following is a list of proposed mitigation measures to address the transportation impacts of the project. With the implementation of the mitigation measures described in this section, all project transportation impacts would be reduced to a less than significant level.

TR-1 The project would contribute to unacceptable vehicular LOS operations at the intersections of Buena Vista Road with Entrance Road and Eagle Avenue with Sherman Street.

As discussed previously, Buena Vista Avenue at Entrance Road and Eagle Avenue which would both operate at LOS F in the PM peak hour. Based on an analysis of Caltrans signal warrants traffic signals would be required at these two intersections with the addition of traffic from the proposed project. Please note that this is, in part, due to the fact that that it is assumed the remaining segment of Clement Avenue to the west (connecting with Atlantic Avenue) would not be in place under existing or baseline conditions and therefore the majority of project traffic would be expected to use Entrance Road and Sherman Avenue in the interim.

The installation of these two traffic signals would reduce the project's impacts at these intersections to less-than-significant level. Beyond these intersections, the analysis indicates the project would not cause any other significant impacts to vehicular traffic operations in the area.

<u>Mitigation Measure</u>
Based on the detailed analysis of traffic operations at the project study intersections, implementation of the following mitigation measure would reduce this impact to a *less-than-significant* level.

TR-1 (a) The improvements listed below are not currently included in the City's Transportation Impact Fee Program. Prior to construction of the identified improvements the project would contribute to the mitigation of the above-identified impact by paying a fair share of the cost to improve the following intersections:

<u>Buena Vista Avenue at Entrance Road</u> – Installation of a traffic signal.

<u>Eagle Avenue at Sherman Street</u> – Installation of a traffic signal.

TR-2 Impacts related to pedestrian facilities.

The proposed project would generate additional pedestrian and bicycle traffic in the area, thereby potentially increasing conflicts between vehicles, bicycles, and pedestrians. Within the project sidewalks would be provided as well as a multi-use path along the perimeter of the site. However, based on the City's significance criteria the project's impacts on pedestrian travel at the four intersections listed below would be considered significant and mitigations will be required.

1. Buena Vista Avenue at Sherman Street
2. Challenger Drive at Marina Village Drive

These intersections are forecast to have a pedestrian LOS of C during the PM peak hour. The addition of project trips to the peak-hour volumes at these intersections would cause the average delay to increase by at least 10% which is considered a significant impact as per the Transportation Element of the City's General Plan.

Mitigation Measure(s)
Implementation of the following mitigation measures would reduce impacts related to pedestrian travel to a *less-than-significant* level.

TR-2 (a) *Prior to issuance of building permits for each development phase at Del Monte Mixed Use, the City of Alameda shall prepare, and shall require that the applicant participate in implementation of, a Transportation Demand Management (TDM) program for the project aimed at meeting the General Plan peak-hour trip reduction goals of 10 percent for residential development and 30 percent for commercial development.*

This mitigation measure would reduce traffic delay by reducing vehicle trips which should improve conditions for pedestrians but it would be speculative to quantify the potential improvement. Therefore, additional mitigation measures are identified, as applicable, for each intersection where pedestrian impacts have been identified.

TR-2 (b) *Under existing plus project conditions the actuated signal at Buena Vista Avenue and Sherman Street (intersection #6) would experience an increase in volumes due to project-related traffic during the a.m. and p.m. peak hours. The LOS analysis indicates this would cause unacceptable increases to pedestrian delay on the eastern leg of this intersection. This impact can be mitigated by adjusting the signal timing to give priority to pedestrians. However, this then results in the automobile LOS exceeding the City's threshold of LOS D. There are two options available for mitigating this impact.*

The first option would be to install the traffic signal at Eagle Avenue and Sherman Street as described above in Mitigation TR-1(a). Installation of a traffic signal at this intersection with a through connection to the western terminus of Clement Avenue would allow enough project traffic to be diverted from the Sherman Avenue/Buena Vista Avenue intersection to mitigate the traffic and pedestrian and vehicular LOS to a less than significant level.

The other option for mitigating the level of service impact on pedestrians would require the following elements:

- *Eliminate approximately six on-street parking spaces along the west side of Sherman Street on the southbound approach to the intersection.*
- *Widen the westbound approach to the intersection to allow for a second left turn lane from southbound Sherman Street onto eastbound Buena Vista Avenue.*

These improvements would require removal of approximately six on street parking spaces, utility relocation, roadway widening, and potential property acquisition from adjacent property owners. Widening of Buena Vista Avenue would not be consistent with Policy 4.4.2.b of the General Plan Transportation Element ("Intersections will not be widened beyond the width of the approaching roadway with the exception of a single exclusive left turn lane when necessary, with the exception of increasing transit exclusive lanes or non-motorized vehicle lanes."). Therefore, these improvements would not be considered feasible.

To avoid the pedestrian impact in the Baseline Plus Project scenario (without the Clement Avenue Extension) and maintain consistency with the General Plan, it is recommended the City instead adopt Mitigation Measure TR-1a to install a traffic signal at Eagle Avenue and Sherman Street.

TR-2 (c) *Under existing plus project conditions the actuated signal at Challenger Drive and Marina Village Drive (intersection #11) would experience an increase in volumes due to project-related traffic during the a.m. and p.m. peak hours. The LOS analysis indicates this would cause unacceptable increases to pedestrian delay on the southern leg of this intersection.*

To avoid the pedestrian impact and maintain consistency with the General Plan, it is recommended the City instead adopt the following mitigation: The City shall implement TDM (Mitigation Measure TR-2a) and, when required to avoid the impact or reduce its severity, shall optimize the signal timing during the p.m. peak hour.

TR-3 Impacts related to bicycle facilities.

Although the proposed project would increase vehicle and pedestrian traffic in the project vicinity it is not expected to significantly impact or change the design of any existing bicycle facilities or create any new safety problems for bicyclists in the area. Please note that some of the roadway segments that were studied are forecast to operate at LOS D during the either the AM or PM peak hours. However, the addition of project trips to the peak-hour volumes at these intersections would not cause the bicycle LOS score to increase by more than 10% which would be considered a significant impact as per the Transportation Element of the City's General Plan. Based on the City's significance criteria there would be no significant project impacts expected to bicycle travel in the area.

<u>Mitigation Measure(s)</u>
None required.

TR-4 Impacts related to transit facilities.

The proposed project has the potential to increase patronage on bus lines in the area by about 70 riders per day. However, based on this analysis the project would not result in degradation of the level of service (or a significant increase in delay) on any roadway segments currently being utilized by bus transit in the area and, as such, no significant impacts to transit are expected.

The project contribution to the two key roadway segments that were studied would not result in any significant changes to travel speeds according to City standards (i.e. a change of 10% or more). As a result, the project would not be expected to result in any significant impacts to transit service in the area.

Mitigation Measure(s)
None required.

TR-5 Demolition and construction activities associated with the proposed project would result in an increase in traffic to and from the site and could lead to unsafe conditions near the project site.

The increase in traffic as a result of demolition and construction activities associated with the proposed project has been quantified assuming a worst-case single phase construction period of 24 months.

Heavy Equipment

Approximately eight pieces of heavy equipment are estimated to be transported on and off the site each month throughout the demolition and construction of the proposed project. Heavy equipment transport to and from the site could cause traffic impacts in the vicinity of the project site during construction. However, each load would be required to obtain all necessary permits, which would include conditions. Prior to issuance of grading and building permits, the project applicant would be required to submit a Traffic Control Plan.

The requirements within the Traffic Control Plan include, but are not limited to, the following: truck drivers would be notified of and required to use the most direct route between the site and the freeway, as determined by the City Engineering Department; all site ingress and egress would occur only at the main driveways to the project site and construction activities may require installation of temporary (or ultimate) traffic signals as determined by the City Engineer; specifically designated travel routes for large vehicles would be monitored and controlled by flaggers for large construction vehicle ingress and egress; warning signs indicating frequent truck entry and exit would be posted on adjacent roads; and any debris and mud on nearby streets caused by trucks would be monitored daily and may require instituting a street cleaning program. In addition, eight loads of heavy equipment being hauled to and from the site each month would be short-term and temporary.

Employees

The weekday work is expected to begin around 7:00 AM and end around 4:00 PM. The construction worker arrival peak would occur between 6:30 AM and 7:30 AM, and the departure peak would occur between 4:00 PM and 5:00 PM. These peak hours are slightly before the citywide commute peaks. It should be noted that the number of trips

generated during construction would not only be temporary, but would also be substantially less than the proposed project at buildout. Based on past construction of similar projects, construction workers could require parking for up to 200 vehicles during the peak construction period. Additionally, deliveries, visits, and other activities may generate peak non-worker parking demand of 10 to 20 trucks and automobiles per day. Therefore, up to 220 vehicle parking spaces may be required during the peak construction period just for the construction employees. Furthermore the Traffic Control Plan will require construction employee parking be provided on the project site to eliminate conflicts with nearby residential areas. Because the construction of the project can be staggered so that employee parking demand is met by using on-site parking, the impacts of construction-related employee traffic and parking are considered less-than-significant.

Construction Material Import

The project would also require the importation of construction material, including raw materials for the building pads, the buildings, the parking areas, and landscaping. Under the provisions of the Traffic Control Plan, if importation and exportation of material becomes a traffic nuisance, then the City Engineer may limit the hours the activities can take place.

Traffic Control Plan

The Traffic Control Plan would indicate how parking for construction workers would be provided during construction and ensure a safe flow of traffic in the project area during construction. This analysis assumed construction of the entire project in one phase to identify the potential worst-case traffic effects. If the project is built in phases over time, the effects of each phase will be the same or less. Each phase will be subject to a Traffic Control Plan and oversight by the City Engineer. The last phase may require added worker parking measures, depending on the circumstances, as there will not be any remaining vacant land for parking. Therefore, the demolition and construction activities associated with the proposed project or its individual phases would not lead to noticeable congestion in the vicinity of the site or the perception of decreased traffic safety resulting in a ***less-than-significant*** impact.

<u>Mitigation Measure(s)</u>
None required.

TR-6 Impacts to freeway operations.

The development of the proposed project would increase the total traffic during both AM and PM peak hours. However, the proposed project is already included in the General Plans of the City of Alameda and Alameda County and has already been assumed in all cumulative build-out traffic forecasts that have been used in the design of freeway facilities in the area. Therefore the proposed project would have a ***less-than-significant*** impact to freeway operations.

<u>Mitigation Measure(s)</u>
None required.

TR-7 Impacts related to site access and circulation.

The project is proposing to have driveway connections onto Entrance Road, Buena Vista Avenue, Sherman Street as well as the future extension of Clement Avenue. Based on a review of the proposed site plan it was determined that the site circulation should function well and would not cause any safety or operational problems. The project site design has been required to conform to City design standards and the plan is not expected to create any significant impacts to pedestrians, bicyclists or traffic operations. Therefore, impacts related to site access and circulation to the proposed project would be ***less-than-significant***.

Mitigation Measure(s)
None required.

TR-8 Impacts regarding emergency vehicle access on and surrounding the proposed project site.

Sufficient emergency access is determined by factors such as number of access points, roadway width, and proximity to fire stations. The land use plan for the proposed project would have a primary signalized entrance on Clement Avenue as well as another secondary unsignalized entrance to the west on Clement Avenue. All lane widths within the project would meet the minimum width that can accommodate an emergency vehicle; therefore, the width of the internal roadways would be adequate. Therefore, the development of the proposed project is expected to have ***less-than-significant*** impacts regarding emergency vehicle access.

Mitigation Measure(s)
None required.

TR-9 Impacts relating to the presence and availability of adequate parking.

New on-street parking spaces would be created along the new internal project roadways to help ensure parking does not infringe upon other streets in the area. The final parking plan would be completed as part of the project level plans and would be subject to City approval. Therefore, the proposed project is not expected to create parking impacts on the surrounding areas, and impacts related to adequate parking would be ***less-than-significant***.

Mitigation Measure(s)
None required.