2014 HOUSING ELEMENT UPDATE

Project title:	City of Alameda Housing Element Update
Lead Agency:	City of Alameda Planning Department 2263 Santa Clara Avenue Alameda, CA 94501 Contact: Andrew Thomas, City Planner (510) 747-6881
Project Location:	Citywide
Project Sponsor:	City of Alameda
General Plan Designation:	N/A (citywide)
Zoning:	N/A (citywide)
Requested Approvals:	General Plan Amendment
Other Discretionary Approvals:	None

Setting and Project Description:

The City of Alameda is located in northern Alameda County in the geographic center of the San Francisco Bay Area. It is located 12 miles east of San Francisco and is separated from the City of Oakland by an estuary. Alameda contains 12.4 square miles of land area.

State law requires every jurisdiction in California to adopt a comprehensive, long-term general plan to guide its physical development; the housing element is one of the seven mandated elements of the general plan. State law mandates that local governments adequately plan to meet the projected housing needs of all economic segments of the community. The law recognizes that in order for the private market to adequately address housing needs and demand, local governments must adopt land use plans and regulatory systems that provide opportunities for, and do not unduly constrain, housing development. As a result, state housing policy rests largely upon the effective implementation of local general plans and in particular, local housing elements.

California's housing element law requires that each city and county develop local housing programs to meet its "fair share" of existing and future housing needs for all income groups. The Association of Bay Area Governments (ABAG) is responsible for developing and assigning these regional needs, or Regional Housing Needs Allocations (RHNA), to Bay Area jurisdictions.

The purpose of the Alameda Housing Element 2015–2023 is to document the existing and projected housing needs within the community and to set forth policies and programs that promote preservation, improvement, and development of diverse types and costs of housing throughout Alameda. The Housing Element covers the period from 2015 through 2023 and was prepared in compliance with state general plan law pertaining to housing elements.

The proposed project for environmental review is the adoption of a General Plan Housing Element (the "Element"). Pursuant to state law, the Element includes:

- An overview and summary of state requirements, the preparation and public participation process, and summary of the contents of the document (Policy Document Table of Contents and Chapter 1)
- Housing Goals, Policies, Objectives, and Implementation Plan (Policy Document Chapter 2)
- Review of the 2007–2014 Housing Element (Background Report Chapter 2)
- A housing needs assessment, including a description of the Regional Housing Needs Determination (Background Report Chapter 3)
- An inventory of existing housing opportunities and resources to meet the housing needs (Background Report Chapter 4)
- A description of constraints to housing development and other housing goals (Background Report Chapter 5)

The 2014 Element is an update to the Housing Element adopted by the City of Alameda in July of 2012. The 2012 Housing Element was the result of an extensive five year effort and included a comprehensive set of amendments to the Housing Element, Land Use Element and Alameda Municipal Code to ensure compliance with State Law. Shortly after the City Council approved the amendments, the State of California certified that the 2012 Housing Element is in compliance with State Law.

Given the major changes adopted in 2012, the 2014 Element represents an update with minor adjustments to the content of the Element to address the new Regional Housing Needs Allocation (RHNA) and amend certain policies to provide a stronger link between the Housing Element's policies and the City of Alameda's Transportation, Climate Change, and Sustainability policies.

Specifically, the 2014 Element differs from the 2012 Element in the following ways:

RHNA: In July 2013, ABAG issued the RHNA for the 2014–2022 period. The City of Alameda was assigned a Regional Housing Needs Allocation of 1,723 units, which is significantly less units than the approximately 2,400 units identified in the 2012 Element. To address the state, regional, and local need for affordable housing, 222 of the units are to be affordable to extremely low-income households, 222 are to be affordable to very low-income households, 248 of the units are for low-income households, 283 are for moderate-income households, and 748 of the units are for above moderate-income households.

The Housing Element shows that the City has sufficient land to accommodate its 2014–2022 regional housing need. Table 1, which compares the City of Alameda's RHNA to its land inventory capacity, shows that the City of Alameda has a surplus of 494 units available to lower-income households (including extremely low-, very low-, and low-income households) and 28 units available to moderate- and above moderate-income households, a total surplus of 522 units.

TABLE 1:
COMPARISON OF REGIONAL HOUSING NEED AND RESIDENTIAL SITES

Income Group	2014–2022 RHNA	Site Inventory Capacity	Surplus of Potential Units
Extremely Low	222	1,186	494
Very Low	222		
Low	248		
Moderate	283	1,059	28
Above Moderate	748		
Total	**1,723**	**2,245**	**522**

Source: City of Alameda 2013

The 2014 Element list of Housing Opportunity sites was modified slightly to remove certain sites that are no longer available for housing production. The list of available housing sites to meet the RHNA in 2014 is a subset of the sites approved in 2012 to meet the RHNA.

All of the sites listed in the 2014 Element are available and already zoned for residential use. The 2014 Element does not recommend any sites for re-zoning from non-residential to residential use.

The housing opportunity sites identified in the Housing Element to meet the RHNA are located in the Priority Development Areas (PDAs) designated by the City of Alameda and the Regional Sustainable Communities Strategy - Plan Bay Area. PDAs are eligible for State transportation, housing, infrastructure, and open space grant funds. Some small sites (e.g. Neptune Point on McKay and the CVS Site on Santa Clara) were removed from the Housing Element inventory because their availability for housing is in question.

Because the sites identified in the Housing Element are already designated and zoned for residential development, those sites have already been evaluated for their potential for environmental impacts either at a program level in the General Plan EIR or at a project level in a project-specific document. For instance, the Del Monte site, the Encinal site, the Pennzoil site, and the Corporation Yard site were all evaluated in the 2008 Northern Waterfront General Plan Amendment. The Boatworks site was evaluated in the 2010 Boatworks EIR; the Chipman site was evaluated in a Negative Declaration in 2012; the North Park Street site was evaluated in the 2013 North Park Street EIR; and the Alameda Point site was evaluated in the 2014 Alameda Point EIR.

When specific development proposals are submitted for each site, the City will determine whether additional environmental evaluation is required to ensure that all potential project specific impacts have been adequately evaluated and disclosed by prior documents. In cases where new project impacts might occur, additional environmental evaluation will be required. This evaluation cannot occur until such time that the projects are designed and submitted for City review. To try and complete that analysis at this time would be speculative.

The eleven sites identified in the 2012 Housing Element are described below and shown in the Figure 1 below.

Site 1a and 1b – Ron Goode: These two properties are owned by Mr. Goode. Mr. Goode currently has a temporary short-term use on the property (a scooter shop) that is occupying the former auto dealership showroom. He is actively entertaining offers for the property. Both parcels face Park Street, which is a major commercial and transit corridor. The sites would allow for

multifamily housing above ground floor commercial. To assist in making these sites more feasible for development, the City rezoned both sites from M-1 to CC-MF. Capacity on these sites is assumed for mixed-use development.

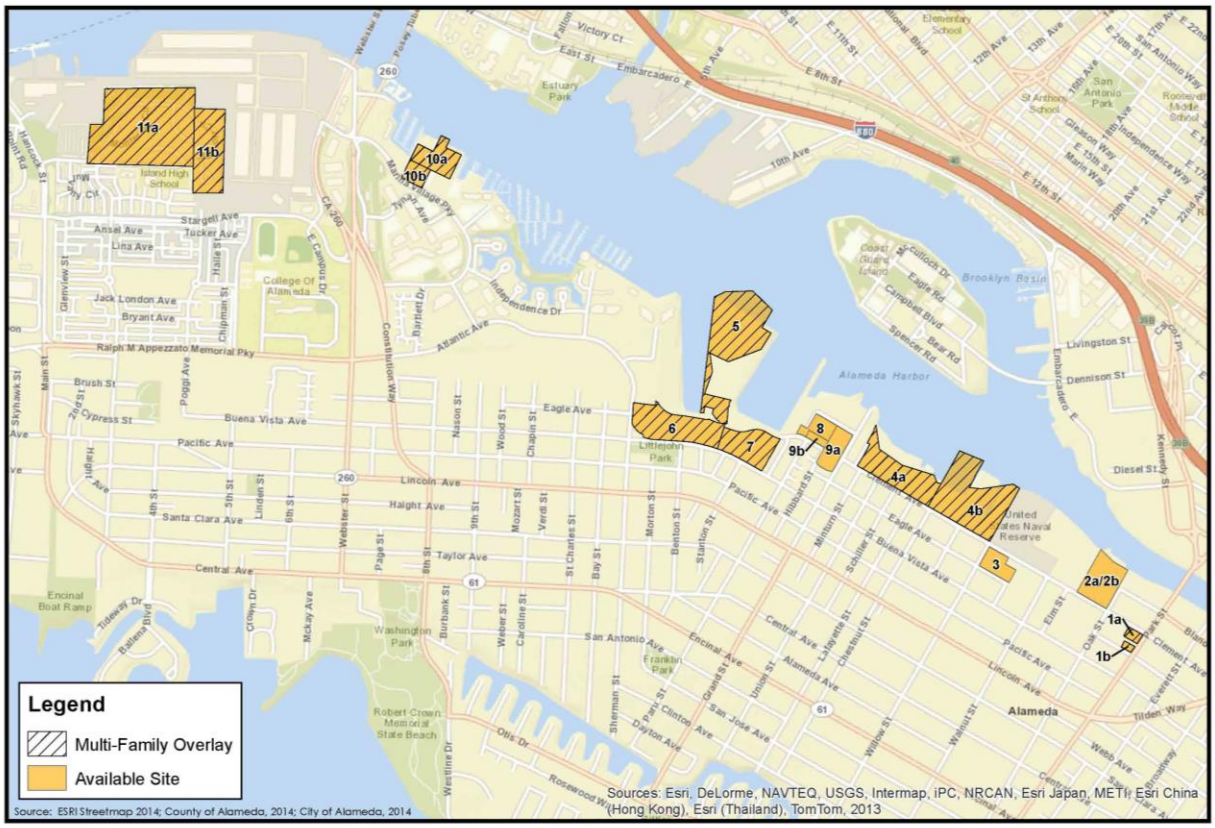

Figure 1
Available Sites Inventory
PMC

Site 2a and b – Boatworks: These two adjacent vacant parcels are in common ownership. The property owner has removed the existing structures and has an approved subdivision map for 182 housing units, which includes a mix of multifamily and single-family units.

Site 3 – Clement/Willow: The property is zoned and planned for residential use. An old tin warehouse built in 1941 currently occupies the land.

Site 4a and b: – Alameda Marina – 1801 Clement and 2033 Clement: The 22 acres (two parcels) are privately owned and currently used for boat storage, maritime businesses and other small office uses. The site zoning, MF (Multi-Family) Overlay, allows multifamily housing up to 30 units per acre. The MX (Mixed Use) zoning requires a mix of uses on the property. The property owners are working on a residential mixed-use plan to redevelop the site and upgrade the marina facilities.

Site 5 – Encinal Terminals – Entrance Drive + Clement Avenue Extension: This unique 13- acre privately owned waterfront property is currently vacant and available for housing development. Formerly used for container storage, the site is located between the WindRiver office campus, the Del Monte Building, and Fortman Marina. The site zoning, MF (Multi-Family) Overlay, allows

multifamily housing up to 30 units per acre. The MX (Mixed Use) zoning requires a mix of uses on the property. The property has been purchased by a residential development company.

Site 6 – Del Monte: This site is occupied by a vacant historic warehouse. The realistic capacity of this site assumes reuse of the historic building for housing. A residential development company is currently pursuing a residential adaptive reuse plan for the site.

Site 7 – Chipman: This site is located on 7.14 acres on the north side of Buena Vista Avenue between Arbor and Ohlone Streets. Although this site is currently occupied with warehouse use, the property has been purchased by Lennar Develoment Company and a tentative map for the site has been approved for a mix of single-family and multifamily housing, with a total of 89 housing units.

Site 8 – City Corporation Yard Site: The 2.18-acre site is City-owned and currently occupied by the City corporation yard and animal shelter that is planned for relocation to Alameda Point. The site is zoned for residential use, and is adjacent to the Marina Cove residential development and the new Grand Marina Village residential development. The site is surrounded by residential uses, and zoned for residential, and thus making it a prime candidate for residential development.

Site 9a and b – Pennzoil Site: The project site is located along Grand Street and Clement Avenue at 2015 and 2025 Grand Street. This site is occupied with small, mostly vacant warehouses. The owner has entertained offers from developers in the past. This site is zoned for residential development and is surrounded by residential neighborhoods, thus making it a prime candidate for residential development. In 2013, the property owner (Shell Oil) removed most of the above ground tanks. Shell has placed its property on the market on several occasions over the last five years, and in all cases Pennzoil has stated in its marketing material that Pennzoil would be removing the tanks and removing the small amount of hazardous materials that have dripped from the tanks into the top 2-3 inches of soil under the tanks. Pennzoil's marketing material states that the property would be made available as "clean property" without tanks or hazardous material, thus making it "suitable for residential development."

Site 10a, b, and c – Shipways – Marina Village Parkway: This unique 8.1-acre (3 parcels) privately owned waterfront property is currently available for housing development. The property owner is currently pursuing residential development partners.

Sites 11a and b – North Housing: This site is currently vacant and available for housing development. On March 4, 2009, the Alameda Reuse and Redevelopment Authority (ARRA) approved Amendment #2 to the Community Reuse Plan and a legally binding agreement (LBA) between the City (formerly ARRA), Housing Authority, Alameda Point Collaborative and BFWC. The LBA provides for a homeless accommodation of 90 permanent, service-enriched residential units affordable to formerly homeless families and individuals at North Housing. Following ARRA approval, the LBA and amendment to Reuse Plan were submitted to HUD. The LBA and amendment to the Reuse Plan were approved in July 2013. It is anticipated that the Navy will conduct a public auction for the property in 2015.

Policy Amendments: The 2014 Element maintains the policy direction established by the 2012 Element, but adds additional emphasis on the following policy initiatives to improve the connection between existing Land Use, Sustainability, and Climate Change policies and initiatives:

- Expanding housing opportunities for lower-income, special needs, and senior households.

- Creating transit oriented, pedestrian friendly residential developments to reduce greenhouse gas emissions and vehicular traffic from new development.
- Ensuring high quality architectural and urban design in all new residential developments.

The changes to the policies in the Housing Element do not represent new policies for the City of Alameda. All of the policy revisions are intended to ensure that the Housing Element policies are closely related and internally consistent with existing Transportation Element, Land Use Element and other City policy documents.

As with the sites inventory, these revisions reflect policy changes that have already been reviewed for environmental impacts through prior documents, such as the 2008 Transportation Element EIR, 2009 Northern Waterfront EIR, 2013 North Park Street EIR, and 2003 and 2014 Alameda Point GPA EIR.

ENVIRONMENTAL CHECKLIST

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklist on the following pages. Potentially significant impacts that are mitigated to "Less Than Significant" are not shown here.

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

DETERMINATION

On the basis of this initial evaluation:

☒ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because of the incorporated mitigation measures and revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact 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. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	Date
Andrew Thomas	City Planner
Printed Name	Title

EVALUATION OF ENVIRONMENTAL IMPACTS

Each of the responses in the following environmental checklist consider the whole action involved, including project-level, cumulative, on-site, off-site, indirect, construction, and operational impacts. A brief explanation is provided for all answers and supported by the information sources cited.

1) A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone).

2) A "Less Than Significant Impact" applies when the proposed project would not result in a substantial and adverse change in the environment. This impact level does not require mitigation measures.

3) A "Less Than Significant Impact With Mitigation Incorporated" applies when the proposed project would not result in a substantial and adverse change in the environment after additional mitigation measures are applied.

4) "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

ENVIRONMENTAL ANALYSIS

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No 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 that would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

PROJECT IMPACTS AND MITIGATION MEASURES

a–d) No Impact.

Significant regional features that can be viewed from Alameda include the San Francisco Bay, the City of San Francisco, the San Francisco-Oakland Bay Bridge, Mount Tamalpais, the City of Oakland, the East Bay Hills, and San Bruno Mountain. Because Alameda is flat and largely developed, views are obstructed in many areas, but unobstructed views are available from most shoreline locations, along some streets, and between buildings. The following plans, policies, and regulations govern development with respect to visual and scenic resources.

The San Francisco Bay Plan. The Bay Plan of the Bay Conservation and Development Commission (BCDC) contains policies and objectives relevant to visual resources in its public access and appearance, design, and scenic views sections (see Bay Plan Section IV.A, Land Use, for a description of the BCDC). Relevant Bay Plan policies are listed below.

> *Policy 1:* To enhance the visual quality of development around the Bay and to take maximum advantage of the attractive setting it provides, the shores of the Bay should be developed in accordance with the Public Access Design Guidelines.
>
> *Policy 2:* All bay front development should be designed to enhance the pleasure of the user or viewer of the Bay. Maximum efforts should be made to provide, enhance, or preserve views of the Bay and shoreline, especially from public areas, from the Bay itself, and from the opposite shore. To this end, planning waterfront development should include participation by professionals who are knowledgeable of the commission's concerns, such as landscape architects, urban designers, or architects, working in conjunction with engineers and professionals in other fields.
>
> *Policy 4:* Structures and facilities that do not take advantage of or that do not visually complement the Bay should be located and designed so as not to impact visually on the Bay and the shoreline. In particular, parking areas should be located away from the shoreline.

However, some small parking areas for fishing access and Bay viewing may be allowed in exposed locations.

Policy 8: Shoreline developments should be built in clusters, leaving open area around them to permit more frequent views of the Bay. Developments along the shores of tributary waterways should be Bay-related and should be designed to preserve and enhance views along the waterway, so as to provide maximum visual contact with the Bay.

Policy 13: Local governments should be encouraged to eliminate inappropriate shoreline uses and poor quality shoreline conditions by regulation and by public actions (including development financed wholly or partly by public funds). The commission should assist in this regard to the maximum feasible extent by providing advice on Bay-related appearance and design issues and by coordinating the activities of the various agencies that may be involved with projects affecting the Bay and its appearance.

Policy 15: Vista points should be provided in the general locations indicated in the plan maps. Access to vista points should be provided by walkways, trails, or other appropriate means and should connect to the nearest public thoroughfare where parking or public transportation is available. In some cases, exhibits, museums, or markers would be desirable at vista points to explain the value or importance of the areas being viewed.

City of Alameda General Plan. Policies from the General Plan that relate to visual resources are listed below.

The Design Element and the Parks and Recreation, Shoreline Access, Schools, and Cultural Facilities Element of the City of Alameda General Plan specifically address visual resource issues.

Edges, Vistas, Focal Points

3.2.a *Maximize views of water and access to shorelines.*

3.2.d *Maintain views and access to the water along streets and other public rights-of-way that extend to the bulkhead line. Construct benches, ramps, rails, and seating appropriate for viewing and access, and provide walls or other screening where needed to protect adjoining property.*

3.2.e *Encourage landmark structures at prominent locations.*

3.2.f *Work to establish greenways on unused railroad right-of-way adjoining Main Street and Atlantic Avenue, extending east through the railroad yard to Sherman Street.*

3.2.g *Work with BCDC staff to prepare a schematic plan for development of the 100-foot-wide strip above mean high tide on properties likely to require BCDC development approval.*

3.2.i *Ensure that sections of the Estuary waterfront remain visually unobstructed.*

Open Space for the Preservation of Natural Resources

5.1.e *Continue to preserve and maintain all lagoons as habitat as well as visual and compatible-use recreational resources.*

Shoreline Access and Development

6.2.a Maximize visual and physical access to the shoreline and to open water.

6.2.d Through design review of shoreline property, give consideration to views from the water.

In addition, Section 30-37 of the Alameda Municipal Code authorizes the City to perform Design Review on all exterior construction work that requires a building permit. All future residential projects will be reviewed by the City for compliance with policies contained in the San Francisco Bay Plan, Alameda General Plan, and Section 30-37 of the Alameda Municipal Code, which would reduce visual effects of those projects. Approval of the Housing Element would not result in the approval of any development project; therefore, there would be no impact to the city's scenic resources as a result of the Housing Element.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
2. AGRICULTURE 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. 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 nonagricultural 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 and by Government Code Section 51104(f)), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forestland or conversion of forestland 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 nonagricultural use or conversion of forestland to non-forest use?	☐	☐	☐	☒

PROJECT IMPACTS AND MITIGATION MEASURES

a–e) No Impact.

As discussed previously, the Housing Element is intended to identify sites that can accommodate development of housing to meet Alameda's future needs. The city does not contain lands under agricultural use. The Housing Element would not change any land use designations or zoning or otherwise result in the development of agricultural or forestland. None of the properties identified in the Housing Element are under a Williamson Act contract, and they do not contain active farming operations or forest land. Therefore, implementation of the proposed project would have **no impact** on agriculture or forest resources.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No 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 is nonattainment under applicable federal or state ambient air quality standards?	☐	☐	☐	☒
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

PROJECT IMPACTS AND MITIGATION MEASURES

a–e) No Impact.

The Bay Area Air Quality Management District (BAAQMD) attains and maintains air quality conditions in the San Francisco Bay Area Air Basin (SFBAAB) through a comprehensive program of planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues. The BAAQMD clean air strategy includes the preparation of plans for the attainment of ambient air quality standards, adoption and enforcement of rules and regulations concerning sources of air pollution, and issuance of permits for stationary sources of air pollution. The BAAQMD also inspects stationary sources of air pollution and responds to citizen complaints, monitors ambient air quality and meteorological conditions, and implements programs and regulations required by the federal Clean Air Act, Clean Air Act Amendments, and California Clean Air Act. The BAAQMD also limits emissions and public exposure to emissions, including toxic air contaminants, through a number of programs, rules, and regulations. BAAQMD regulations applicable to the proposed project may include, but are not limited to, the following:

- **Regulation 2 – Permits**: Specifies the requirements for issuance of authorities to construct and permits to operate for stationary emission sources. Includes requirements for the review of new emissions sources, including sources of toxic air contaminants.

- **Regulation 6 – Particulate Matter**: Limits the quantity of particulate matter in the atmosphere by controlling emissions rates, concentration, visible emissions, and opacity.

- **Regulation 7 – Odorous Substances**: Establishes general limitations on odorous substances and specific emission limitations on certain odorous compounds.

- **Regulation 8 – Organic Compounds**: Limits the emission of organic pollutants from permitted stationary sources.

- **Regulation 9– Inorganic Gaseous Pollutants**: Limits inorganic gaseous pollutants from permitted stationary sources.

- **Regulation 10 – Standards of Performance for New Stationary Sources**: Establishes emission and/or performance standards for permitted stationary sources.

- **Regulation 11 – Hazardous Pollutants**: Sets emission and/or performance standards for hazardous pollutants, including emissions of asbestos. The BAAQMD prioritizes TAC-emitting stationary sources based on the quantity and toxicity of the TAC emissions and the proximity of the facilities to sensitive receptors.

The BAAQMD also prepares ozone attainment plans for the national ozone standard and clean air plans for the California standard both in coordination with the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG). With respect to applicable air quality plans, the BAAQMD prepared the Bay Area 2010 Clean Air Plan to address nonattainment of the national 1-hour ozone standard in the SFBAAB, as well as nonattainment of the California ambient air quality standards. The purpose of the Bay Area 2010 Clean Air Plan is to (BAAQMD 2010):

- Update the Bay Area 2005 Ozone Strategy in accordance with the requirements of the California Clean Air Act to implement "all feasible measures" to reduce ozone.

- Consider the impacts of ozone control measures on particulate matter (PM), air toxics, and greenhouse gases in a single, integrated plan.

- Review progress in improving air quality in recent years.

- Establish emission control measures to be adopted or implemented in the 2009–2012 time frame.

Future residential development projects in the city would be required to comply with all applicable regulations related to emissions reductions, including those promulgated by the BAAQMD. Compliance with these regulations would reduce emissions from future residential development. However, any residential development that could occur after adoption of the Housing Element could occur under the existing Housing Element. The Housing Element would therefore not result in emissions of pollutants. Because all future dwelling units will be subject to City standards and applicable design regulations, there would be no anticipated impacts related to emissions of criteria pollutants as a result of the Housing Element.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No 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 Wildlife or US 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, or regulations, or by the California Department of Fish and Wildlife or US 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 wetlands, 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?	☐	☐	☐	☒

PROJECT IMPACTS AND MITIGATION MEASURES

a–f) No Impact.

The City of Alameda contains marsh habitat that supports a variety of plant and wildlife species, including mammals, birds, fish, and reptiles. The following are some of the regulatory considerations that would prevent significant impacts on sensitive species and habitats.

US Fish and Wildlife Service. The US Fish and Wildlife Service (USFWS) has jurisdiction over formally listed threatened and endangered species under the federal Endangered Species Act. This act protects listed animal species from harm or "take," which is broadly defined as to "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to engage in any such conduct." An activity can be defined as take even if it is unintentional or accidental. Listed plant species are provided more limited protection. In California, an activity on private lands will violate Section 9 of the federal Endangered Species Act if a federally listed plant species is intentionally removed, damaged, or destroyed.

California Department of Fish and Wildlife. The California Department of Fish and Wildlife (CDFW) has jurisdiction over state-listed rare, threatened, and endangered species under the California Endangered Species Act. This act protects listed plant and animal species from harm or take. The State also identifies special-status wildlife on its lists of Species of Special Concern and Fully Protected and Protected Species. These species are not afforded legal protection under the California Endangered Species Act. Fully protected and protected species may not be taken or possessed without a permit from the Fish and Game Commission and/or the CDFW.

US Army Corps of Engineers. Under Section 404 of the Clean Water Act, the US Army Corps of Engineers (USACE) is responsible for regulating the discharge of fill material into waters of the United States. Waters of the United States and their lateral limits are defined in 33 CFR Part 328.3(a) and include streams that are tributary to navigable waters and their adjacent wetlands. Wetlands that are not adjacent to waters of the United States are termed "isolated wetlands" and, in many cases, are also subject to USACE jurisdiction.

In general, a USACE permit must be obtained before placing fill in wetlands or other waters of the United States. The type of permit depends on the acreage involved, the types of wetlands or other waters, and the purpose of the proposed fill. In many cases, fills of less than 3 acres can be covered by existing Nationwide Permits, which do not require public review, but in some cases require mitigation and review by selected agencies. An Individual Permit is required for projects that result in more than a "minimal" impact on wetlands or other waters. Individual Permits require evidence that wetland impacts have been avoided to the extent possible and also require that the permits be available for review by the public.

Regional Water Quality Control Board. Pursuant to Section 401 of the Clean Water Act, projects that require USACE Individual Permits and many Nationwide Permits must obtain water quality certification from the Regional Water Quality Control Board (RWQCB). This certification ensures that the project will uphold state water quality standards. The RWQCB may impose mitigation requirements even if the USACE does not.

Policies from the General Plan that relate to biological resources are listed below.

Open Space for the Preservation of Natural Resources

5.1.a *Preserve and enhance all wetlands and water-related habitat.*

5.1.b *Protect open space habitat areas, including sensitive submerged tidelands areas mudflats) and eelgrass beds, from intrusions by motorized recreational craft, including jet skis and hovercraft.*

5.1.c *Continue to prohibit filling of water-related habitat except in those limited cases in which a strong public need clearly outweighs the habitat preservation need, and where approval is granted by the appropriate agencies.*

5.1.d *Preserve buffers between wetlands and urban uses.*

5.1.e *Continue to preserve and maintain all lagoons as habitat as well as visual and compatible-use recreational resources.*

5.1.j *Use the City of Alameda Street Tree Management Plan as the guiding reference when considering action which would affect the trees contained in the urban forest.*

5.1.l *Work with local recreation groups to disseminate information regarding the sensitivity of Open Space - Habitat areas to intrusions by motorized craft.*

5.1.m *Post and maintain signs warning boaters and users of motorized craft that they are approaching a wildlife area.*

5.1.n *Inventory existing wetlands and water-related and other habitats to create a comprehensive map of sensitive biological and botanical resources, to better protect these resources.*

5.1.o *Complete the Bayview Shoreline Preserve Improvement Plan.*

5.1.p *Require that proposed projects adjacent to, surrounding, or containing wetlands be subject to a site specific analysis which will determine the appropriate size and configuration of the buffer zone.*

5.1.t *Consider adopting City standards in addition to those adopted by the County, to deal with non-point source water pollution problems such as sheet flow storm runoff and sedimentation affecting sensitive water habitats.*

5.1.v *Participate in the identification of agencies responsible for the cleanup of toxic materials within the Oakland Estuary, and support them in their efforts.*

5.1.w *Require new marinas and encourage existing marinas to provide easily accessible water disposal facilities for sewage and bilge and engine oil residues.*

5.1.x *Prevent mitigation of runoff off-site or into wetland areas and water-related habitat by requiring that proposed projects include design features ensuring detention of sediment and contaminants.*

5.1.bb *Require a biological assessment of any proposed project site where species or the habitat of species defined as sensitive or special status by the California Department of Fish and Game or the US Fish and Wildlife Service might be present.*

Open Space for the Managed Production of Resources

5.2.a *Protect and preserve Bay waters and vegetation as nurseries and spawning grounds for fish and other aquatic species, both as a part of habitat preservation and to encourage continued use of the Bay for commercial fishing production.*

As discussed above, some of the areas identified as potential sites for residential development in the Housing Element have already undergone project-level environmental review. However, any future residential development projects, whether analyzed at a project level or program level, would be required to comply with applicable regulations from the USFWS, CDFW, USACE, and RWQCB, in addition to City policies contained in the General Plan. Compliance with these policies would substantially reduce the potential for impacts on sensitive species and habitats. The proposed Housing Element does not recommend any land use designation or zone changes. Approval of the Housing Element would not result in the approval of any development project; therefore, there would be no impact to biological resources as a result of the Housing Element.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
5. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Public Resources Code Section 21084.1 and CEQA Guidelines Section 15064.5, respectively?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in Public Resources Code Sections 21083.2 and 21084.1 and CEQA Guidelines Section 15064.5, respectively?	☐	☐	☐	☒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

PROJECT IMPACTS AND MITIGATION MEASURES

a–d) No Impact.

Alameda is sensitive for prehistoric resources due to occupation of the city by the Costanoan, or Ohlone, people. In addition, the city contains over 10,000 buildings constructed prior to 1930, and historical resources are also present. However, the following regulatory framework is in place to protect cultural resources.

Federal regulation related to cultural resources includes Section 106 of the National Historic Preservation Act, 16 USC 470f as amended, Public Law 89-515 and its implementing regulations, 36 CFR Part 800, which require federal agencies to consider the effects of their actions on properties listed, or eligible for listing, in the National Register of Historic Places (NRHP). It also requires that agencies provide the Advisory Council on Historic Preservation an opportunity to comment on actions that will directly affect properties included in or eligible for inclusion in the NRHP. The criteria for evaluating NRHP eligibility or significance of historic properties are found in 36 CFR Section 60.4.

The principal state regulations relating to preserving historic and archaeological properties are Public Resources Code Section 5020 et seq., CEQA Sections 21083.2 and 21084.1, and CEQA Guidelines Section 15064.5. CEQA mandates that significant effects to cultural resources be determined during the planning stage of a project. CEQA also applies to significant effects on unique archaeological resources. If it can be demonstrated that a project will cause damage to a unique archaeological resource, the lead agency may require that reasonable efforts are made to leave the resources in place, or may require other mitigation subject to certain financial and timing limitations set forth by CEQA. Impacts on non-unique archaeological resources need not be evaluated under CEQA.

In addition to CEQA, California Public Resources Code Section 5020 et seq. establishes the California Register of Historic Resources, a listing of significant historic resources in the state similar to the NRHP at the national level. NRHP listed or eligible properties are automatically listed in the California Register.

In 1975, the City of Alameda adopted the Historical Preservation Ordinance and created the Historical Advisory Commission (which became the Historical Advisory Board in 1990). The ordinance establishes procedures for identifying and designating City Monuments and properties for the City's Historic Building List. The Alameda Municipal Code, Section 13-21.2, defines a City Monument as any site, building, structure, and/or group of structures of particular historic significance. In 1987, the City became a Certified Local Government and is required by the State to have a historical preservation ordinance and an advisory board.

Policies from the current General Plan that relate to historic and cultural resources are listed below.

Architectural Resources

3.3.a *Continue to identify quality architecture of all periods in Alameda's history and participate in programs to increase owners' and buyers' awareness of the importance of preservation.*

3.3.b *Consider formation of Historic Districts within which alterations to existing structures would be regulated to maintain neighborhood scale and historic character.*

3.3.c *Maintain strong demolition control for historic properties.*

3.3.d *New construction, redevelopment and alterations should be compatible with historic resources in the immediate area.*

3.3.e *Develop detailed design guidelines to ensure protection of Alameda's historic, neighborhood, and small-town character. Encourage preservation of all buildings, structures, areas and other physical environmental elements having architectural, historic or aesthetic merit, including restoration of such elements where they have been insensitively altered. Include special guidelines for older buildings of existing or potential architectural, historical or aesthetic merit which encourage retention of original architectural elements and restoration of any missing elements. The design guidelines include detailed design standards for commercial districts.*

3.3.f *Regulate development in neighborhood business districts to maintain a street-wall, with most structures built to the property lines, entrances directly facing the sidewalk, and parking at the rear.*

3.3.i *Preserve all City-owned buildings and other facilities of architectural, historical or aesthetic merit. Prepare a list of these facilities and develop a Historic Facilities Management Plan that provides procedures for preserving their character-defining elements, including significant interior features and furnishings. Include in the Management Plan design guidelines or standards and a long-term program to restore significant character-defining elements which have been altered.*

3.3.j *Encourage owners of poorly remodeled but potentially attractive older buildings to restore the exterior of these buildings to their original appearance. Provide lists of altered buildings which present special design opportunities and make the lists widely available. Develop financial and design assistance programs to promote such restoration.*

3.3.k *Require that any exterior changes to existing buildings receiving City rehabilitation assistance or related to Use Permits, Variances or Design Review, or other discretionary City approvals be consistent with the building's existing or original architectural design unless the City determines either (a) that the building has insufficient existing or original design merit of historical interest to justify application of this policy or (b) that application of this policy would cause undue economic or operational hardship to the applicant, owner or tenant.*

Historic and Archaeological Resources

5.6.a *Protect historic sites and archaeological resources for their aesthetic, scientific, educational, and cultural values.*

5.6.b *Working in conjunction with the California Archaeological Inventory, review proposed development projects to determine whether the site contains known prehistoric or historic cultural resources and/or to determine the potential for discovery of additional cultural resources.*

5.6.c *Require that areas found to contain significant historic or prehistoric archaeological artifacts be examined by a qualified consulting archaeologist or historian for appropriate protection and preservation.*

Compliance with existing regulations and policies would substantially reduce the potential for impacts on cultural resources. The proposed Housing Element does not recommend any land use designation or zone changes or removal of any historic buildings or resources. Therefore, there would be no impact on cultural resources as a result of the Housing Element.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
6. 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?	☐	☐	☐	☒

PROJECT IMPACTS AND MITIGATION MEASURES

a–b) No Impact.

Greenhouse gases (GHGs) generated by human activities can contribute to changes in the natural greenhouse effect, which could result in climate change. Greenhouse gases, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect. Among the prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane, nitrous oxide, hydro fluorocarbons, per fluorocarbons, and sulfur hexafluoride. Motor vehicles make up the bulk of GHG emissions produced on an operational basis for most nonindustrial projects. The primary GHGs emitted by motor vehicles include carbon dioxide, methane, nitrous oxide, and hydro fluorocarbons. A number of regulations have been developed to reduce GHG emissions, as discussed below.

Assembly Bill (AB) 1493 (Pavley) of 2002 (Health and Safety Code Sections 42823 and 43018.5) requires the California Air Resources Board (CARB) to develop and adopt the nation's first GHG emission standards for automobiles. These standards are also known as Pavley I. In 2004, the State of California submitted a request for a waiver from federal clean air regulations, as the State is authorized to do under the Clean Air Act, to allow the State to require reduced tailpipe emissions of CO_2. In June 2009, the US Environmental Protection Agency (EPA) granted California's waiver request, enabling the State to enforce its GHG emissions standards for new motor vehicles beginning with the current model year. Also in 2009, a national policy aimed at both increasing fuel economy and reducing GHG pollution for all new cars and trucks sold in the United States was announced. The new standards would cover model years 2012 to 2016 and would raise passenger vehicle fuel economy to a fleet average of 35.5 miles per gallon by 2016.

AB 32 (Health and Safety Code Sections 38500, 38501, 28510, 38530, 38550, 38560, 38561–38565, 38570, 38571, 38574, 38580, 38590, 38592–38599) requires that statewide GHG emissions be reduced to 1990 levels by the year 2020. The reduction to 1990 levels will be accomplished through an enforceable statewide cap on GHG emissions that will be phased in starting in 2012. To effectively implement the cap, AB 32 directs CARB to develop and implement regulations to reduce statewide GHG emissions from stationary sources. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, CARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

AB 32 requires that CARB adopt a quantified cap on GHG emissions representing 1990 emissions levels and disclose how it arrives at the cap, institute a schedule to meet the emissions cap, and develop tracking, reporting, and enforcement mechanisms to ensure that the state achieves reductions in GHG emissions necessary to meet the cap. CARB is implementing this program. The CARB Board adopted a draft resolution for formal cap-and-trade rulemaking on December 16, 2010, and is developing offset protocols and compliance requirements. AB 32 also includes guidance to institute emissions reductions in an economically efficient manner and conditions to ensure that businesses and consumers are not unfairly affected by the reductions.

In October 2008, CARB published its Climate Change Proposed Scoping Plan, which is the State's plan to achieve GHG reductions in California required by AB 32. The Scoping Plan contains the main strategies California will implement to achieve reduction of 169 million metric tons (MMT) of CO_2 equivalent (CO_2e), or approximately 30 percent from the state's projected 2020 emissions level of 596 MMT of CO_2e under a business-as-usual scenario (this is a reduction of 42 $MMTCO_2e$, or almost 10 percent, from 2002–2004 average emissions). The Scoping Plan also includes CARB-recommended GHG reductions for each emissions sector of the state's GHG inventory. The largest proposed GHG reduction recommendations are from improving emissions standards for light-duty vehicles (estimated reductions of 31.7 $MMTCO_2e$), implementation of the Low Carbon Fuel Standard program (15.0 $MMTCO_2e$), energy efficiency measures in buildings and appliances and the widespread development of combined heat and power systems (26.3 $MMTCO_2e$), and a renewable portfolio standard for electricity production (21.3 $MMTCO_2e$). The status of the Scoping Plan had been uncertain as a result of a court decision, but the public hearing to consider approval of the AB 32 Scoping Plan Functional Equivalent Document (including the Supplement) and the AB 32 Scoping Plan was held on August 24, 2011. On this date, the Scoping Plan was reapproved by the Board.

The Bay Area Air Quality Management District (2012b) CEQA Air Quality Guidelines were developed to assist lead agencies in evaluating air quality impacts for projects and plans in the San Francisco Bay Area Air Basin. The guidelines were updated in 2010 to include guidance on assessing GHG and climate change impacts as required under CEQA Section 15183.5(b) and to establish thresholds of significance for impacts related to GHG emissions. These thresholds can be used to assess plan-level and project-level impacts and allow a lead agency to determine that a project's impact on GHG emissions is less than significant if it is in compliance with a Qualified Greenhouse Gas Reduction Strategy.

Energy conservation standards for new residential and commercial buildings were originally adopted by the California Energy Resources Conservation and Development Commission in June 1977 and most recently revised in 2008 (Title 24, Part 6 of the California Code of Regulations [CCR]). In general, Title 24 requires the design of building shells and building components to conserve energy. On July 17, 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (Part 11, Title 24) was adopted as part of the California Building Standards Code (Title 24, California Code of Regulations). Part 11 establishes voluntary standards on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. Some of these standards have become mandatory in the 2010 edition of the Part 11 code.

Existing regulations that would apply to any future residential development, including the California Green Building Standards Code, would substantially reduce GHG emissions associated with future projects. While future projects would still emit greenhouse gases, there is adequate land zoned for residential development in the city to meet the RHNA, and the proposed Housing Element does not recommend any land use designation or zone changes. Approval of the

Housing Element would not result in the approval of any development project; therefore, there would be no impact related to greenhouse gas emissions as a result of the Housing Element.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
7. GEOLOGY AND SOILS. 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 projects, 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?	☐	☐	☐	☒

PROJECT IMPACTS AND MITIGATION MEASURES

a–e) No Impact.

Alameda comprises tidal fill augmenting the natural Alameda Island. It is located in a seismically active area, dominated by the San Andreas Fault system, so development could be subject to seismically induced ground shaking, liquefaction, and lateral spreading, as well as differential settlement.

The city is served by a public sewer system, so there would be no impact related to septic systems.

The City of Alameda has adopted the current edition of the California Building Code (City of Alameda Municipal Code Section 13.2-1). Building codes provide the first line of defense against future earthquake damage and help to ensure public safety. Records of building response to earthquakes, especially those from structures that failed or were damaged, have led to many revisions and improvements in building codes. The California Building Code (CBC) specifies the levels of earthquake forces that structures must be designed to withstand. These specifications are based on current information from strong-motion instruments. As ground motions of greater intensity have been recorded, the minimum earthquake requirements have been raised. In addition, provisions for different soil conditions have been added to the CBC as scientists have documented the significant influence of soil type on shaking intensity.

The geotechnical characteristics of a project site determine its potential for structural and safety hazards that could occur during construction and/or operation of a proposed project. The design-controllable aspects of building foundation support, protection from seismic ground motion, and soil or slope instability are governed by existing regulations of the State of California or the City of Alameda. These regulations require design-level geotechnical investigations for the foundations of any structure for human occupancy proposed at the project site, including specific recommendations to reduce or eliminate post-construction settlement. They also require that project designs reduce potential adverse soils, geology, and seismicity effects to less than significant levels. Compliance with these regulations is required, not optional. Compliance must be demonstrated by a project applicant to have been incorporated in a project's design before permits for project construction would be issued.

Approval of the Housing Element would not result in an action or development that would cause an impact related to geology and soils as a result of the Housing Element.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No 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, create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or a public use airport, 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, 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 wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?	☐	☐	☐	☒

PROJECT IMPACTS AND MITIGATION MEASURES

a–d, g) No Impact.

The official California EPA Facility Inventory Database maintained by the Department of Toxic Substances Control (DTSC) includes a number of sites in Alameda that contain hazardous waste or substances (City of Alameda 2002). Construction of future residential projects could also occur near schools. In addition to encountering existing hazardous materials during construction, construction and maintenance activities would use hazardous materials such as fuels (gasoline and diesel), oils, and lubricants; paints and paint thinners; glues; and cleaners (which could

include solvents and corrosives in addition to soaps and detergents). The amount of materials used would be small, so the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, assuming such use complies with applicable federal, state, and local regulations including, but not limited to, Titles 8 and 22 of the California Code of Regulations (CCR), Uniform Fire Code, and Chapter 6.95 of the California Health and Safety Code.

Hazardous materials regulations, which are codified in Titles 8, 22, and 26 of the CCR, and their enabling legislation set forth in Chapter 6.95 of the California Health and Safety Code, were established at the state level to ensure compliance with federal regulations to reduce the risk to human health and the environment from the routine use of hazardous substances. These regulations must be implemented, as appropriate, and are monitored by the state (e.g., Cal OSHA in the workplace or the DTSC for hazardous waste) and/or local jurisdictions.

In addition to state and federal regulations that relate to hazardous materials, the following General Plan policies would apply to future development.

Hazardous Materials and Waste Management

8.4.a *Continue to identify and assess the risks associated with various hazardous materials transported in Alameda.*

8.4.b *Clarify responsibilities for resolving incidents of hazardous materials release.*

8.4.c *Apply the Emergency Operations Plan, if necessary, in response to a hazardous materials release disaster.*

8.4.d *Continue to support the resource recovery measures specified in the Alameda County Solid Waste Management Plan, July 1987.*

8.4.e *Continue to support implementation of the Alameda County Hazardous Waste Management Plan.*

8.4.g *Work to improve the training and capability of the Fire Department to handle moderate-size releases of hazardous materials without dependence on outside aid.*

8.4.h *Continue to remove the methane gas produced as a waste product of materials decomposing in the former dump, Mt. Trashmore.*

8.4.i *Require those who store hazardous materials to have the training and capacity to respond to their own emergencies*

Implementation of and compliance with applicable federal and state laws and regulations that are administered and enforced by the City of Alameda would reduce the potential for exposure to hazards associated with the routine use, storage, and transportation of hazardous materials or exposure to existing hazardous materials in the city. Further, approval of the Housing Element would not result in the approval of any development project. Therefore, there would be no impact related to exposure to existing hazardous materials as a result of the Housing Element.

e–f) No Impact.

Alameda is adjacent to the Oakland International Airport, which is operated under a Land Use Compatibility Plan (Alameda County Airport Land Use Commission 2010). The plan is the primary document used by Alameda County Airport Land Use Commission (ALUC) to help promote compatibility between Oakland International Airport and its environs. The plan is a guide for the ALUC and local jurisdictions in safeguarding the general welfare of the public as the airport and the areas surrounding the airport grow. The document sets forth compatibility criteria to be used by local agencies to prepare and amend land use plans and ordinances. California law dictates that the County and affected cities modify their general and specific plans to be consistent with the ALUC's plan or to take steps to overrule the ALUC. The airport influence area for the airport includes portions of the City of Alameda. Therefore, the plan is applicable to the City of Alameda and Alameda County as they prepare land use plans and review development proposals within the airport influence area. Prior to development of any future residential projects in the city, they would be reviewed by the City and the County to determine whether they are within the airport influence area, and if so, the project would have to comply with compatibility criteria set forth in the Land Use Compatibility Plan. This would ensure future residential projects are not subject to safety hazards associated with airport operations. Further, approval of the Housing Element would not result in the approval of any development project. Therefore, there would be no impact related to exposure to airport hazards as a result of the Housing Element.

h) No Impact.

The city is not is an area subject to wild land fires. There would be no impact.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No 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 the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or 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 storm water 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 a failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

PROJECT IMPACTS AND MITIGATION MEASURES

a–h) No Impact.

Construction of housing in the city would result in ground-disturbing activities, which could in turn result in water quality effects on receiving waters. The Clean Water Act (CWA) regulates the water quality of all discharges into waters of the United States including wetlands and perennial

and intermittent stream channels. Section 401, Title 33, Section 1341 of the CWA sets forth water quality certification requirements for "any applicant applying for a federal license or permit to conduct any activity including, but not limited to, the construction or operation of facilities, which may result in any discharge into the navigable waters." The California statutes enforced by the State Water Resources Control Board and Regional Water Quality Control Boards (RWQCB) are equivalent to or more stringent than the federal statutes. Regional Boards are responsible for establishing water quality standards and objectives that protect the beneficial uses of various waters.

The Porter-Cologne Water Quality Control Act (Porter-Cologne) governs the coordination and control of water quality in the state and includes provisions relating to non-point source pollution. The State Water Resources Control Board (SWRCB) has the ultimate authority over state water rights and water quality policy. However, Porter-Cologne also establishes nine Regional Water Quality Control Boards to oversee water quality on a day-to-day basis at the local/regional level. Permits issued to control pollution (i.e., waste discharge requirements and National Pollutant Discharge Elimination System [NPDES] permits) must implement Basin Plan requirements (i.e., water quality standards), taking into consideration beneficial uses to be protected.

The SWRCB issued a statewide General Permit (Water Quality Order No. 209-0009-DWQ) for construction activities within the state. The Construction General Permit (CGP) is implemented and enforced by the RWQCBs. The CGP applies to construction activity that disturbs 1 acre or more and requires the preparation and implementation of a storm water pollution prevention plan that identifies best management practices to minimize pollutants from discharging from the construction site to the maximum extent practicable.

In addition, the following General Plan policies would apply to any future residential development.

Open Space and Conservation Element

5.1.dd *Develop and implement planting and herbicide, pesticide, and fertilizer application plans, including a pesticide drift control plan, for the golf course and public open space areas.*

Health and Safety Element

8.3.j *Require shoreline owners to maintain perimeter dikes to applicable standards.*

8.3.k *Leave adequate setbacks along waterfront areas for the expansion of seawalls and levees.*

8.3.l *Regularly inspect and maintain seawalls around the City.*

Future residential projects would be required to comply with existing state and federal regulations related to protection of water quality and flooding impacts. Existing General Plan policies address flooding issues by requiring flood protection, ensuring that structures in floodplains be protected from the 100-year flood event, supporting use of waterways for flood control, using all possible means of reducing the potential for flood damage, requiring the maintenance of easements along drainage ways, and encouraging landscaping and other design features to reduce potential effects of surface runoff. Development would also be required to comply with requirements contained in City of Alameda Municipal Code Chapter XVII, Article III, Storm water Management and Discharge Control, and Chapter XX, Floodplain

Management, which would further reduce impacts on groundwater and surface water quality and flooding, respectively. However, approval of the Housing Element would not result in the approval of any development project. Therefore, there would be no impact related to water quality impacts or flooding as a result of the Housing Element.

i) No Impact.

Alameda is not located in an identified dam failure inundation hazard area. Therefore, there would be no risk of exposure of people or structures to a significant risk of loss, injury, or death involving flooding as a result of a failure of a levee or dam and there would be no impact.

j) No Impact.

Is relatively flat, so the risk of impacts related to landslides or mudflow is low. A damaging seiche in the San Francisco Bay is a low probability event, even for unprotected sites on the Bay (LSA 2002). Therefore, inundation due to seiche would not represent a substantial risk. In addition, approval of the Housing Element would not result in the approval of any development project; therefore, there would be no impact related to landslide, seiche, or mudflow.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
10. LAND USE AND PLANNING. Would the project:				
a) Physically divide an existing 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?	☐	☐	☐	☒

PROJECT IMPACTS AND MITIGATION MEASURES

a–c) No Impact.

As noted in the project description, the Housing Element identifies areas of the city that are designated and zoned for residential development. As such, the Housing Element would be a continuation of the existing uses and character of the surrounding area and would not divide an established community. Similarly, as the Housing Element would not alter any land use designations or zoning, it would not conflict with the General Plan policies adopted to avoid or mitigate environmental effects. The City does not have an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. Therefore, there would be no impact.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No 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?	☐	☐	☐	☒

PROJECT IMPACTS AND MITIGATION MEASURES

a–b) No Impact.

No significant mineral resources have been identified in the city. Future residential development in Alameda would not result in the loss of availability of a known mineral resource or a resource delineated on a local general plan, specific plan, or other land use plan. Therefore, there would be no impact.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
12. NOISE. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or of applicable standards of other agencies?	☐	☐	☐	☒
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	☐	☐	☐	☒
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
d) 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, within 2 miles of a public airport or a public use airport, expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

PROJECT IMPACTS AND MITIGATION MEASURES

a–d) No Impact.

The Noise Element of the City's General Plan identifies compatible noise environments for different types of land uses.

Noise

8.7.a *Minimize vehicular and stationary noise sources, and noise emanating from temporary activities.*

8.7.b *Require site and building design to achieve noise compatibility to the extent feasible.*

8.7.c *Recognize that residential, school, hospital, church, or public library properties in commercial areas and commercial development in industrial areas will be subject to noise levels associated with noisier permitted uses.*

8.7.d *Maintain efforts to mitigate impacts of aircraft noise while pursuing actions to reduce aircraft noise or avoid noise increases.*

8.7.e *Require acoustical analysis for new or replacement dwellings, hotels, motels, and schools within the projected 60 dBA contour. One family dwellings not constructed as part of a subdivision requiring a final map require acoustical analysis only within the projected 65 dBA contour.*

8.7.f *Require new or replacement dwellings, hotels, motels, and schools within the noise impact areas described in Policy 8.7.e, above, to limit intruding noise to 45 dBA CNEL in all habitable rooms. In new dwellings subject to a noise easement, noise is not to exceed 40 dBA CNEL in habitable rooms. If this requirement is met by inoperable or closed windows, a mechanical ventilation system meeting Uniform Building Code requirements must be provided.*

8.7.g *Minimize the impact of aircraft, railroad, and truck noise by requiring that noise levels caused by single events be controlled to 50 dBA in bedrooms and 55 dBA in living areas within the 60 dBA CNEL contour.*

8.7.h *In making a determination of impact under the California Environmental Quality Act (CEQA), consider the following impacts to be "significant":*

- *An increase in noise exposure of 4 or more dBA if the resulting noise level would exceed that described as normally acceptable for the affected land use, as indicated in Table 8-I.*
- *Any increase of 6 dBA or more, due to the potential for adverse community response.*

8.1.i *Continue to enforce the Community Noise Ordinance.*

Article II of Chapter 4 of the Alameda Municipal Code (the Community Noise Ordinance) establishes exterior noise standards and requires submission of noise reduction plans for noncomplying sources. Section 4.10-7 of the Alameda Municipal Code states that the noise ordinance does not apply to noise sources associated with construction provided the activities take place between the hours of 7:00 a.m. to 7:00 p.m. Monday through Fridays or 8:00 a.m. to 5:00 p.m. on Saturdays. Implementation of General Plan policies and the noise ordinance would reduce impacts related to noise and vibration to the extent feasible. However, approval of the Housing Element would not result in the approval of any development project; therefore, there would be no impact related to noise or vibration as a result of the Housing Element.

e–f) No Impact.

As discussed in subsection 8, Hazards and Hazardous Materials, Alameda is adjacent to the Oakland International Airport, which is operated under a Land Use Compatibility Plan. While future residential development could be exposed to noise from airport operations, any development proposals within the airport influence area would be subject to review by the City and the County for consistency with the plan. However, approval of the Housing Element would not result in the approval of any development project; therefore, there would be no impact related to exposure to airport noise as a result of the Housing Element.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
13. POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

PROJECT IMPACTS AND MITIGATION MEASURES

a–c) No Impact.

As discussed previously, the Housing Element is a planning document that identifies where the housing allocation could be developed under existing land use designations and zoning. The areas identified in the Housing Element have already been considered for residential development in the City's General Plan and in the Regional Plan – Plan Bay Area. All of the Housing Element housing opportunity sites are located in the Priority Development Areas for new housing established by Plan Bay Area. Therefore, the population increase associated with that residential development has already been considered by the City and the Region. Therefore, the Housing Element would not induce population growth in Alameda. Additionally, because the Housing Element does not propose physical development, it would not result in the displacement of persons or housing that would require the construction of housing elsewhere. Therefore, there would be no impact.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
14. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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:				
a) Fire protection?	☐	☐	☐	☒
b) Police protection?	☐	☐	☐	☒
c) Schools?	☐	☐	☐	☒
d) Parks?	☐	☐	☐	☒
e) Other public facilities?	☐	☐	☐	☒

PROJECT IMPACTS AND MITIGATION MEASURES

a–e) No Impact.

Alameda is currently served for fire protection by the City of Alameda Fire Operations Division; for police by the Alameda Police Department; for schools by the Alameda Unified School District; and for parks by the Department of Recreation and Parks. Public services are addressed in several sections of the General Plan. Fire and police services are addressed in the Health and Safety Element, and schools and parks are addressed in the Parks and Recreation, Shoreline Access, Schools and Cultural Facilities Element and in the Open Space and Conservation Element. Applicable policies from each of these elements are listed below.

Residential Areas

2.4.m *Give priority for public open space and other public improvements to neighborhoods determined to have a shortage relative to the rest of the city.*

Open Space for the Managed Production of Resources

5.2.b *Explore interest in public and privately owned sites available for community gardens.*

Parks and Recreation

6.1.a *Expand Alameda's park system.*

6.1.b *Continue cooperation with the Alameda Unified School District to achieve optimum joint use of limited school open space and park space.*

6.1.c *Pursue park and open space grant opportunities and cooperative agreements with local, regional, and State agencies for expansion of the City's park and open space system.*

6.1.d *Promote the development and retention of private open space to compensate for the shortage of public open space.*

6.1.e *Acquire and develop an Estuary Park of 10 or more acres.*

6.1.h *Develop a greenway on former railroad right-of-way east of Main Street north of Atlantic Avenue, and on the south side of Atlantic Avenue extending east to Sherman Street.*

Shoreline Access and Development

6.2.b *Regulate development on City-owned shoreline property to maximize public use opportunities.*

Schools

6.3.b *Support the Alameda Unified School District efforts to obtain school impact fees needed to maintain adequate educational facilities to serve enrollment generated by new development in the City.*

6.3.c *Approval of residential, commercial and industrial development may be conditioned upon the mitigation of the impact of such development on the Alameda Unified School District.*

Fire Hazards

8.2.a *Maintain and expand the City's fire prevention and fire-fighting capability.*

8.2.b *Maintain the current level of emergency medical service.*

8.2.c *Update the City's list of "critical facilities."*

8.2.d *Assure the compliance of new structures with the City's current Fire, Seismic, and Sprinkler Codes. Existing structures shall be required to comply with the intent of the Codes in a cost-effective manner.*

8.2.e *Require developers to plan underground utilities so disruption by earthshaking or other natural disasters is diminished.*

Section 27-3 of the City's Municipal Code requires the payment of a Citywide Development Fee as a condition of development to pay for traffic safety/capital replacement and transportation improvements and facilities, parks and recreation improvements and facilities, public facilities, and public safety facilities. The fee is imposed by land use category. It is imposed on all new, or expanded existing, commercial development, on new residential development, and on use permits that intensify the use of existing commercial or residential structures as set forth in the Citywide Development Fee Resolution.

New residential development in the city would increase the demand for services, but implementation of the above policies would reduce the effect on service providers, and capital facilities fees would ensure that adequate facilities are available. Individual development projects would be analyzed for their potential to affect service providers, and payment of applicable development fees would be required.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporation	Less Than Significant Impact	No Impact
15. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities, or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☐	☒

PROJECT IMPACTS AND MITIGATION MEASURES

a–b) No Impact.

As discussed in subsection 14, Public Services, approval of the Housing Element would not result in the approval of any development project. Therefore, there would be no impact on park facilities as a result of the Housing Element such that new or expanded park facilities would be required.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
16. TRANSPORTATION/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?	☐	☐	☐	☒

PROJECT IMPACTS AND MITIGATION MEASURES

a–b) No Impact.

Regional access to the city is provided via freeways, with the nearest access available at Interstate 880 (I-880) and Interstate 980 (I-980) via Oakland city streets. I-880 provides access to the south and to the north, with connections to Interstate 80 (I-80) and San Francisco via the Bay Bridge. I-980 provides access to the northeast, connecting with Interstate 580 (I-580) and State Route 24 (SR 24). Access to I-880 is also available from Alameda across three bridges at Park Street, Tilden Way, and High Street via local Oakland streets. Alameda is served by a local roadway system that is mostly constructed as a grid, with east–west and north–south roadways traversing the city.

Transit service in the city includes Bay Area Rapid Transit (BART), AC Transit, Amtrak, and ferry service. The BART system links Oakland with San Francisco and with selected cities throughout Contra Costa County and Alameda County. Although BART does not serve Alameda directly, Alameda residents can access BART via car (West Oakland and Fruitvale stations) or directly by bus at one of the three Downtown Oakland BART stations (12th Street, 19th Street, and Lake Merritt) or the Fruitvale station. AC Transit provides bus service to residents and visitors throughout Alameda and Contra Costa counties through an extensive network of local transit lines and into San Francisco via the Bay Bridge. The City operates two ferry services: the Alameda/Oakland Ferry Service and the Alameda/Harbor Bay Ferry Service. Service is provided across the Bay from Oakland's Jack London Square and Alameda to two locations in San Francisco: the Ferry Building at the foot of Market Street and Pier 41 near Fisherman's Wharf.

The City of Alameda's Bicycle Master Plan addresses issues of safety, access, quality of life, and the effective implementation of bikeways and pedestrian ways in Alameda. The Bikeway System set forth in the plan was adopted into the General Plan.

Policies from the General Plan that relate to transportation and circulation are listed below.

Objective 4.1.1: Provide for the safe and efficient movement of people, goods, and services.

4.1.1.a Maintain a consistent multimodal classification system of streets throughout the City that will be the basis for identifying vehicle commuter routes, transit routes, bike lanes, as well as corridors for other modes of transportation.

1. Continue to identify and improve pedestrian crossings in areas of high pedestrian use where safety is an issue.

4.1.1.b Enhance pedestrian safety and mobility, particularly in high pedestrian use areas, applying methods consistent with the hierarchy classification of streets identified in 4.1.1.a.

1. Identify and mitigate impediments and obstacles to walking to locations that attract pedestrians, such as business districts, schools, transit stops, recreational facilities, and senior facilities.
2. Develop needed connections that maximize direct access for walking. Examples include legs of intersections where crossing is currently prohibited.
3. Modify signal timing as required to provide pedestrians with sufficient crossing time and minimize pedestrian/vehicle conflicts.
4. Identify locations where lighting should be enhanced to provide better visibility and a more comfortable nighttime environment for pedestrians.

4.1.1.c Implement and maintain a Truck Route map coordinated with the private sector and neighborhood representatives.

4.1.1.d Provide a network of facilities to allow for the safe conveyance of bicycle traffic on all streets and in all sections of the city.

4.1.1.e Support a convenient, cost-effective public transit system to serve the mobility needs of all segments of the population, including citizens with disabilities, to and from major destinations in Alameda and throughout the region.

4.1.1.f Design transportation facilities to comply with accepted design and safety standards or guidelines including the use of design features and materials that do not adversely impact on people with disabilities.

1. Upgrade existing pedestrian signals by adding countdown, audible, and tactile/ vibrational signals. New signals should include these as standard features.

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

4.1.1.h Encourage traffic within, to, and through Alameda to use the appropriate street system by providing clear and effective traffic control measures to promote smooth flow without unduly disrupting the quality of life for residents.

4.1.1.i Design transportation facilities to accommodate current and anticipated transportation use.

4.1.1.j Maintain the historic street grid and maximize connectivity of new developments to the grid, as well as within any new developments.

4.1.1.k Minimize the creation of improvements that would physically interrupt existing grid systems, such as cul-de-sacs or diverters.

4.1.1.l Develop and implement a list of priority projects that support level of service standards.

4.1.1.m Develop a set of design criteria for safe passage of transit users, bicyclists, pedestrians, and people with disabilities through or around construction sites.

4.1.1.n Develop criteria for prioritizing specific transportation projects or types of projects to make the most effective use of resources.

4.1.1.o Establish a transportation system management program that provides both mobility and accessibility for people, freight, and goods at all times.

1. Employ transportation system management measures to improve traffic and transit movements and safety for all modes of travel. For example, coordinating and synchronizing signals.
2. Manage operations to maintain acceptable levels of LOS
   a. Develop and implement a strategy to increase the use of alternative modes of transportation by 10 percentage points by the year 2015.
   b. Reduce the percentage of Alameda traffic made up of single occupant vehicle trips (e.g. based on Census data, or do survey to establish baseline)
   c. Shift 10 percent of peak hour trips to less congested times of day
   d. Collaborate with AUSD to explore opportunities to reduce congestion during peak school times, for example staggering class times,

encouraging parents to carpool, etc.

Objective 4.1.2: Protect and enhance the service level of the transportation system.

4.1.2.a Develop multimodal level of service (LOS) standards that development will be required to maintain by encouraging the use of non-automotive modes.

4.1.2.b Monitor the multimodal level of service at major intersections to identify priorities for improvement.

4.1.2.c Promote methods to increase vehicle occupancy levels.

4.1.2.d Support and monitor the City's Traffic Capacity Management Procedure (TCMP), which was developed to meet the City's development and transportation goals west of Grand Street.

4.1.2.e Work with regional, state, and federal agencies to develop plans for design, phasing, funding, and construction of facilities to enhance multimodal cross-estuary travel, such as increased access to Interstate 880 (bridge, tunnel or other vehicle connection) bike/pedestrian shuttles or high occupancy vehicle-only crossing (e.g. transit or carpool lane) to Oakland.

4.1.2.f Create interagency working groups to discuss ways of mitigating impacts on circulation generated from outside the impacted agency's jurisdiction.

Objective 4.1.3: Preserve mobility for emergency response vehicles and maintain emergency access to people and property.

4.1.3.a Consider emergency response goals in long-range transportation planning and while designing current projects.

4.1.3.b Work with public safety agencies to adequately consider emergency response needs.

4.1.3.c Develop a network of emergency response routes, balancing emergency service needs with vehicular, pedestrian and bicycle safety consistent with the adopted street classification system.

Objective 4.1.4: Encourage, promote and facilitate proactive citizen participation to determine the long-term mobility needs of our community.

4.1.4.a Maintain a public forum, such as the Transportation Commission, to facilitate citizen input on transportation policy.

4.1.4.b Assist in efforts to facilitate dialogue between City departments, residents, and neighborhood organizations.

Objective 4.1.5: Consider the transportation needs of the community, including those with limited mobility options.

4.1.5.a Maximize compliance of transportation facilities with Americans with Disabilities Act (ADA) requirements.

4.1.5.b Continue to support the Paratransit program.

4.1.5.c Continue to support the fixed-route AC Transit system to provide mobility for all, including those without access to personal transportation.

Objective 4.1.6: Increase the efficiency of the existing transportation system by emphasizing Transportation System Management (TSM) strategies and Transportation Demand Management (TDM) techniques.

4.1.6.a Identify, develop, and implement travel demand management strategies to reduce demand on the existing transportation system.

1. *Establish peak hour trip reduction goals for all new developments as follows:*
   - 10 percent peak hour trip reduction for new residential developments
   - 30 percent peak hour trip reduction for new commercial developments
2. *Develop a TDM toolbox that identifies a menu of specific TDM measures and their associated trip reduction percentages.*
3. *Develop a citywide ITS infrastructure assessment using a Systems Engineering approach to determine capital investment needs.*
4. *Require implementation of ITS infrastructure as part of all new developments.*

4.1.6.b Identify locations where signal coordination could be employed to improve traffic flow and reduce vehicle emissions.

4.1.6.c Coordinate with the appropriate agencies to utilize emerging technologies and Smart Corridor techniques (e.g. transit-priority systems for traffic signals and real-time information to enable travelers to choose the best routes) for the bridges and tubes.

1. *Integrate with existing regional ITS initiatives such as SMARTCORRIDORS.org, 511.org, Integrated Congestion management for the I-880 corridor, etc., to improve capacity at the bridges, tubes and corridors.*
2. *Collaborate with neighboring jurisdictions such as Oakland and San Leandro to ensure a coordinated approach to ITS implementation.*
3. *Work with transit agencies in linking their ITS infrastructure to enhance operational efficiency along the City's egress and ingress corridors.*

4.1.6.d Minimize the cross-island portion of regional vehicular trips by providing alternative connections to I-880 Freeway and by encouraging Transportation Systems Management (TSM) and Transportation Demand Management (TDM) techniques.

4.1.6.e Support and maintain an up-to-date Transportation System Management (TSM) and Transportation Demand Management (TDM) plan consistent with state law to provide adequate traffic flow to maintain established LOS.

1. Develop a TDM plan which would include specific requirements for new developments to implement measures to mitigate their traffic impacts based on an applicable nexus.
2. Develop one or more sub-area TDM plans to help address the unique conditions of different areas within Alameda.

4.1.6.f Require monitoring programs to ensure that TSM and TDM measures mitigate impacts.

1. Develop thresholds of significance for ongoing monitoring and evaluation of TSM/TDM measures

4.1.6.g Maximize the integration and coordination of various individual modes of transportation to enhance systemwide efficiency.

1. Work with various local and regional transit agencies in integrating their schedules.

Objective 4.1.7: Identify facilities, corridors, mode transfer points, and rights-of-way needed to enhance the viability of non-automobile transportation. Meet long-term mobility needs in order to minimize the need for increased cross-island roadway capacity.

4.1.7.a Identify and address impediments to system-wide mobility.

4.1.7.b Identify major activity centers that can function as mode transfer points.

4.1.7.c Work with retail development to set aside existing parking areas as well as develop and promote mode transfer points, such as park-and-ride lots, to enhance the use of alternative modes of transportation and to assist the development of an intermodal transportation system.

4.1.7.d Develop strategies to preserve and identify required rights-of-way.

1. Pursue opportunities to utilize the corridor of the former Alameda Belt Line railroad for transit, bicycle, and pedestrian transportation.

4.1.8.d Study options for an estuary crossing in Alameda's West End for bicyclists, pedestrians and transit.

Objective 4.2.1: Design and maintain transportation facilities to be compatible with adjacent land uses.

4.2.1.a Buffer land uses adjacent to high volume streets without the use of soundwalls.

1. Where sound walls or buffers exist, breaks for pedestrian access should be provided wherever pedestrian routes would normally occur.

4.2.1.b Include landscaping in transportation projects to enhance the overall visual appearance of the facility.

Objective 4.2.2: Plan, develop and implement a transportation system that enhances the livability of our residential neighborhoods.

4.2.2.a Protect residential neighborhood integrity by minimizing the impacts of through traffic on low-volume residential streets.

4.2.2.b Maintain a Traffic Calming Toolbox and implementation program.

1. Integrate traffic calming elements into new facility design and as appropriate, modify existing facilities to enhance traffic systems management.

4.2.2.c Support programs that increase the number of people transported without increasing the number of vehicles.

4.2.2.d Develop a program that monitors and reacts to traffic volumes on selected city streets to ensure an appropriate distribution of traffic.

4.2.2.e Maintain a speed limit of 25 MPH on all streets in Alameda in order to avoid creating barriers between neighborhoods. Exempt current roadways with speed limits above 25 MPH: Ralph Appezzato Memorial Parkway, Main Street, Constitution Way, Tilden Way, Doolittle Drive, Island Drive, North Loop Road, South Loop Road, and Harbor Bay Parkway.

4.2.2.f Encourage the inclusion of amenities, such as benches or art, in pedestrian improvement projects.

Objective 4.2.3: Plan, develop and implement a transportation system that protects and enhances air and water quality, protects and enhances views and access to the water, and minimizes noise impacts on residential areas.

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

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

4.2.3.c Identify and pursue opportunities to enhance shoreline access for pedestrians.

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

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

Objective 4.2.4: Develop a Transportation plan based on existing and projected land uses and plans. Encourage land use decisions that facilitate implementation of this transportation system.

4.2.4.a Encourage development patterns and land uses that promote the use of alternate modes and reduce the rate of growth in region-wide vehicle miles traveled.

4.2.4.b Integrate planning for Environmentally Friendly Modes, including transit, bicycling and walking, into the City's development review process.

4.2.4.c Encourage mixed use development that utilizes non-single occupancy vehicle transportation modes.

Objective 4.2.5: Manage both on-street and off-street parking to support access and transportation objectives.

4.2.5.a Consider a fully-funded on-street parking permit program in neighborhoods with chronic parking problems and new developments.

4.2.5.b Support use of parking in-lieu fees where feasible to increase and encourage public transit options and evaluate the use of shared parking strategies in mixed use areas.

Objective 4.3.1: Develop programs and infrastructure to encourage the use of high occupancy vehicles (HOVs), such as buses, ferries, vans and carpools.

4.3.1.a Update and implement the recommendations of the Alameda Long Range Transit Plan.

4.3.1.b Consider the use of strategies to give priority to high occupancy vehicles at the bridges and tubes.

4.3.1.c Actively encourage increases in public transit, including frequency and geographic coverage.

4.3.1.d Encourage and support efforts to provide information to use environmentally-friendly transportation modes.

4.3.1.e Provide amenities or support programs to make using alternative modes a more attractive option.

4.3.1.f Reduce vehicle trips through telecommuting or other options

4.3.1.G ESTABLISH TARGETS FOR INCREASING MODE SHARE OF NON-SOV TRANSPORTATION MODES

1. Increase daily non-SOV mode share (transit, walking, bicycling) by 10 percentage points by 2015.
2. Increase the share of children who walk or bicycle to school by 10 percentage points by 2015.

4.3.1.h Encourage the creation of transit-oriented development and mixed-use development.

4.3.1.i Develop parking management strategies for both new development projects and,a s appropriate, for existing development.

1. Establish maximum parking requirements for both new development and, as appropriate, for existing development.

4.3.1.j Implement queue jump lanes and other strategies for improving transit operations.

Objective 4.3.2: Enhance opportunities for pedestrian access and movement by developing, promoting, and maintaining pedestrian networks and environments.

4.3.2.a Include improvements to pedestrian facilities as part of City transportation improvement projects (streets, bridges, etc.).

4.3.2.b Review City sidewalk design standards to ensure continued compliance with requirements of the Americans with Disabilities Act and to better serve pedestrian needs.

1. Evaluate existing sidewalks for compliance with ADA requirements, and to identify possible improvements.

4.3.2.c Identify gaps and deficiencies in the City's existing pedestrian network and develop strategies to rectify them.

1. Wherever possible, establish facilities on all natural pedestrian routes (both sides of streets and drives, along visually direct lines to major destinations, etc.).
2. Establish a program to plan for future pedestrian paths to connect streets, alleys, paths, etc., that are cut off from others (e.g., at the end of a cul-de-sac).
3. Use observations of common pedestrian behavior, from general studies or direct evidence such as informal paths in Alameda, to improve connections where feasible.

4.3.2.d Develop and implement a Pedestrian Master Plan with regard to physical system improvements, as well as programs and policies relating to encouragement, education and enforcement

1. Develop criteria to identify intersections where signal priority could be given to pedestrians to improve and encourage pedestrian trips.
2. Produce and distribute brochures and other materials to educate residents, especially children and seniors, on walking safely, and encourage walking as an alternative to car trips, including walking to school.
3. City should work with public and private schools to identify needs and roles in addressing infrastructure, education and encouragement.

Objective 4.3.3: Promote and encourage bicycling as a mode of transportation.

4.3.3.a Maintain and implement the Bicycle Master Plan with regard to physical system improvements (especially the identified priority projects), as well as programs and policies relating to encouragement, education and enforcement.

4.3.3.b Include improvements to bike facilities as part of City transportation improvement projects (streets, bridges, etc.).

4.3.3.c Identify gaps and deficiencies in the City's existing bike network and develop strategies to rectify them.

Objective 4.3.4: Manage demand placed on the street system through a TDM program to be developed with available funding in accordance with state law.

4.3.4.a Work with major employers to accommodate and promote alternative transportation modes, flexible work hours, and other travel demand management techniques and require that appropriate mitigation be funded through new development if a nexus exists.

Objective 4.3.6: Coordinate and integrate the planning and development of transportation system facilities to meet the needs of users of all transportation modes.

4.3.6.a Review and update multimodal design standards for lane widths, parking, planting area, sidewalks, and bicycle lanes to guide construction, maintenance, and redevelopment of transportation facilities consistent with the street classification system.

4.3.6.b Identify areas of conflict and of compatibility between modes (e.g. walking, bicycling, transit, automobiles, and people with disabilities). Pursue strategies to reduce or eliminate conflicts, increase accessibility, and foster multimodal compatibility.

4.3.6.c Maintain a committee (such as the Interagency Liaison Committee) that works with transit service providers to resolve transit-related problems.

4.3.6.d Coordinate efforts with regional funding agencies in order to address Alameda's regional transportation issues.

Objective 4.4.6: Work with area employers and other stakeholders to develop one or more TMAs to implement TDM programs

4.4.6.1 For new development projects, require residential, business associations, property owners, and lessees to be dues-paying members in the TMA, as allowed by law.

4.4.6.2 Encourage existing and previously approved developments to join a TMA, through which they would contribute toward, and benefit from, TDM programs.

Objective 4.4.7: Require developers to contribute toward the implementation of appropriate TSM/TDM measures to mitigate the impacts of their projects on the bridges, tubes, specific intersections, and corridors.

4.4.7.a Develop standardized method for calculating the appropriate financial contribution for TSM/TDM fees.

4.4.7.b Develop TSM/TDM fee collection mechanism.

The City's General Plan and Municipal Code requires all new residential development, as a condition of development, to pay a Citywide Development Fee for traffic safety/capital replacement and transportation improvements and facilities and to implement Transportation Demand Management programs to mitigate transportation impacts associated with new development. This ensures that future residential development pays for its fair share toward necessary traffic improvements and transportation alternatives. Implementation of General Plan policies would help reduce vehicle trips, which would reduce demands on area roadways.

As discussed above, all of the Housing Element housing opportunity sites are located with the Regional Plan's Priority Development Areas. The Regional Plan is specifically designed to place housing in areas that will reduce greenhouse gases by reducing vehicle miles travelled. Therefore, implementation of the 2014 Housing Element supports the Region's plan to improve environmental quality and reduce regional transportation impacts from sprawl.

Finally, when individual projects are proposed, the City will evaluate the specific design of the project to determine whether additional traffic mitigation is necessary. Therefore, the Housing Element would not result in traffic impacts or conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system or an applicable congestion management program.

c) No Impact.

As discussed in subsection 8, Hazards and Hazardous Materials, Item e–f, Alameda is adjacent to the Oakland International Airport. The airport influence area for the airport includes portions of Alameda. However, as discussed previously, approval of the Housing Element would not result in the approval of any development project. Therefore, the Housing Element would result in a change in air traffic patterns, air traffic levels, or a change in location that results in substantial safety risks.

d–e) No Impact.

The Housing Element would not result in the approval of any development project. Therefore, it would have no impact associated with hazards due to roadway design features, emergency access, or alternative transportation policies or plans.

f) No Impact.

As noted above, approval of the Housing Element would not result in the approval of any development project. The Housing Element policies do not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
17. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed 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 serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?	☐	☐	☐	☒
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?	☐	☐	☐	☒

PROJECT IMPACTS AND MITIGATION MEASURES

a–g) No Impact.

Alameda is largely developed and is therefore already served by utilities, with existing infrastructure in place. The East Bay Municipal Utilities District (EBMUD) provides potable and reclaimed water, and wastewater conveyance and treatment. Alameda's solid waste, recycling, and organics collection are managed through a franchise agreement with Alameda County Industries (ACI) and a solid waste disposal service contract with Waste Management. Alameda Municipal Power serves Alameda for electrical service, with approximately 95 pole miles of overhead lines and over 170 cable miles of underground lines. Pacific Gas & Electric (PG&E) serves the city for natural gas.

The Regional Water Quality Control Board (RWQCB) has regulatory responsibility for water quality standards and enforcement. Maximum contaminant levels for drinking water are established in

regulations implementing the federal Safe Drinking Water Act. EBMUD operates its wastewater treatment plant in compliance with two national NPDES permits granted by and whose conditions are enforced by the RWQCB. All wastewater discharges must comply with the requirements specified in EBMUD's Wastewater Control Ordinance 311.

As discussed in subsection 6, Greenhouse Gas Emissions, of this Initial Study, the California Green Building Standards Code establishes standards on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. Some of these standards have become mandatory in the 2010 edition of the Part 11 code, including the following that would reduce demands for utilities:

- Twenty (20) percent mandatory reduction in indoor water use, with voluntary goal standards for 30, 35, and 40 percent reductions
- Separate water meters for nonresidential buildings' indoor and outdoor water use, with a requirement for moisture-sensing irrigation systems for larger landscape projects
- Diversion of 50 percent of construction waste from landfills, increasing voluntarily to 65 and 75 percent for new homes and 80 percent for commercial projects
- Mandatory inspections of energy systems (i.e., heat furnace, air conditioner, mechanical equipment) for nonresidential buildings over 10,000 square feet to ensure that all are working at their maximum capacity according to their design efficiencies

In addition, the following General Plan policies would apply to future residential development and would reduce utility demands.

Open Space for the Preservation of Natural Resources

5.1.h *Continue to support EBMUD in its efforts to promote and implement water conservation measures.*

5.1.i *Encourage the use of drought-resistant landscaping.*

5.1.y *Work with EBMUD to implement the Alameda Reclamation Project.*

5.1.z *Develop a comprehensive City Water Conservation Ordinance that recognizes Alameda's unique climate, soil conditions, and development patterns.*

5.l.aa *Review proposed development projects for both water and energy efficiency, and integrate plans for the use of reclaimed wastewater for landscaping as a condition of approval.*

Waste Management

8.4.d *Continue to support the resource recovery measures specified in the Alameda County "Solid Waste Management Plan," July 1987.*

8.4.j *Implement the recently approved residential area curbside recycling program.*

8.4.k Design and implement a recycling program for commercial and industrial businesses, including paper product recycling strategies for business parks.

All future projects would be required to contribute a Citywide Development Fee to pay for public facilities. The project would also be required to comply with all applicable solid waste regulations. The Housing Element would not result in the approval of any development project or increase demand for public utilities. Therefore, the Housing Element would not generate additional demand on utilities or require the construction of new or upgraded infrastructure. The Housing Element would not exceed wastewater treatment requirements nor result in a determination by the wastewater treatment provider that it has inadequate capacity to serve the project's projected demand.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
18. MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project 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, substantially reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒
b) Does the project 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) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

DISCUSSION

The following are Mandatory Findings of Significance in accordance with Section 15065 of the CEQA Guidelines.

a–c) No Impact.

The project only identifies sites in the city that are already designated and zoned for residential development, but does not propose or approve any physical development. This Initial Study determined, therefore, that there would be no impact associated with the potential to degrade the quality of the environment, affecting plants or animals, eliminate important examples of the major periods of California history or prehistory, or result in adverse effects on human beings. The project would not result in impacts that are individually limited but cumulatively considerable.

REFERENCES

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