

Notice of Preparation (NOP) of an Environmental Impact Report and Public Scoping Meeting for the Encinal Terminals Master Plan

Notice is hereby given that the City of Alameda, Lead Agency, will prepare an Environmental Impact Report (EIR) for the Encinal Terminals Project (“Project”) and will hold a public scoping meeting to receive comments on the scope of the EIR, as detailed below. This NOP/Notice of Public Scoping Meeting (Notice) is also available online at www.ci.alameda.ca.us.

The City has determined that a Supplemental Focused EIR must be prepared for the project prior to making any final decision regarding whether to approve the project, in accordance with the California Environmental Quality Act (CEQA). The EIR will focus on the potential environmental impacts of the Project on Transportation and Traffic, Air Quality; Greenhouse Gas Emissions; Noise; and Biological Resources. The purpose of the EIR will be to supplement the 2008 Northern Waterfront EIR and provide updated information and analysis about potential physical environmental effects of the Project, to identify ways to minimize significant effects, and to describe and analyze alternatives to the Project. The City has issued this Notice to Responsible Agencies, Trustee Agencies, federal agencies, transportation planning agencies and agencies with transportation facilities that may be affected and other interested parties. Responsible Agencies are those public agencies, other than the City, that have a role in approving or carrying out the Project.

<p>PROJECT TITLE: Encinal Terminals Project</p>	<p>PROJECT LOCATION: Approximately 22 acres of land and 10 acres of submerged lands (total of 32 acres) in the north central portion of Alameda, California</p>
<p>LEAD AGENCY: City of Alameda Community Development Department 2263 Santa Clara Avenue, Room 190 Alameda, CA 94501</p>	<p>LEAD AGENCY CONTACT: Andrew Thomas, Planning Services Manager City of Alameda Community Development Department 2263 Santa Clara Avenue, Room 190 Alameda, CA 94501 Telephone: (510) 747-6881 Fax: (510) 747-6853 athomas@ci.alameda.ca.us</p>
<p>PROJECT APPLICANT/DEVELOPER: North Waterfront Cove LLC c/o Tim Lewis Communities 12667 Alcosta Blvd., Suite 170 San Ramon, CA 94583</p>	<p>DATE OF THIS NOTICE: April 27, 2016</p>

PUBLIC REVIEW AND SCOPING:

The City of Alameda Planning Board will hold a Public Scoping Meeting to receive comments to help the City refine the scope and content of the EIR on **May 23, 2016, at Alameda City Hall, 2263 Santa Clara Avenue, Alameda, CA 94501, City Council Chambers, 3rd Floor, and beginning at 7:00 PM.** No action will be taken at the meeting. All comments must be received in writing at the City of Alameda Community Development Department by **5:00 p.m. on Monday, May 30, 2016.**

Comments on the proposed scope and content of the EIR may be submitted in writing to the attention of Andrew Thomas, City of Alameda, at the address indicated above for Lead Agency Contact. Comments may also be emailed to Andrew Thomas at the email address shown above. If you are an authorized representative of a Responsible Agency, or a Trustee Agency, or a transportation planning agency or agency with transportation facilities that may be affected, the City needs to know the views of your agency as to the scope and content of the environmental information that is relevant to your agency's statutory responsibilities in connection with the Project. Your agency will need to use the EIR when considering your permit or other approval for the Project. We will also need the name, address, telephone number and email address of the contact person for your agency.

PROJECT SITE AND SURROUNDINGS:

The project is located at 1521 Buena Vista Avenue in the north-central portion of the City of Alameda, as illustrated in **Figure 1**. The site is approximately two miles south and west of Oakland and approximately 12 miles from San Francisco (10 miles by ferry). Regional vehicular access to the project area is provided by Interstate 880 (I-880) from Oakland through the Webster Street (State Route [SR] 260) Tunnel to Alameda Island. Access to the project site is provided by Buena Vista Avenue (running east-west). Sherman Street and Entrance Road connect to Buena Vista Avenue from the west and east of the project site, respectively.

The project site encompasses 32 acres of land and water. Water surrounds the property on three sides with Alaska Basin (called Encinal Basin on some maps) to the west, the Oakland Estuary to the north, and the Fortman Marina to the east. The net usable land area is approximately 22 acres and includes four parcels, one of which (approximately six acres) is leased to North Waterfront Cove LLC (NWC) by the City of Alameda under a long-term ground lease. The leased parcel consists of State tidelands that are held in trust by the City of Alameda. The other ten acres are submerged lands, which are part of the project site due to its proximity to the adjacent estuary. The submerged lands that fall within the Fortman Marina are held in Public Trust, as illustrated in **Figure 2**. The proposed project could include a land exchange involving the approximately six-acre State tidelands leased parcel for waterfront areas of the property, including the proposed publicly accessible promenade on the Alaska Basin and northern sides of the site. In the event that the land exchange is not approved, an alternate land use plan would be adopted.

The project site is generally flat with elevations ranging from 4 to 8 feet above mean sea level. The site consists primarily of asphalt and concrete paving, with both concrete and wooden wharves and a wooden pier along the northwestern edge. Two vacant warehouse buildings are located in the center of the site flanking a large metal shed. There are two additional buildings located in the southeastern portion of the site and a third building in the southwestern portion of the site, all of which are also vacant.

Surrounding land uses in the vicinity include the Wind River office/research park located across Alaska Basin to the west, the Oakland Estuary to the north, the Fortman Marina to the east, and the Del Monte property to the south. Beyond the Del Monte building to the south are primarily single family residential neighborhoods and Littlejohn Park. The project site vicinity is shown in **Figure 2**.

PROJECT DESCRIPTION:

The Encinal Terminals project as currently proposed would involve the demolition of the existing structures on the site, followed by the development of a new residential mixed use waterfront community supported by transportation and infrastructure improvements. Initial discretionary approvals for Encinal Terminals include a Master Plan and subdivision approvals, a Development Agreement, a Development Plan and Design Review approvals for individual buildings, and approval of an Affordable Housing Plan and Density Bonus Application. Other approvals that may be required include: a land exchange agreement with the State Lands Commission, a National Pollutant Discharge Elimination System (NPDES) General Construction Permit and Storm Water Pollution Prevention Plan, San Francisco Bay Area Regional Water Quality Control Board (RWQCB) permits, Bay Area Air Quality Management District (BAAQMD) permits, Bay Conservation Development Commission (BCDC) approvals, Alameda Municipal Power approvals, and U.S. Army Corps of Engineers permits.

The project site would be developed in accordance with the proposed Master Plan, which provides a land use plan that divides the site into development subareas, describes the mix of uses that are permitted in each subarea, provides general design guidelines, and describes the placement and capacity of utilities and circulation infrastructure. The Master Plan calls for the construction of the following components:

- Approximately three acres of waterfront-related public open space and parks, including public access around the entire perimeter of the property.
- A new marina with up to 160 private berths and a harbormaster's office with facilities for boat sales and rentals including small crafts such as kayaks, row boats and board sailing equipment.
- A mixed-density residential neighborhood, with up to 589 residential dwelling units in a variety of configurations, including townhomes, stacked flats, live/work, lofts, and high-rise view residences.
- Between 30,000 and 50,000 square feet of retail, restaurant, and office uses along Clement Avenue and along the waterfront.
- A new internal grid of public streets and public infrastructure.
- Accessible public waterfront parking strategically located at various points to allow access to the waterfront perimeter.
- Locations for direct public access to the water, including kayak/small craft launches, waterfront steps and ramps.
- Provisions for future public water shuttle, water taxi or ferry terminal facilities.
- Development of a segment of Clement Avenue fronting the property.
- Rehabilitation of wharf surfaces or supporting pilings.

The Master Plan is designed to ensure that the redevelopment of the site achieves the General Plan objectives for the Northern Waterfront GPA planning area by providing access to the shoreline and estuary, which has been closed off to all but the former industrial users and still remains restricted from public access. The Master Plan contains the following goals:

- Repurpose the site with a mix of residential, commercial, and water-related uses that will create and support a lively waterfront and a pedestrian-friendly environment.
- Provide water and maritime-related job and business opportunities consistent with the site's waterfront location and maritime history.
- Create a continuous public waterfront promenade and sequence of public waterfront open spaces that provide opportunities for walking, biking, kayaking, and other waterfront activities.
- Reduce truck traffic in the adjacent neighborhoods by replacing warehouse and trucking uses with employment and residential uses.
- Provide a mix of uses and activities that will support a variety of lifestyles and employment opportunities.
- Assure a significant portion of new residential development is affordable to households at all income levels.
- Establish linkages to the surrounding city and neighborhoods for all modes of travel.
- Provide clear, safe access and linkages for pedestrians and bicyclists, where none have existed in the past.
- Strengthen references to the historic background of the site and environs through design.

The project would be constructed in multiple phases, with individual phases lasting up to 12 months, the order of which would be determined based on the economic conditions at the time, necessity for public infrastructure improvements, and the timing of land acquisitions. The Master Plan contains a set of requirements that would guide the timing of each subsequent phase to ensure the project is built out in a logical and orderly manner.

PROBABLE ENVIRONMENTAL EFFECTS OF THE PROJECT:

An Initial Study (IS) has been prepared to evaluate the proposed changes to the Encinal Terminals project originally presented in the Northern Waterfront General Plan Amendment (GPA) EIR. The Alameda City Council adopted the Northern Waterfront GPA and certified the Final EIR in July 2008. The City adopted the Northern Waterfront GPA to provide a planning framework for future growth and redevelopment of a collection of primarily industrial parcels located along the City's north-central shoreline. The purpose of the Northern Waterfront GPA was to establish General Plan and Zoning Ordinance policies, design standards, and requirements for future development while encouraging economically viable redevelopment of the area with a mix of uses that would be sensitive to existing residential neighborhoods and the historic character of the area. The Northern Waterfront GPA planning area is generally bounded by Sherman Street on the west, Buena Vista Avenue on the south, Grand Street on the east, and the Oakland/Alameda Estuary on the north. Encinal Terminals is a sub-area within the Northern Waterfront GPA planning area. The Northern Waterfront GPA evaluated the proposed buildout of the Encinal Terminals site to include 165 residential units and 200,000 square feet of commercial development.

An Initial Study (IS) has been prepared for the project, which determined that implementation, construction, and operation of the Project could result in one or more potentially significant environmental effects. These effects will be further analyzed in a project-level EIR that will examine the environmental impacts of the Project, identify mitigation measures, and analyze whether proposed mitigation measures would reduce any significant environmental impacts to a less-than-significant level as defined by CEQA. The EIR will evaluate the environmental impacts of the Project on each of the following environmental topics: Air Quality; Biological Resources; Greenhouse Gases; Noise; and Transportation and Traffic.

Air Quality Analysis: The EIR will include an analysis of the effects of project construction and operation on air quality. It is anticipated that the Project will be implemented consistent with all local, state, and federal requirements and that these impacts will be minimized or avoided.

Biological Analysis: The EIR will include an analysis of the Project on biological resources. It is anticipated that the Project will be implemented consistent with all federal and state requirements. Therefore, it is anticipated that impacts to biological resources will be minimized or avoided.

Greenhouse Gas Analysis: The EIR will include an analysis of the project's estimated construction and operational greenhouse gas emissions, and its consistency with applicable greenhouse gas reduction plans. The project would be designed as a mixed use development, served by transit, with reduced parking and a Transportation Demand Management plan to reduce operational effects; therefore it is anticipated that these impacts will be minimized or avoided. In addition, grading activities are expected to be minimal; therefore, impacts from construction emissions are also expected to be minimized or avoided.

Noise Analysis: The EIR will include an analysis of the noise-related effects of construction and operation activities as well as transportation related noise from automobile traffic. It is anticipated that the Project will be implemented consistent with all federal, state, and local requirements. Therefore, it is anticipated that impacts to surrounding land uses due to noise generated by the proposed project would be minimized or avoided.

Transportation Analysis: The EIR will include a detailed analysis of the potential transportation impacts and feasible mitigations to minimize impacts to automobile, transit, bicycle, and pedestrian travel. Based upon prior environmental documentation, it is anticipated that the Project will result in significant transportation impacts given the limited automobile access between the Project and the regional transportation system.

The IS determined that the project would have no impacts, less than significant impacts, or less than significant impacts with mitigation incorporated, for the following topics: Aesthetics; Agricultural and Forestry Resources; Cultural Resources (including historical resources); Geology, Soils and Seismicity; Hazards and Hazardous Materials; Hydrology and Water Quality; Land Use and Planning; Mineral Resources; Population and Housing; Public Services; Recreation; and Utilities and Services Systems. These topics will not be further analyzed in the EIR.

INFORMATION:

Documents relating to the Project are available for review at the Alameda Community Development Department and at www.ci.alameda.ca.us.



Andrew Thomas, Planning Services Manager
City of Alameda Community Development Department

Date: April 26, 2016

Attachments: Figure 1, Site Location Map
Figure 2, Project Site Vicinity Map and Conceptual Master Plan