

**July 20, 2016**

**Alameda Marina EIR Project Description DRAFT**

**PROJECT LOCATION**

The project site, Alameda Marina, is located at 1815 Clement Avenue, in the City of Alameda, California. The City of Alameda is located approximately 15 miles east of San Francisco in Alameda County (figure 1.1). Regional access to the City is provided by Interstate 880 (I-880) connected via Interstate 80 (I-80), Interstate 980 (I-980) and Interstate 238 (I-238). The project site lies in between Alameda Marina Drive and Willow Street. To the west of the site is Alameda Municipal Power, to the east is the Navy Operational Support Center (NOSC) and to the south is a mixture of light industrial, retail and residential uses. North of the site across the estuary is Coast Guard Island and Union Point Park located in Oakland along Embarcadero. The Park Street Business District is approximately 0.7 miles away and the Webster Street business core is approximately 1.5 miles away. Public transportation connections such as the Fruitvale Bay Area Rapid Transit (BART) Station and AC Transit lines are within 2 miles of the site (figure 1.2).

**PROJECT OBJECTIVES**

- Maintain Alameda Marina as a working waterfront and retain Alameda Marina’s maritime uses by creating a Maritime Core that utilizes the maritime footprint more efficiently.
- Encourage the retention and development of waterfront and maritime-related job and business opportunities that relate to the area’s unique waterfront location.
- Upgrade and rehabilitate facilities, unique buildings, as feasible, and provide land for existing maritime businesses, boat berthing and maintenance, boat storage, and waterfront commercial recreation businesses.
- Provide sea level rise protection and other infrastructure upgrades that will bring Alameda Marina up to date to make it a safe and accessible place.
- Reconnect the community to the waterfront by extending the existing city grid into the project site to allow for additional view corridors and access points through the site to the shoreline edge.
- Provide new open space areas within and along the shoreline edge with a Bay Trail component to create public amenities and opportunities for gathering spaces for existing and future community members.
- Provide housing of various types to fulfill the goals of the City’s Housing Element and help meet the City’s Regional Housing Need Allocation.
- Provide options for housing that meet the need of a wide demographic that includes universally designed units, affordable, rental, work force market-rate, senior housing and market-rate units.
- Develop an economically sustainable and financially sound new development that can fund the construction of the public facilities and services that are needed to serve the plan area and achieve General Plan objectives, while avoiding any financial impact on the City’s ability to provide services to the rest of the City
- Develop a mixed-use project that allows for a mix of compatible uses at the site.
- Fulfill the project sponsor’s obligations under the Tideland’s Lease.

## **PROJECT DESCRIPTION**

Overall, the project site is approximately 44 acres, which consist of public tidelands and privately owned land areas. It includes an existing boat marina that is approximately 16.2 acres with 11 piers and approximately 550 boat slips. The land side of the marina is approximately 250,000 square feet and includes maritime, commercial and retail, warehouse and dry storage uses. Today there are approximately 30 buildings on site which cover only approximately 16% of the total land area. Most of these buildings were built before 1943 and have over the decades been renovated with materials dating them to their time of renovation. A majority of the site (more than 80%) currently is paved in asphalt for circulation and dry storage, which takes up most of the west and east portions of the site.

## **EXISTING PROJECT SITE CONDITIONS**

### **Tidelands and Marina Lease**

Alameda Marina is a private/public owned site comprised of two areas. The southern portion of the property is owned in fee by Pacific Shops, Inc. (PSI). Most of the northern portion of the property is subject to the Tidelands and Marina Lease dated May 16, 2012, which creates a private/public partnership between PSI and the City of Alameda. The lease requires PSI to obtain all approvals and begin the development of a project involving “demolition and/or replacement and/or comprehensive rehabilitation of existing improvements on the [property] and construction of a new higher-value project” by the end of 2019.

### **Planning and Zoning**

The site falls into two different zoning districts. Approximately 16.96 acres of the project site lies within the City’s M-2 General Industrial (Manufacturing) zoning district, and approximately 27.10 acres lies within the City’s MX Mixed-Use Planned Development and MF Multi-Family Residential Combining zoning designations. The M-2 zone allows for general industrial uses, and the MX zone allows for a mix of compatible uses that may include “residential, retail, offices, recreational, entertainment, research oriented light industrial, water oriented or other related uses” (AMC 30-4.20a). The MF overlay allows for a residential density maximum of 30 dwelling units per acre in the site

At the regional level, the project site is within one of two Priority Development Areas (PDA), the Northern Waterfront PDA, identified by the City for the 2013 Plan Bay Area.

### **Access Points and Circulation**

There are 4 main access points to the project site, all of which are from Clement Avenue aligned with the following City streets: Alameda Marina Drive, Schiller Street, Chestnut Street, and Stanford Street (see local map exhibit). The Schiller Street entrance is the main entrance and is gated to the public after Marina operating hours (6am to 9pm). Marina users, guests, and business deliveries use 3 of the 4 access points a majority of the time; the Alameda Marina Drive access point often remains gated. There is access to the project site from the north from the estuary by boat.

### **Infrastructure and Shoreline**

The project site is a waterfront site with a shoreline edge that contains approximately 3800 linear feet of public tidelands consisting of both dry and submerged lands. The area between the shoreline and one-hundred feet from the shoreline edge is the San Francisco Bay Conservation and Development Commission (BCDC) shoreline band and is subject to BCDC jurisdiction.

The project site's waterfront and shoreline were built in the 1950s, are experiencing significant deterioration, and are in need of rehabilitation and repair. Currently the shoreline is protected by various methods, including rip-rap, steel sheet piles with wooden walers, concrete sheet pile walls, walls composed of square piles stacked to create a wall, or bare earth. An assortment of over-water structures along the shoreline are supported by timber piles, wrapped timber piles, timber piles encased in concrete-filled fabric bags, and concrete piles.

The shoreline edge, in particular the shoreline protection, has likely exceeded its usable life. Current conditions indicate that most of the wooden piles are experiencing dry-rot and deterioration with many having been repaired or having been attempted to be repaired with overall conditions of the wood showing significant compromise. The existing revetment slope on the west side of the property needs re-dressing. Deteriorating conditions throughout the property, include loss of soils from beneath the slope, complete rusting through of metal, loss of walers, and exposed utilities. Existing wooden deck structures and remnant portions of former piers are showing signs of dry-rot, warping and decay.

Overall, the infrastructure supporting the maritime uses and protecting the shoreline has weakened to likely unsafe conditions, posing life and safety concerns. In addition, sea level rise poses a potential approximately 24" rise which the existing infrastructure does not address. The 24" rise prediction is based upon a risk assessment for the life of the project. Presently the land/water interface does not meet modern seismic resistance criteria. And in June 2016, engineering surveys of the shoreline edge resulted in the decommissioning of one of two boat hoists on site.

### **Soils Conditions**

The soils conditions on the land side of the project site vary across the site with weaker bay deposits in the northwest and northeast portions. The central portion and areas closer to Clement Avenue have approximately 2 feet to 8 feet of fill.

## **PROJECT CHARACTERISTICS**

The proposed project consists of a mix of uses that includes maritime commercial, marina, office commercial, retail, residential and open space; new and improved access and circulation to and within the site; and infrastructure and shoreline improvements.

### **Land Uses**

The proposed project includes approximately 150,000 sf of commercial space: 115,000 sf dedicated to maritime uses and the other 35,000 sf for office and retail. The proposed maritime square footage increases the existing maritime footprint by approximately 20 percent. Commercial space will be located in individual buildings centered around a Maritime Core and would include the preservation and repurposing, if feasible, a few of the existing buildings on-site (one them being the Alameda Marina building) for old and new maritime businesses (see proposed site plan). Locating the maritime commercial, office and retail around a hub will reduce the potential of conflicts between these uses with other uses on site as they relate to noise, light, and traffic.

Marina uses will remain relatively the same with approximately 550 boat slips in the water. More than 50% of the existing boat slips are in need of repair or rebuilding. Dry boat storage is proposed to cover a

maximum of approximately 1.75 acres on the north east end of the site with the capacity for 90 dry boat storage spaces (approximately 75 sail boats and approximately 15 power boats).

The proposed mix of uses also includes a maximum of approximately 670 residential units at a density of approximately 24.7 du/ac—below the 30 du/ac maximum allowed under the MX, MF overlay zoning. The residential unit maximum total is comprised of approximately 160 senior affordable units, approximately 285 rental units, and approximately 225 market-rate and for-sale affordable units in a combination of on-grade wrap building, podium building, elevator building and rowhome configurations. All residential buildings will be no taller than 65 feet, ranging from 3- to 5-stories. The proposed plan is based upon a land dedication solution for the affordable housing component which would project approximately 24% affordable units (160 units) which is in excess of the 15% affordable requirements as set forth by the City of Alameda.

### **Parking**

All residential units (other than senior units) will be self-parked at a minimum ratio of 1.5 spaces per dwelling unit, with a requirement of 0.5 spaces per senior dwelling unit. The marina will require 0.3 spaces per berth and 1.0 space per live-aboard berth. The project proposes a total of 824 parking spaces in garages for residential uses, 85 parking spaces on-street for guests, and 365 parking spaces in surface lots and on-street for marina, maritime commercial, office, and retail uses. The 365 parking spaces includes approximately 47 parking spaces that are shared between the marina and maritime commercial, office and retail uses.

On-site, surface parking spaces shall be shared among the on-site uses and available for public use in support of the TDM plan. Shared parking will reduce the parking requirement such that users can take advantage of different peak periods for maritime commercial and waterfront uses, commercial uses, and residential uses, while minimizing the amount of waterfront land dedicated to parking.

### **Open Space**

Open space in the project site is proposed at approximately 4.5 acres for public access along the waterfront/shoreline and in the filled graving dock on the east side of the site. This open space includes a new segment of the San Francisco Bay Trail, bbq picnic areas, a boardwalk, interpretive walks, play areas, seating areas, pedestrian plazas and public art, and drought tolerant and native landscaping and plantings compatible with the overall open space and architecture. The public access open space overlaps with useable open space for the residential neighborhoods. Useable open space is comprised of common space and private open space. Proposed common space area is approximately 200 sf/du min and private open space area is approximately 60 sf/du min.

### **Access and Circulation, Transportation Improvements**

Proposed circulation networks in the project site will provide inviting and intuitive pedestrian, bicycle and vehicle circulation connecting the City streets to and through the project to the Bay Trail and the waterfront. Access points and routes correspond to the existing City street grid as close as possible to take advantage of rewarding views of the Marina, Estuary, Coast Guard Island, and the Oakland hills to the north.

### **Pedestrian and Bicycle Access**

New commercial and residential streets are proposed to have minimum five-foot wide sidewalks on both sides with pedestrian crosswalks at all intersections. Proposed paseos and promenades will be designed to the human scale and to promote walkability. Pedestrian circulation routes will be well-lit and include wayfinding and safety signage.

Bicycle lanes are proposed on Clement Avenue in accordance with the Alameda Bicycle Master Plan. The proposed street network and Bay Trail in the project site will allow for bicyclists to access the site's commercial core, residential neighborhoods, waterfront, and open spaces. Bike racks are proposed at strategic locations within public open space areas for convenience and to promote bicycling through and around the site.

## **STREET NETWORK**

### **Transit Access**

The project site is located in close proximity to several public transit facilities. The Fruitvale BART station is approximately 1.8 miles away and the Alameda Ferry terminal about 3.3 miles away. The AC Transit Transbay O Line, which runs along Santa Clara Avenue and the OX Transbay line which runs along Park Avenue are about 0.5 miles away from Clement Avenue. Additionally, the AC Transit Line 19 is proposed along Buena Vista Avenue.

### **Vehicular Access**

The project proposes five vehicle access points, three of which occur in the same location as existing entrances: Alameda Marina Drive, Schiller Street, and Stanford Street. The other two vehicle access points on Lafayette Street and Willow Street provide access into and around the site on new local streets that will have a typical 60' right of way (ROW). This 60' ROW will have 26' wide two-way traffic lanes with parallel and/or perpendicular parking on one or both sides and 5' wide pedestrian sidewalks and 5' wide landscape strips on each side of the parking.

### **Truck Access and EVA Access**

Truck access into the project site will occur off of the streets adjacent to the proposed Maritime Core: Schiller Street and Lafayette Street. Emergency Vehicle Access is proposed where local streets and access points are provided. Dedicated EVA only streets will be allowed from Clement Avenue extending from the Chestnut Street alignment and along the waterfront edge within the BCDC shoreline band, area where necessary.

### **Transportation Demand Management**

A Transportation Demand Management (TDM) plan will be created to help reduce overall vehicle trips, particularly single-occupant vehicle trips, generated from the new development. The TDM plan will include measures that are consistent with TDM plans of surrounding developments and could include: fees to be applied to transit services, on-site car share services, and bicycle facilities. The TDM measures may be combined with other developments to more effectively manage the program. In addition, the project sponsor will help form and participate in a larger Transportation Management Association for the Northern Waterfront.

## **INFRASTRUCTURE AND SHORELINE IMPROVEMENTS**

The project site as a whole is currently served by existing infrastructure within Clement Avenue along the project frontage. There is also a network of existing private utility systems within the project site that extend service to the various buildings, uses and Marina. These private on-site systems are currently operable, however, they are aged, deteriorated, require frequent repair and are essentially at the end of their design life. Additionally, the existing on-site infrastructure does not provide long term protection from the impacts of climate change and sea level rise and is not capable of supporting the long term viability of redevelopment of the project site.

The project proposes replacing the existing on-site infrastructure with new systems. Proposed utility systems will include flood and sea level rise protection measures, storm water quality, wastewater, potable water, electrical, natural gas and telecommunications. The proposed systems will connect to Clement Avenue and the surrounding areas which have adequate capacity to support future proposed development in the project site.

The Marina (water side) infrastructure will be replaced over time as part of the on-going maintenance and up-keep of the marina slips. The approach for the Marina infrastructure is further discussed below in *Dredging, Dock Maintenance and Filling of Graving Dock*.

### **Flood and Sea Level Rise Protection**

Currently, the existing topography of the project site is gently sloping up from west to east with elevations ranging from 3 to 9, City of Alameda Datum. The proposed project requires improvements to the shoreline within the project site to provide long-term flood protection for the project site; the shoreline will be reconstructed to achieve an elevation that provides built-in sea level rise protection for the waterfront and the project site. Most of the shoreline will be reconstructed as a revetment, sloped with rip-rap. Certain shoreline areas adjacent to existing buildings to be preserved or other site constraints will require the installation of a new seawall / bulkhead.

Proposed elevations of the public access areas and proposed building foundations will be established to provide built-in protection against a minimum of 24-inches of sea level rise. Shoreline design will also accommodate future adaptive measures for potential future sea level rise in excess of 24-inches. This built-in protection is estimated to provide protection for 60 to 75 years.

### **Storm Water**

The existing storm water collection system includes a network of inlets and pipelines throughout the project site. Storm water runoff from the project site currently discharges to the Oakland Estuary via a variety of outfalls along the project shoreline, except the portion of the existing on-site system near the intersection of Clement Avenue and Chestnut Street also conveys runoff from Clement Avenue and surrounding off-site areas to the south of the project site.

To bring the storm water management system up to date a new system will be constructed within the proposed network of streets at the project site. This system will include new inlets and pipelines of appropriate size to convey the site runoff and any additional runoff from off-site areas, including new outfall structures to the Oakland Estuary.

Additionally, the new storm water management system will also include water quality treatment measures that will improve the quality of storm water runoff from the site prior to discharge to the surrounding waters, such as bio-filtration planters, bio-filtration basins, infiltration areas, permeable paving, localized rainwater harvesting, where feasible, and other treatment measures as approved by the City of Alameda.

### **Wastewater**

Wastewater generated from Alameda Marina is currently collected by an existing network of private pipelines and pumps within the project site. The existing private system conveys the project site wastewater and connects to the existing East Bay Municipal Utility District (EBMUD) Interceptor 48-inch diameter trunk main located in Clement Avenue at multiple locations along the project frontage.

A new wastewater collection system will be constructed within the proposed street network within the project site. The new collection system will include pipelines, likely ranging in size from 6 to 8-inches in diameter and will provide new connections to existing buildings to be preserved, proposed new buildings and the Marina uses. The proposed system will connect to the EBMUD Interceptor trunk main in Clement Avenue at the locations of existing manholes.

### **Potable Water**

EBMUD supplies potable water service to the project site via their existing 8-inch diameter pipeline located within Clement Avenue. Existing private water pipelines extend from connections to the existing EBMUD pipeline and extend throughout the project site providing domestic and fire water to the various buildings and uses.

The project proposes the construction of a new potable water distribution system with a network of 8-inch diameter pipelines located within the proposed project street network site. This system will connect to the existing EBMUD pipeline within Clement Avenue and will provide domestic and fire water supply to the various buildings and uses within the project site.

## **DRY UTILITIES**

### **Electric**

Electrical service is provided to the project site by Alameda Municipal Power (AMP). AMP owns existing transmission and distribution electrical facilities located in Clement Avenue along the project frontage, which will provide electrical supply to the project site. The existing overhead electrical transmission facilities (115 kV) along the project frontage will be preserved. Additionally, AMP owns and maintains the electrical supply to Coast Guard Island, which bisects the project site. This facility will likely need to be relocated within the project site to be positioned within the proposed street network.

As part of the infrastructure improvements, a new joint trench system is proposed to be constructed that will connect to the existing electrical supply in Clement Avenue and extend electrical facilities throughout the project site. The joint trench will include new facilities for all dry utility systems.

### **Natural Gas**

Alameda Marina's natural gas is supplied by Pacific Gas & Electric (PG&E). PG&E owns and maintain existing gas distribution facilities within Clement Avenue. A new joint trench system will be constructed to connect to the existing natural gas supply in Clement Avenue and extend throughout the project site.

### *Telecommunications*

Telecommunications service is provided to the project site by AT&T and Comcast. A new joint trench system is proposed to be constructed throughout the project site to connect to the existing telecommunications facilities in Clement Avenue.

### **Dredging, Dock Maintenance and Filling of the Graving Dock**

Redevelopment of the marina will require upgrades to existing docks, gangways, and pilings, as well as potential maintenance dredging. The marina may be dredged to accommodate current and projected use of the slips, likely to a depth of -10 MLLW. Redevelopment of the site includes filling the remaining graving dock structure constructed by the US Navy. The graving dock, a fully concrete lined structure excavated from the uplands, is failing, and the slip either needs to be filled, or extremely expensive repairs need to be undertaken to preserve the failing walls. Placement of dredged material or other soils from the site into this structure would allow the reclaimed land to be used to promote open space, access to public docks and launching areas, and improve site circulation. Any remaining dredged material will be disposed of in-bay, offshore, or at an approved upland landfill or beneficial reuse site.

Docks in Alameda Marina will remain largely in their same configuration, but upgrades to gangways and security gates to provide increased security and to comply with ADA access requirements would be constructed. Dilapidated floats and pilings would likely need to be replaced in various areas throughout the marina. A new dock system would be constructed at the east end of the facility to accommodate the dry-storage launching area and a public access launching area, which includes a hoist. The new system would include transient staging area for kayaks, small boats, and other uses.

### **INTENDED USES OF THE EIR**

The City will prepare an EIR that fully evaluates the environmental effects associated with the implantation of the proposed project. Redevelopment of Alameda Marina is anticipated to require a number of approvals and entitlements from the City, State, and Federal government, including:

- Certification of the EIR by the City of Alameda
- Certificate of Approval, Master Plan and Planned Development Plan approval, Design Review, and Subdivision Map approval by the City of Alameda
- Bay Conservation and Development Commission (BCDC) –Design Review Board and Engineering Criteria Review Board Review, and “major permit” for elements within BCDC jurisdiction
- US Army Corps of Engineers (USACE) – Section 10 and 404 permit for work and fill in waters of the US; lead for federal ESA and EFH consultations
- Dredged Material Management Office (DMMO) – Review of dredging and likely the graving dock feature; will include dredged material characterization requirements and a separate permit for dredging (separate from USACE)
- Regional Water Quality Control Board (RWQCB) – 401 water quality certification; Waste Discharge Requirements; and construction NPDES approvals, as well as any other approvals necessary for operations



- California Department of Fish and Wildlife (CDFW) – there is no marine 1600 agreement, but CDFW will review and comment on specific sensitive species aspects of the project if potential effects are found
- State Lands Commission –for approval of uses within the tidelands leasehold for consistency with the Public Trust.

### **Assessment District and Community Facilities District**

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

### **PROJECT PHASING**

The project may be constructed and occupied in phases. The anticipated phasing is four phases as shown on the attached phasing diagram and is as follows (diagram):

- Phase 1: Maritime Commercial, Office, and Retail, Multi-family residential and Affordable housing and Open Space covering the area starting from the site's western property line at Alameda Marina Drive to approximately Chestnut Street. Phase 1 will be the first phase for which building permits will be required.
- Phase 2: Marina Dry Storage, Multi-family residential, Graving Dock Linear Park and Open Space covering the area from the site's eastern property line at Willow Street to approximately Stanford Street.
- Phase 3: Multifamily residential, Open Space, and Marina covering the area between Chestnut Street and Stanford Street.
- Phase 4: This phase runs parallel to Phases 1 to 4 and covers the marina and associated improvements and upgrades.

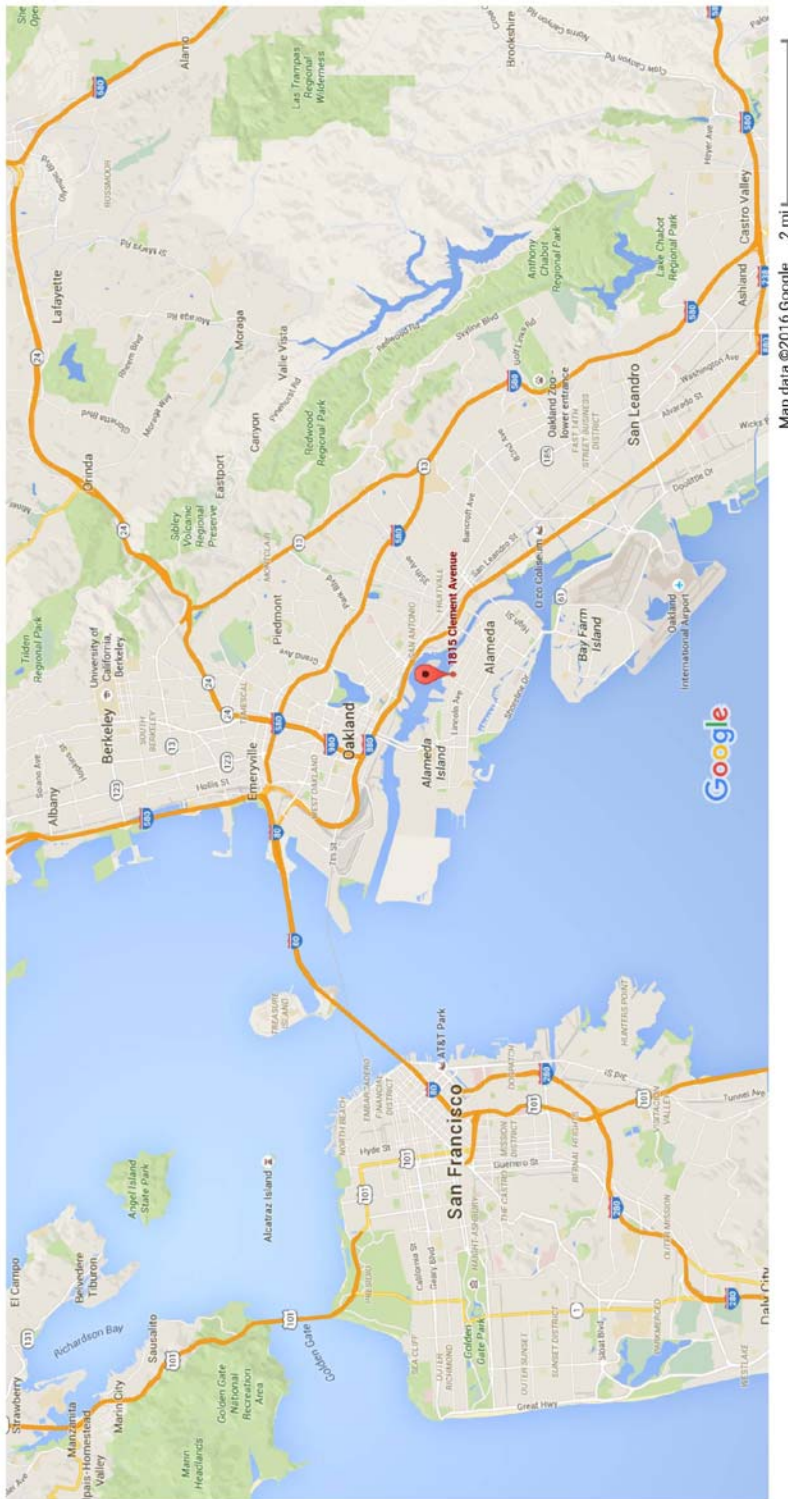
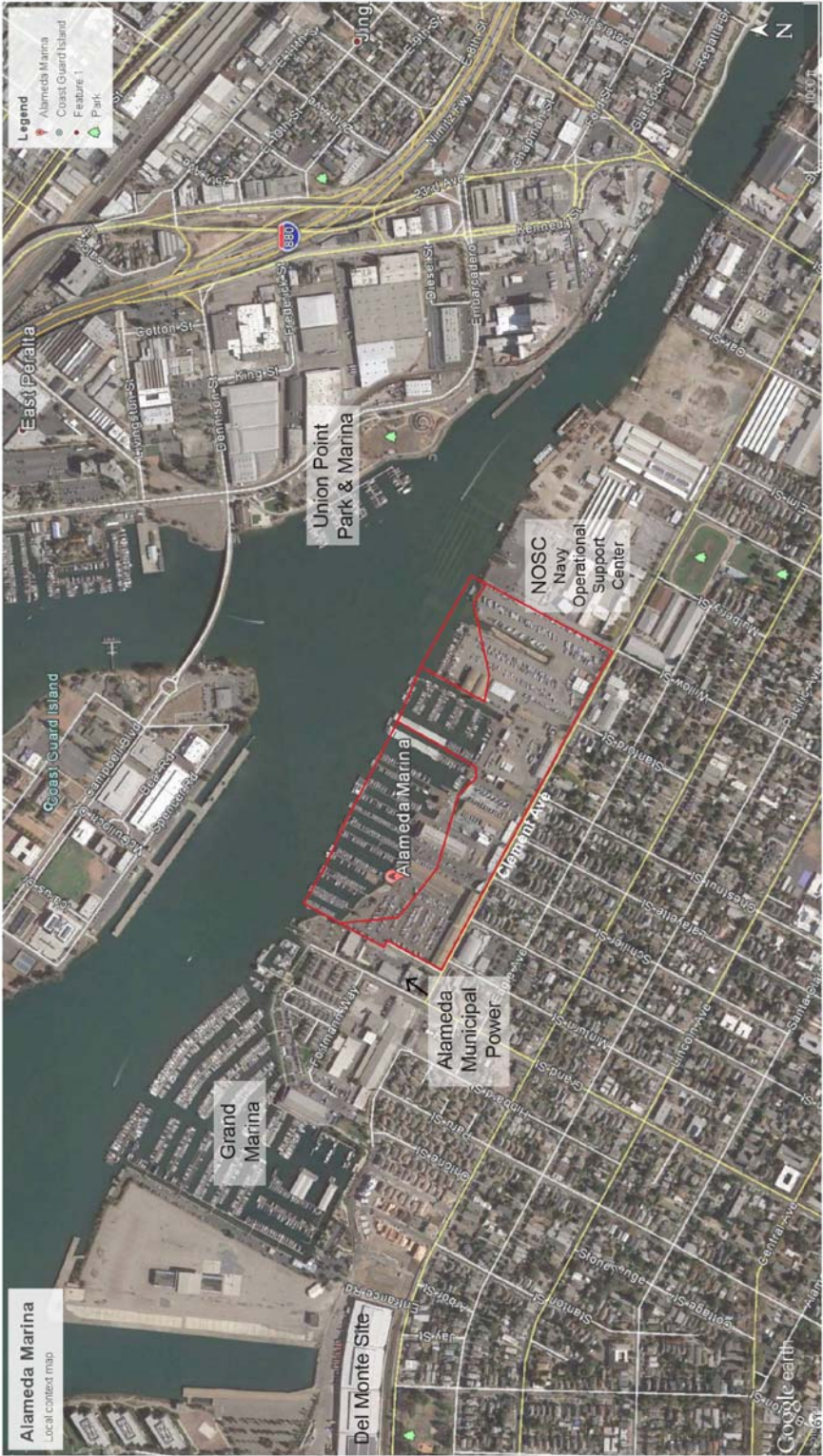


Figure 1.1: Regional Context Map



Base Map Source: Google Maps 2016

Figure 1.2: Local Context Map