



Notice of Preparation (NOP) of an Environmental Impact Report and Public Scoping Meeting for Alameda Point General Plan and Zoning Amendments, Master Infrastructure Plan, and Town Center and Waterfront Plan

Notice is hereby given that the City of Alameda, Lead Agency, will prepare an Environmental Impact Report (EIR) for the Alameda Point 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 EIR will be prepared in accordance with the California Environmental Quality Act (CEQA). The City has determined that the Project is of statewide, regional or areawide significance. The purpose of the EIR is to provide information 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.

PROJECT TITLE: Alameda Point General Plan and Zoning Ordinance Amendments, Master Infrastructure Plan, and Town Center and Waterfront Plan	PROJECT LOCATION: Approximately 878 acres of uplands and 1,229 acres of submerged lands (total of 2,107 acres) of the former Naval Air Station (NAS) Alameda at the northwestern end of Alameda, California
LEAD AGENCY: City of Alameda Community Development Department 2263 Santa Clara Avenue, Room 190 Alameda, CA 94501	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
PROJECT APPLICANT/DEVELOPER: City of Alameda Base Reuse Department 2263 Santa Clara Avenue, Room 130 Alameda, CA 94501	DATE OF THIS NOTICE: January 10, 2013

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 **January 28, 2013, at Alameda City Hall, 2263 Santa Clara Avenue, Alameda, CA 94501, City Council Chambers, 3rd Floor, beginning at 7:00 PM.** No action will be taken at the meeting.

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.

All comments must be received in writing at the City of Alameda Community Development Department by **5:00 p.m. on Friday, February 15, 2013.**

PROJECT SITE AND SURROUNDINGS:

Alameda Point is approximately 878 acres of uplands and 1,229 acres of submerged lands (total of 2,107 acres) of the former Naval Air Station Alameda ("NAS Alameda") located west of Main Street at the northwestern end of Alameda, California ("Project Site"). (See Figure 1, Project Site Location Map). The planning area is bounded by the Oakland-Alameda Estuary on the north, Main Street on the east, and the San Francisco Bay on the south and west. Certain portions of the Project Site are bounded on the south and west by a 624-acre area of former runways that are not a part of the Project Site.

The subject lands are designated in the General Plan as "Alameda Point Civic Core" (AP1), "Alameda Point Inner Harbor" (AP2), and "Alameda Point Marina" (AP3). The current zoning designations on the Project Site are General Industrial (Manufacturing) District and Special Government Combining District (M-2-G) are not consistent with the General Plan. (See Figure 2, Existing General Plan Map). The City has determined that this zoning must be amended to conform to the NAS Alameda Community Reuse Plan approved in 1996 (Reuse Plan) and the City's General Plan.

Approximately 1,600 acres of upland and submerged lands at the Project Site will be public trust lands of the State of California preserved for commerce, navigation and fisheries, and open space held in trust by the City upon conveyance of the Project Site to the City from the Navy and upon implementation of an exchange of public trust lands between the City and the State of California. These public trust lands are subject to the NAS Alameda Public Trust Exchange Act, which limits the types of uses that can be developed on these properties.

Approximately 925 buildings and structures (approximately six million square feet of space) of former NAS Alameda exist on the Project Site. The City currently leases approximately 1.8 million square feet of space to various entities for commercial, industrial, civic, and recreational uses. Existing uses on the property include active recreational facilities such as soccer and baseball fields; light manufacturing uses such as distilleries; warehousing and storage facilities; government offices; maritime related industrial uses (including maritime industrial uses at two of the Project Site's three existing piers); and cultural uses

such as the Alameda Naval Air Museum and the USS Hornet Aircraft Carrier Museum. The existing runways host large scale outdoor activities such as the Antiques by the Bay monthly event.

Approximately 260 housing units at Alameda Point are currently occupied. Existing residential buildings include small multi-family structures and single family homes including the "Big Whites" and "Ranchettes" that are leased by the City, and 200 units of supportive housing for formerly homeless families, women and children in need, and veterans in transition.

Portions of the Project Site will be listed on the National Register of Historic Places ("NRHP"), referred to as the NAS Alameda Historic District. The NAS Alameda Historic District is also a designated City of Alameda Monument. The Navy has submitted documentation to the Keeper of the NRHP of the National Park Service and requested listing of the NAS Alameda Historic District.

The northwestern area is referred to as the Northwest Territories. This area includes wetland soils among concrete runways and other facilities related to the former use of the property as a naval air station.

Approximately 624 acres of land to the south and west of the property are owned by the Navy, which will be transferred to the United States Department of Veteran Affairs. This property includes wetlands, runways, and a seasonal colony of the California Least Terns, which are an endangered species. The Project Site is constrained by restrictions contained in a Biological Opinion ("BO") issued by the United States Fish and Wildlife Service ("USFWS") for the purpose of protecting the endangered species.

The Navy is responsible for environmental remediation of existing hazardous materials on the property to meet state and federal requirements. Contamination that remains after the Navy transfers the property to the City will either be remediated by the Navy or future developers, prior to and during site grading and demolition activities.

Portions of the Project Site lie within the 100-year flood plain. Contiguous inland areas are at risk of flooding given the potential for sea-level rise. Site soils are composed of surface and near surface layers of sandy or silty, non-engineered fill, underlain by Young Bay Mud that is, in turn, underlain by Yerba Buena mud.

Interstate 880 ("I-880") through Oakland is the nearest regional highway to the Project Site. The nearest roadway access to the island of Alameda and the Project Site is via State Route 61 ("SR-61") through the Webster-Posey Tube from Oakland, approximately one mile southeast of the Project Site. Public ferry service is currently located at a terminal northeast of the Project Site on the Oakland Estuary. The Project Site receives bus service from the Alameda-Contra Costa Transit District ("AC Transit").

PROJECT DESCRIPTION:

The Alameda Point Project consists of General Plan and Zoning Ordinance Amendments, a Master Infrastructure Plan ("MIP"), and Town Center and Waterfront Precise Plan that will establish the policies, zoning and infrastructure requirements for the reuse and development of the former NAS Alameda property consistent with the Reuse Plan and General Plan for the property. The Zoning Ordinance Amendment will establish the development standards and options for various sub-districts within Alameda Point. (See Figure 3, Draft Alameda Point Zoning Map). The proposed zoning is designed to implement the City's Reuse Plan and General Plan. The General Plan Amendment is necessary to ensure General Plan consistency with the Reuse Plan, proposed Zoning Ordinance Amendment and Town Center and Waterfront Precise Plan.

The MIP will establish the street, wastewater, storm drain, electrical, water, and telecom requirements for each sub-district to ensure the replacement and/or rehabilitation of all existing utility systems, streets, and open spaces at the Project Site, consisting of a program of major infrastructure and site improvements (including grading and shoreline stabilization) to support the reuse and development of the Project Site. All streets within the Project Site will be designed as complete streets to support all modes of transportation. Several possible grading concepts, including the addition of soil to the Project Site to raise certain development areas, and the construction of levees, where appropriate, are being considered to address existing and potential geotechnical and flooding conditions including sea-level rise due to climate change. Grading operations will be phased to coincide as closely as practical in time to the overall development phasing of the Project.

The Town Center and Waterfront Precise Plan will provide more detailed, transit-oriented design standards and requirements for the 125-acre town center and waterfront area at Alameda Point, including building design, street design, parking design, and other requirements aimed at creating a mixed-use, transit-oriented, and walkable “town center” and waterfront for the larger Project Site. (See Figure 4, Town Center and Waterfront Precise Plan Boundaries).

The Project is designed to accommodate a mix of land uses consistent with the Reuse Plan, including approximately 5.5 million square feet of employment uses in existing and newly constructed buildings. Employment uses will include a mix of retail; commercial recreation; commercial office; business park; industrial; institutional; maritime; and marina uses. The Project consists of 1,425 residential units, consistent with the Reuse Plan, including 260 existing single family and multifamily housing units. The 1,225 new units will be distributed within existing vacant and newly constructed multi-family and single-family buildings. In addition to the 200 existing supportive housing units on the Project Site, approximately 25 percent of the newly constructed residential units will be made available for lower income households. Existing occupied housing units may be relocated over the course of the Project to new buildings.

The proposed Zoning Ordinance Amendment and MIP provide for approximately 258 acres of parks and open space including a waterfront promenade, a continuous Bay Trail, historic open spaces and parade grounds, neighborhood parks and recreational facilities, such as on-site parks, walking and bike trails, and on-street sidewalks and bike paths.

It is anticipated that the Project Site will be developed in phases beginning in 2014 and ending in approximately 2035. The pace of redevelopment will depend on economic conditions, completion of remaining environmental remediation activities, property conveyance, and other factors.

PROBABLE ENVIRONMENTAL EFFECTS OF THE PROJECT:

It is anticipated that implementation, construction, and operation of the Project could result in potentially significant environmental effects. The EIR will examine the environmental impacts of the whole 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 be a project-level EIR.

Because the Lead Agency has determined that an EIR will clearly be required, no Initial Study has been prepared for the Project. The EIR will evaluate the environmental impacts of the Project on each of the following environmental topics: Aesthetics; Air Quality; Biological Resources; Climate Change; Cultural Resources (including historical resources); Geology, Soils and Seismicity; Hazards and Hazardous Materials; Hydrology and Water Quality; Land Use and Planning; Noise; Population and Housing; Public Services; Recreation; Transportation and Traffic; and Utilities and Services Systems.

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Alameda Point Zoning

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.

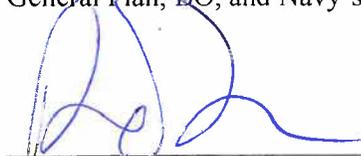
Biological Analysis: The EIR will include an analysis of the Project on biological resources. It is anticipated that the Project will be implemented consistent with the BO issued by USFWS. Therefore, it is anticipated that impacts to biological resources will be minimized or avoided.

Historic and Cultural Resource Analysis: The Project seeks to reuse historic buildings, structures and landscaped areas within the Project Site for residential, commercial, civic, and park uses, which may involve physical alteration of historical resources. An evaluation of the potential impacts on historic resources will be included in the EIR.

Agricultural and Forestry Resources and Mineral Resources are not currently planned to be addressed in the EIR because there is no Prime Farmland, Unique Farmland or Farmland of Statewide Importance ("Farmland") on the Project Site; no forest land, timberland or timberland zoned Timberland Production on the Project Site; the Project would not result in a loss or conversion of Farmland or forest land; the Project would not conflict with existing zoning for agricultural use or a Williamson Act contract; there are no mineral resources on the Project Site; and the Project would not result in the loss of availability of a designated locally-important mineral resources site.

INFORMATION:

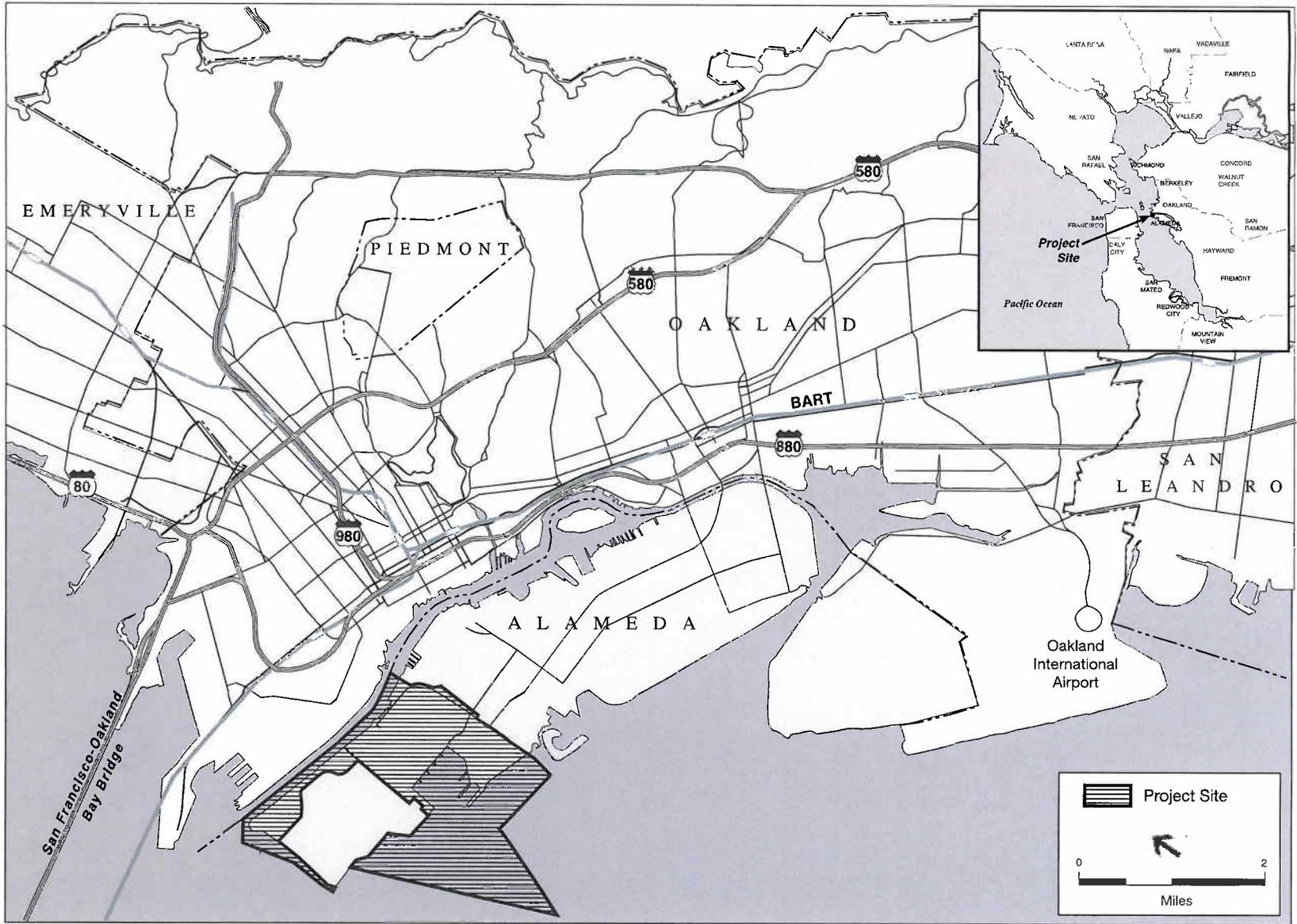
Documents relating to the Project are available for review at the Alameda Community Development Department and at www.ci.alameda.ca.us. Those documents include, without limitation, the Reuse Plan, General Plan, BO, and Navy's historic reports.



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

Date: January 14, 2013

Attachments: Figure 1: Project Site Location Map
Figure 2: Existing General Plan Map
Figure 3: Draft Alameda Point Zoning Map
Figure 4: Town Center and Waterfront Precise Plan Boundaries



SOURCE: ESA, 2013

Alameda Point Project Draft EIR . 209169

Figure 1

Project Site Location

Figure 1

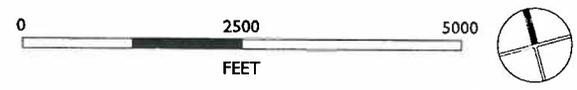
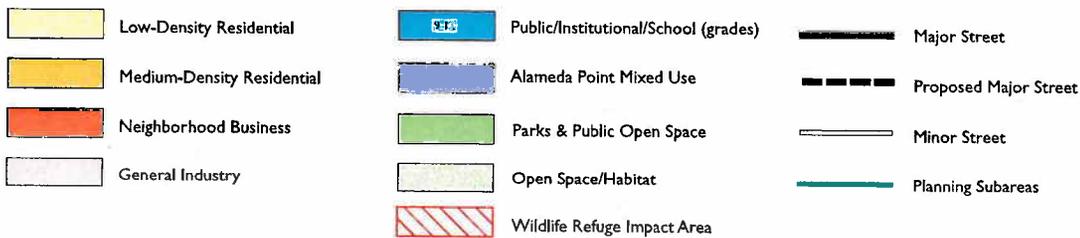
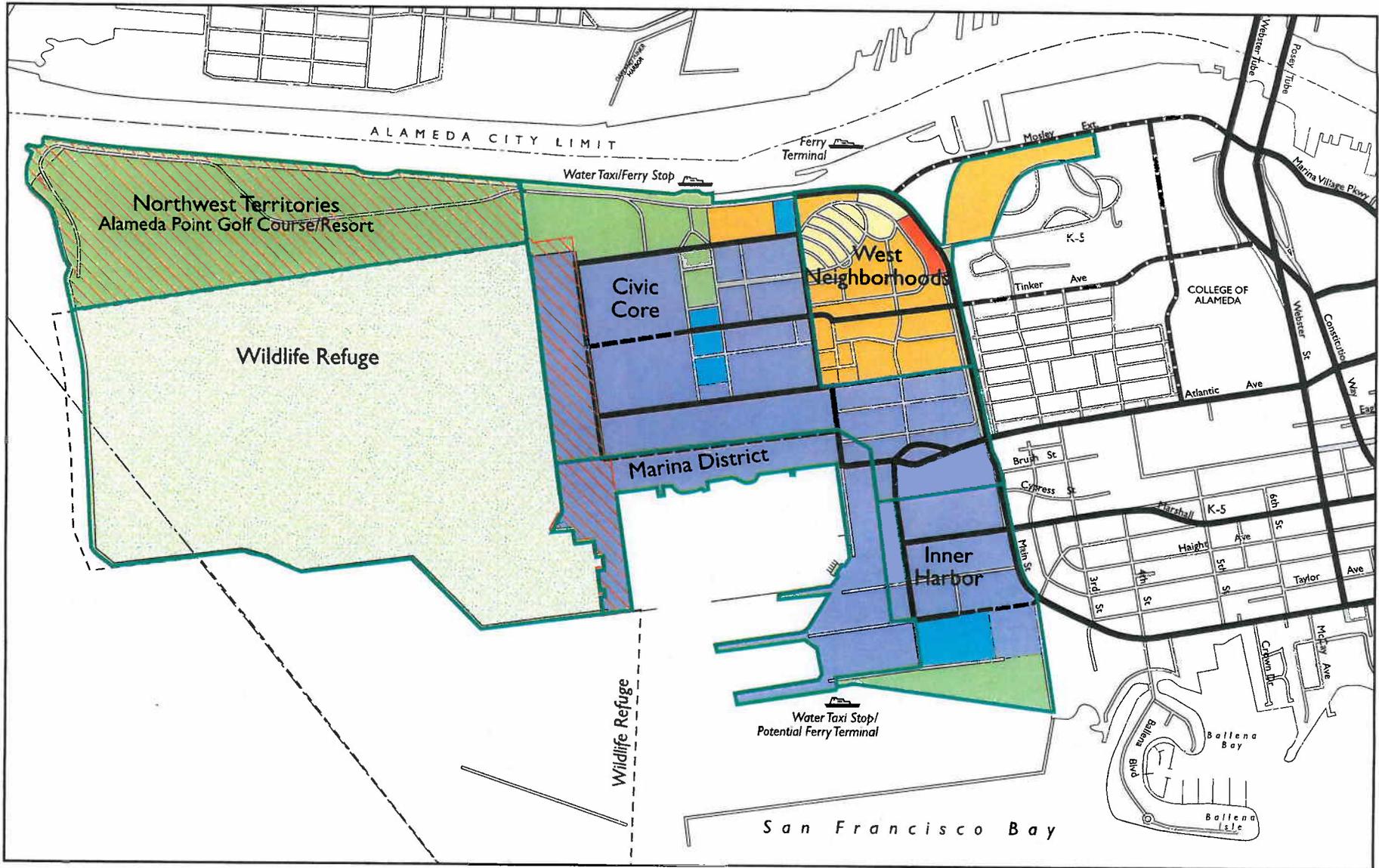


Figure 9-2
Alameda Point
General Plan Land Use
 June 2001

Figure 2

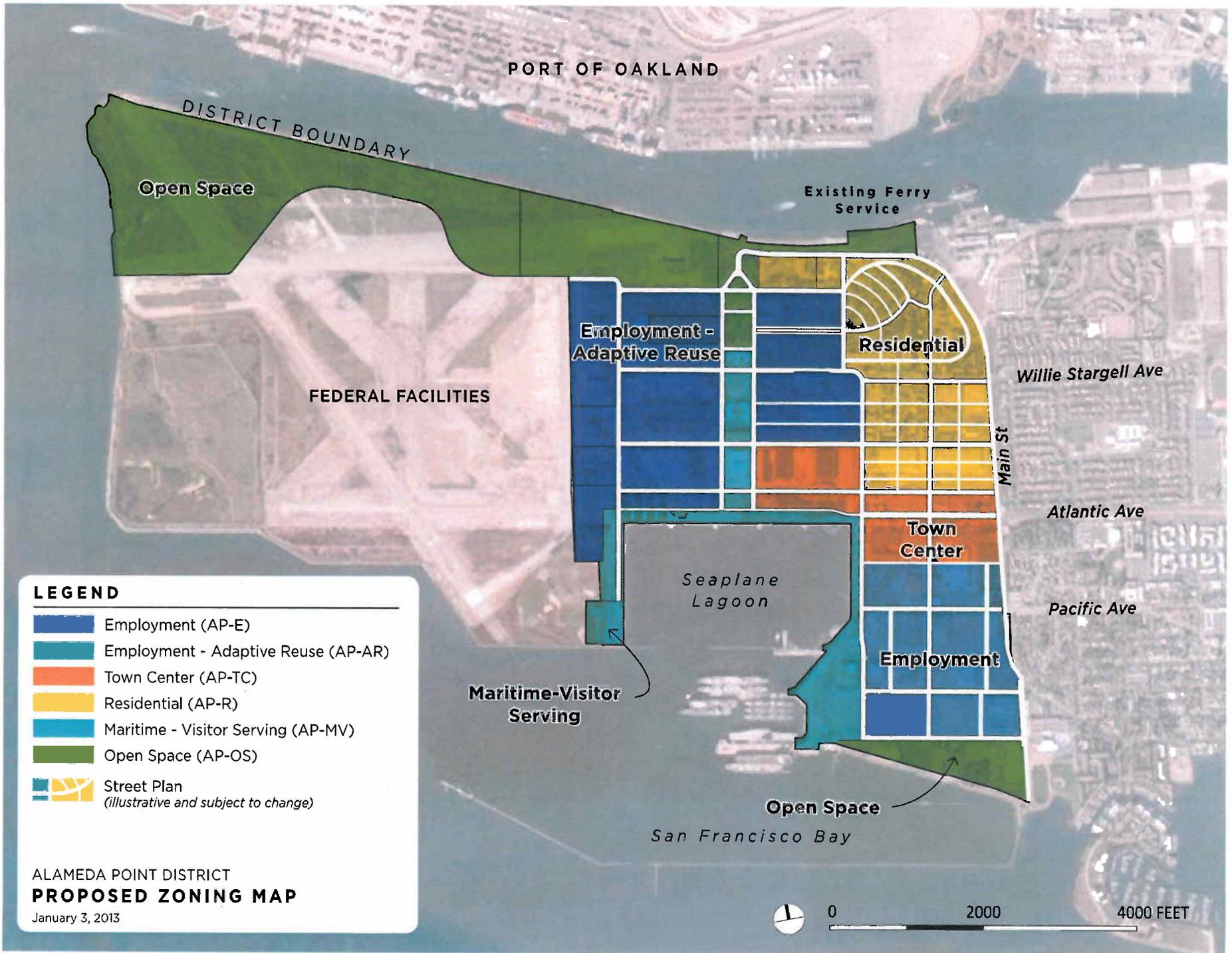


Figure 3

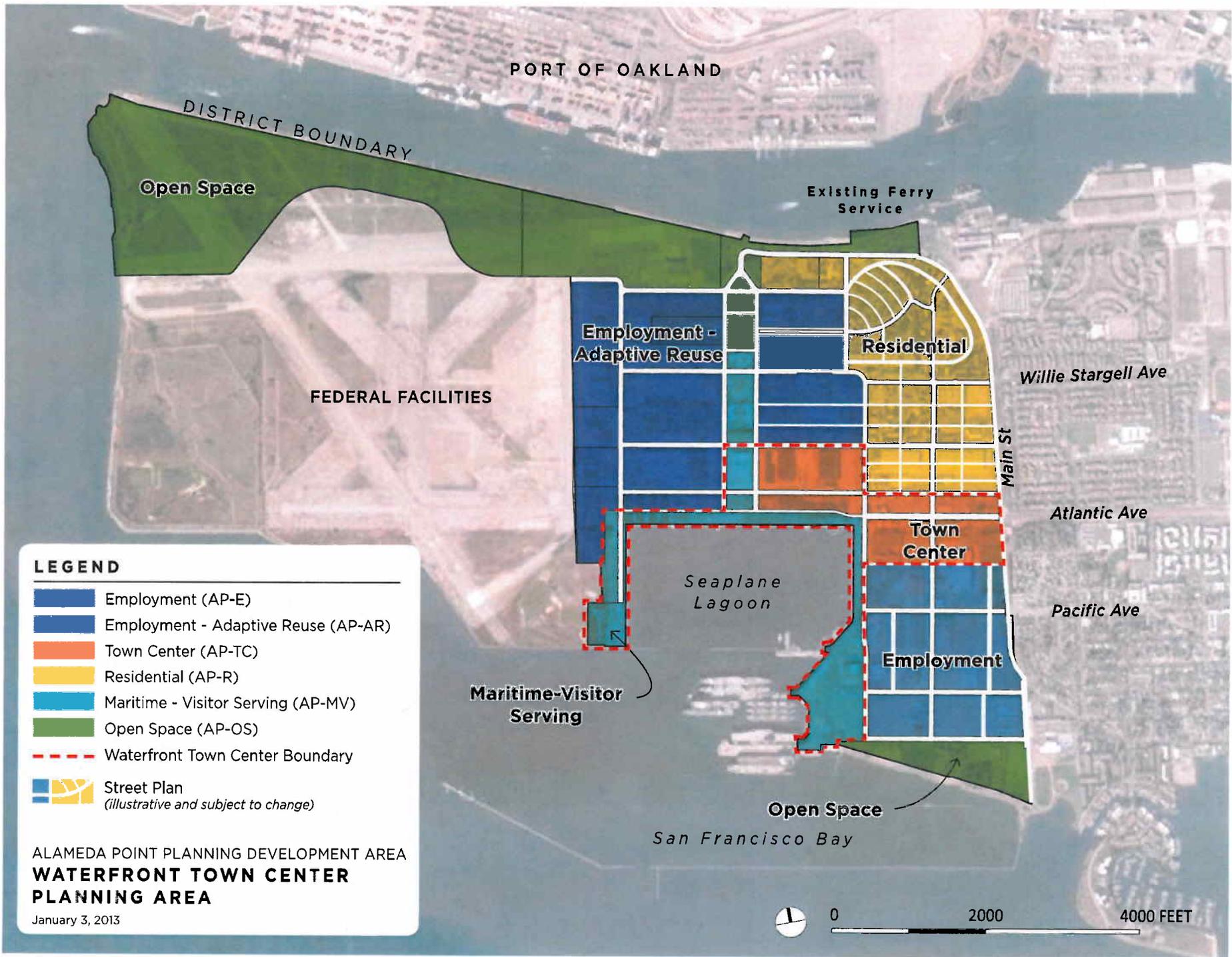


Figure 4