

ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT FOR THE
California State University Maritime Academy
Waterfront Master Plan



Prepared for:



CEQA Lead Agency – California State University Maritime Academy

CEQA Responsible Agency – California State Lands Commission

February 2025

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**California State University Maritime Academy
Waterfront Master Plan**

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LIST OF ABBREVIATIONS

AB	Assembly Bill
Cal Maritime	California State University Maritime Academy
CEQA	California Environmental Quality Act
CRHR	California Register of Historical Resources
CSU	California State University
DMMO	Dredged Material Management Office
FEIR	Final Environmental Impact Report
I-80	Interstate 80
NRHP	National Register of Historic Places
NSMV	National Security Multi-Mission Vessel
TSGB	Training Ship Golden Bear

1 INTRODUCTION

1.1 EIR ADDENDUM PURPOSE

Pursuant to the California Environmental Quality Act (CEQA), California State University Maritime Academy (Cal Maritime) prepared the Cal Maritime Waterfront Master Plan Final Environmental Impact Report (FEIR) to assess the environmental impacts of implementation of its proposed Waterfront Master Plan. The Cal Maritime Waterfront Master Plan (Approved Project) addresses all aspects of future development on the Cal Maritime campus to accommodate waterfront and in-water improvements for the arrival and subsequent operation of the National Security Multi-Mission Vessel (NSMV) and to upgrade infrastructure and facilities that support other campus and public waterfront-dependent program needs. The FEIR was prepared by Cal Maritime as the project proponent and certified by the California State University (CSU) Board of Trustees, the Lead Agency under CEQA, in July 2024 (State Clearinghouse No. 2022120009). Since certification of the FEIR, Cal Maritime has made minor design refinements to Phase One of the Approved Project as engineering and construction drawing development have commenced.

These refinements, hereinafter represented as the Modified Project, do not result in any new impacts or increase the significance of impacts associated with the Approved Project. Due to the changes that comprise the Modified Project, the California State Lands Commission, acting as a responsible agency under CEQA, has prepared this Addendum in accordance with Section 15164 of the State CEQA Guidelines¹ to support its discretionary action on the Modified Project. See Sections 2 and 4 for further information pertaining to the requirements for an Addendum in accordance with CEQA.

The following subsections of this Addendum present an overview of the Waterfront Master Plan, a discussion of the design refinements of the Modified Project that have occurred since FEIR certification, and a summary of the impacts associated with the Modified Project as compared to those of the Approved Project.

1.2 OVERVIEW OF THE CAL MARITIME WATERFRONT MASTER PLAN AND EIR

The Waterfront Master Plan is a long-range planning document that guides the development and use of Cal Maritime's waterfront and in-water infrastructure to prepare for arrival of a next generation, state-of-the-art training ship—the NSMV—as well as other upgrades to be constructed in three phases over the next 10+ years. The Waterfront Master Plan sets forth key actions and improvements that will guide redevelopment of Cal Maritime's in-water and landside facilities and infrastructure to support academic and port operations, public access, environmental factors, and long-term resiliency. As described in the FEIR, readying the campus for arrival of the

¹ The State CEQA Guidelines are found in California Code of Regulations, title 14, section 15000 et seq.

NSMV is a priority component of Master Plan implementation. Phase One of the Master Plan focuses on upgrades to in-water infrastructure and the Marine Yard, as well as expansion of site-serving utilities to accommodate arrival and operation of the NSMV.

The Modified Project represents fine-tuning of Phase One design specifications and does not change the fundamental components of the Waterfront Master Plan, or the Approved Project footprint analyzed in the FEIR. Additional Master Plan improvements that are part of Phases Two and Three were also considered in the FEIR. Because no revisions are proposed to the components of these later phases, this Addendum focuses only on the Modified Project for Phase One of the project. Section 3, Environmental Analysis, of this Addendum describes the implications of the Phase One improvements for the various environmental resources considered under CEQA. Mitigation measures that are only applicable to later project phases are listed in Appendix A.

1.3 PROJECT LOCATION

The approximately 31-acre Approved Project site (Assessor's Parcel Number 006-209-0030) evaluated in the FEIR is located within the Cal Maritime campus boundaries in the City of Vallejo, at the foot of the Carquinez Bridge in southwest Solano County and the adjacent waters of Morrow Cove. Approximately four acres of the approved project site comprise land along the waterfront, and approximately 27 acres are in-water in Morrow Cove. Southeast of Morrow Cove and across the Carquinez Strait is the community of Crockett.

Approximately one-half mile of waterfront, which is bordered by Morrow Cove Drive to the north, is the campus's dominant natural feature and the focal point of Cal Maritime instruction and activities. The pier and berth for the existing Training Ship Golden Bear (TSGB) and adjacent boat basin are major features of the southeastern edge of the waterfront. The campus waterfront and in-water marine structures make up the entire Approved Project site, and the Modified Project site is situated within the envelope of the Approved Project site.

Access to the Approved Project site is provided by Maritime Academy Drive, which intersects State Route 29/Sonoma Boulevard just north of Interstate 80 (I-80) entry/exit ramps and provides primary vehicular access to the campus. Maritime Academy Drive descends from the northern and western portions of the campus, directing traffic along the eastern edge of the lower portion of the campus before terminating at the campus pier. Maritime Academy Drive and Morrow Cove Drive form a loop around the lower campus and provide access to the project site.

The campus also provides a network of walkways connecting buildings and open spaces, including the quad and shoreline. Pedestrian access between the lower and upper campus is provided by a sidewalk and a raised boardwalk along Maritime Academy Drive and through staircases where hillside topography necessitates. Beyond the campus, surrounding uses and points of interest include residential uses (the Crystal Pointe neighborhood) northwest of the campus, Carquinez Bridge Vista Point just east of the campus, and Livingstone's Inspiration Park and Bay Area Ridge Trail to the east on the far side of I-80. See Appendix B, Existing Site Photos, of the FEIR for photos of existing facilities on the Approved Project site.

1.4 PROJECT DESCRIPTION

As noted in Section 1.2, *Overview of the Cal Maritime Waterfront Master Plan and EIR*, the FEIR described and analyzed the environmental impacts of the three phases of the Waterfront Master Plan. Phase One includes improvements necessary to meet the physical and operational requirements of the NSMV. The FEIR noted that as individual project elements are refined and proposed for implementation, additional CEQA compliance review, including site- and condition-specific analysis, permits and/or approvals, may be needed, depending on the circumstances of each particular Master Plan element.

The focus of this Addendum is the Modified Project: refinements that have occurred since FEIR certification and that represent fine-tuning of Phase One design specifications. The Modified Project does not change the fundamental components of the Waterfront Master Plan or the Approved Project footprint. Table 1 provides an overview of the Phase One facilities from the Approved Project (as shown in FEIR Table 2-1), a summary of the Approved Project, and a summary of the Modified Project. The refinements to the design of Phase One remain within the same footprint of disturbance assumed and analyzed in the FEIR and result in an overall area reduction for in-water work compared with the previous design analyzed in the FEIR. Thus, and as discussed in detail below, the Modified Project does not affect any of the conclusions of the FEIR.

Figure 1 shows the Approved Project's Phase One design, as described in the FEIR project description and analyzed in the FEIR impact analysis. Figure 2 shows the Modified Project design. Each of these figures represents a more evolved and detailed level of design than the conceptual illustrations presented in the Waterfront Master Plan and as references in the FEIR.

Table 1 Summary of Modified Project Compared to Approved Project

Facilities/Land Use	Approved Project Analyzed in FEIR	Modified Project
Phase One		
Main Pier and Trestle	<ul style="list-style-type: none"> ▶ Pier demolition and replacement with 50 feet wide and 450 feet long pier ▶ Trestle extension to new length of 220 feet (with possibility of full replacement) ▶ Removal of 135 piles ▶ Removal of breakwater, including steel pile-supported catwalk and sheet piles serving as a wave screen, and four mooring dolphins ▶ Installation of 282 new piles 	<ul style="list-style-type: none"> ▶ No potential trestle replacement during Phase One construction ▶ Net reduction in the total number of piles installed to 177 new piles. Change from 42-inch piles to a mix of 42-inch, 30-inch, and 24-inch piles. ▶ Minor net reduction in total area of pier-affiliated structures from 15,040 square feet to 14,851 square feet. ▶ Change from four mooring dolphins to two mooring dolphins. Associated reorientation of catwalks and breakwater with no substantial changes to total area of these integral structures
Boat Basin 1 and Floating Docks	<ul style="list-style-type: none"> ▶ 9,500 square feet of floating dock space ▶ 23 slips/berthing positions ▶ Installation of approximately 50 guide piles ▶ Construction of two gangways approximately 60 feet long by 5 feet wide and ascending 4 feet high ▶ 4.9 acres and 40,000 cubic yards of dredged material to be excavated 	<ul style="list-style-type: none"> ▶ Reduction to the total area and volume of dredging to 3.38 acres and 15,000 cubic yards. ▶ Phase One will temporarily remove the existing boat basin docks to facilitate construction access. Docks will be returned to their original locations following construction.
Marine Yard	<ul style="list-style-type: none"> ▶ Organized to operate in a typical training and education manner 	<ul style="list-style-type: none"> ▶ No change.

Facilities/Land Use	Approved Project Analyzed in FEIR	Modified Project
Vessel	<ul style="list-style-type: none"> ▶ 525-foot multi-mission vessel (the NSMV) ▶ Design draft of 21 feet 4 inches ▶ Accommodations for 600 cadets ▶ TSGB would be temporarily relocated and operated while the main pier is under construction during Phase One 	▶ No change
Utility Systems	<ul style="list-style-type: none"> ▶ Upgrades to Vallejo Flood and Wastewater District pump station ▶ Replacing line from pier to lift station (approximately 1,400 linear feet may be required) ▶ Improvements to water conveyance system to meet fire flow and pressure requirements, as well as remediation of unusually shallow pipes in some areas, including replacement of lines that are too small and/or too shallow and connecting dead-end lines ▶ Potable water line expansion out to main pier ▶ Improvements to existing stormwater drainage channel along Maritime Academy Drive, including upsizing a culvert and potentially widening some portions of channel, and reducing peak flow upstream detention ▶ Installation of stormwater treatment facilities ▶ Upgrades to shore power transformer, switch gear, and cable management system ▶ Upgrades to telecommunication lines ▶ Upgrades to fire detection systems, energy management, heating/ventilation/air-conditioning, chilled water, boilers, and steam piping ▶ Demolition and removal of steam plant ▶ Rerouting, and potential expansion of existing dock boiler, gas supply, and metering ▶ Sitewide lighting upgrades 	▶ Minor change to location of utilities on trestle

Facilities/Land Use	Approved Project Analyzed in FEIR	Modified Project
Temporary Berth Accommodations	<ul style="list-style-type: none"> ▶ Suisun Bay Reserve Fleet (TSGB, tugboat, and small passenger boat (or T-boat)) ▶ Cadets would continue to receive instruction aboard TSGB while temporarily moored at Suisun Bay during the day, with nighttime activities limited to night watches (four cadets per watch performing 3-hour shifts for a 12-hour total nighttime duration) ▶ Cal Maritime would operate shuttle between main campus and temporary berth at Suisun Bay and City of Vallejo Marina to transport cadets, faculty, and staff as needed ▶ Cadets will continue to receive small vessel training at City of Vallejo Marina 	▶ No change

2 CEQA ADDENDUM

Once an EIR or other CEQA document has been prepared and certified/adopted for a project, no additional environmental review is necessary unless certain conditions are met, at which point subsequent review under CEQA may be necessary. Sections 15162–15164 of the State CEQA Guidelines define the following standards for determining the appropriate level of subsequent environmental review, and Section 15164 addresses the specific circumstances requiring the preparation of an addendum to an EIR.

- ▶ If changes to an approved project would result in new significant impacts or a substantial increase in the severity of impacts, then preparation and circulation of a Subsequent or Supplemental EIR for additional public review is required per Section 15162 and 15163 of the State CEQA Guidelines.
- ▶ If changes to an approved project or circumstances (including new information) surrounding the project would not result in new significant impacts or a substantial increase in the severity of significant impacts identified in the certified EIR, an addendum to the EIR may be prepared in accordance with Section 15164 of the State CEQA Guidelines.

If some changes or additions are necessary to a previously certified EIR, but none of the conditions described in section 15162 calling for preparation of a subsequent EIR has occurred, then a lead agency or responsible agency shall prepare an addendum (State CEQA Guidelines, Section 15164).

The FEIR concluded that all of the approved project’s potentially significant environmental impacts would be mitigated to a less than significant level by implementing feasible mitigation measures with the exception of impacts related to an historic era archaeological resource (shipwreck) during construction of Phase Two. Phase Two of the Waterfront Master Plan would result in significant and unavoidable project-level and cumulative impacts with respect to the historic era archaeological resource (shipwreck); that is, no feasible mitigation is available, or the mitigation measures available were not sufficient to reduce the plan’s impacts to a less than significant level.

The purpose of this Addendum is to analyze whether the Modified Project would cause “new or substantially more severe” significant impacts to the environment or otherwise warrant a subsequent EIR pursuant to State CEQA Guidelines section 15162. As presented in Section 3, Environmental Analysis, the Modified Project would not result in new significant impacts or a substantial increase in the severity of significant impacts identified in the FEIR. Accordingly, the California State Lands Commission, as responsible agency under CEQA, has determined that an addendum to the FEIR, prepared pursuant to CEQA Guidelines Section 15164, is the appropriate environmental documentation to evaluate the Modified Project.

Circulation of an addendum for public review is not necessary (State CEQA Guidelines, § 15164, subd. (c)); however, the decision-making body must consider the addendum in conjunction with

the certified FEIR and adopted Mitigation Monitoring and Reporting Program prior to making a decision on the project (State CEQA Guidelines, § 15164, subd. (d)).

3 ENVIRONMENTAL ANALYSIS

This section analyzes the environmental effects of the Modified Project, as compared to the Approved Project. All applicable mitigation measures identified in the FEIR and included in CSU's adopted Mitigation Monitoring and Reporting Program are incorporated into the Modified Project and are listed in Attachment A of this Addendum.

The FEIR determined that potential adverse impacts for the following environmental resource areas were less than significant. The Modified Project makes no changes to that determination, and therefore these resource areas are not discussed further in this Addendum:

- ▶ Aesthetics - As compared to the Approved Project, the Modified Project would reduce both the number of dolphins and the overwater area of impact. Such refinements would not be visible from any public viewpoint and would have no effect on the visual quality of the project site or project area. Thus, the project refinements do not result in any new, more severe, or previously undisclosed aesthetic impacts. The FEIR's finding of "less than significant" remains applicable.
- ▶ Air Quality, Energy, and Greenhouse Gas Emissions – As compared to the Approved Project, the Modified Project would reduce the disturbance area and total number of piles required for construction as well as the total area and volume of dredging. Further, the Modified Project does not include any changes to construction methods or timeframe. Thus, the Modified Project would not increase air quality emissions for either project construction or operation, and no new, more severe, or previously undisclosed air quality impacts would occur. The Modified Project would also not increase energy consumption during construction or conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Finally, the Modified Project would not increase the amount of greenhouse gas emissions generated during construction. The FEIR's finding of "less than significant" remains applicable for all three resource areas.
- ▶ Land Use and Planning - The Modified Project does not change the conclusions of the FEIR in relation to division of communities, conflicts with plans or policies established for the protection of the environment, or compliance with applicable environmental policies and regulatory requirements. Therefore, the FEIR's finding of "less than significant" remains applicable.
- ▶ Noise and Vibration - As compared to the Approved Project, the Modified Project would reduce the noise and vibration resulting from project activities, because the total number of piles has been reduced from 374 to 177. The FEIR's finding of "less than significant" remains applicable.
- ▶ Public Services - The Modified Project does not affect the provision of public services and recreation amenities. In addition, the Modified Project would not change the conclusion in the FEIR in relation to the need for expanded public services. Therefore, the FEIR's finding of "less than significant" remains applicable.

- ▶ Transportation - The Modified Project would not affect transportation proposed or affected by the Approved Project. The FEIR's assumptions regarding transportation related to both construction and operation of the project remain unchanged. Therefore, the FEIR's finding of "less than significant" remains applicable.
- ▶ Utilities and Service Systems - The Modified Project provides changes to in-water work activities and does not affect the provision of utilities and service systems to serve the overall project. While the Modified Project proposes minor changes to the location of utilities on the trestle, these changes do not affect the Approved Project's approach to construction or operation. Therefore, the FEIR's finding of "less than significant" remains applicable.
- ▶ Wildfire - The Modified Project provides changes to in-water work activities and does not affect the FEIR's conclusions related to an increased risk of wildfire or related impacts associated with the project. Therefore, the FEIR's finding of "less than significant" remains applicable.

3.1 BIOLOGICAL RESOURCES

The FEIR, in Section 3.3, *Biological Resources*, found that implementation of the Waterfront Master Plan would involve ground disturbing activities that could result in loss of special status plants, if present (**Impact 3.3-1**); or disturbance, injury, or mortality of several special status wildlife species, if present, reduced breeding productivity of these species, and loss of species habitat (**Impact 3.3-2**). Implementation of the Waterfront Master Plan would also involve in-water construction activities that could result in disturbance to or loss of aquatic sensitive natural communities and other sensitive habitat (**Impact 3.3-3**); or adverse effects on fish movement and nursery habitat (**Impact 3.3-4**). To reduce these impacts, mitigation measures were adopted in conjunction with the FEIR, including Mitigation Measures 3.3-1, 3.3-2a through 3.3-2m, 3.3-3, and 3.3-4, which require pre-construction surveys to determine whether sensitive habitat or species are present. If found to be present, mitigation measures would require avoidance (through physical design or seasonal construction windows); implementation of measures to avoid disturbance, injury, or mortality of the species; and compensatory mitigation for habitat or species lost. Mitigation also includes requiring measures to reduce the likelihood that invasive species would be introduced; requiring in-water work to be performed during less sensitive periods; requiring spill and debris prevention; reducing shading of open waters; and reducing impacts from pile driving, pile disposal, dredging, and the hydrokinetic barge. The FEIR concluded that implementation of mitigation measures would reduce potential impacts on special status plants and wildlife species, marine mammals, and fish movement and nursery habitat to less than significant. In addition, the FEIR determined that there would be no impact to riparian and wetland habitat, terrestrial wildlife movement corridors or native wildlife nursery sites, or conflicts with policies and ordinances protecting biological resources or with an adopted habitat conservation plan (HCP).

As compared to the Approved Project, the Modified Project would reduce the disturbance area for construction of pier-affiliated structures; reduce the total area and volume of dredging; maintain the configuration of the existing boat basin facilities with temporary removal and in-kind

replacement during and after pier construction; change the location of utilities on the trestle; and reduce the net total number of installed piles. The Modified Project would also reduce the mooring dolphins from 4 to 2, and reorient the catwalks and breakwater with a total area reduction for these structures from 15,040 square feet to 14,851 square feet. The Modified Project would no longer include reconfiguration of the existing boat basin or replacement of the existing trestle; however, the basin docks would be temporarily removed to facilitate access to, and construction of, the new pier and subsequently replaced in the same location and configuration. No changes are proposed related to any other Approved Project construction activities.

As compared to the FEIR, the Modified Project would reduce the amount of ground disturbance that could result in loss of special status plants, if present (**Impact 3.3-1**). The potential for disturbance, injury, or mortality of special status wildlife species, if present, reduced breeding productivity of these species, and loss of species habitat (**Impact 3.3-2**) is also reduced as compared to the Approved Project due to the overall reduction in disturbance area, reduction in the number of installed piles, reduction in the total area and volume of dredging, and removal of trestle replacement and boat basin reconfiguration as Phase One activities. Similarly, the Modified Project would reduce the potential impacts from in-water construction activities that could result in disturbance to or loss of aquatic sensitive natural communities and other sensitive habitat, as well as adverse effects on fish movement and nursery habitat (**Impacts 3.3-3 and 3.3-4**), by reducing the in-water disturbance area compared to the Approved Project. The Modified Project would have no effect on the FEIR's determinations related to riparian and wetland habitat, terrestrial wildlife movement corridors or native wildlife nursery sites, or conflicts with policies and ordinances protecting biological resources or with an adopted HCP.

As with the Approved Project, all mitigation measures identified for Phase One in the FEIR would apply to the Modified Project. Thus, with implementation of the following mitigation measures, the Modified Project would not generate any new significant biological resources impacts or substantially increase the severity of a previously identified impact.

- ▶ Mitigation Measure 3.3-1: Conduct Special-Status Plant Surveys, Implement Avoidance Measures and No-Net-Loss Strategies
- ▶ Mitigation Measure 3.3-2a: Conduct Focused Surveys for Special-Status Birds, Nesting Raptors, and Other Native Nesting Birds and Implement Protective Buffers
- ▶ Mitigation Measure 3.3-2b: Implement Invasive Species Management Procedures
- ▶ Mitigation Measure 3.3-2c: Implement In-Water Work Window
- ▶ Mitigation Measure 3.3-2d: Implement Spill Prevention and Control
- ▶ Mitigation Measure 3.3-2e: Implement Environmental Awareness Training
- ▶ Mitigation Measure 3.3-2f: Implement Dust and Debris Control
- ▶ Mitigation Measure 3.3-2g: Implement Sediment Testing and Dredging Controls
- ▶ Mitigation Measure 3.3-2h: Use Appropriate Creosote Pile Removal and Disposal Methods

- ▶ Mitigation Measure 3.3-2i: Implement Methods to Reduce Sound Attenuation from Pile Installation. Note: pile driving methods are identical for FEIR and Refined Final Design (pile driving into bedrock). The Refined Final Design has reduced the number and diameter of piles required, thereby reducing pile driving noise impacts
- ▶ Mitigation Measure 3.3-2j: Reduce or Compensate for Shading of Open Waters and Other Special-status Species Impacts
- ▶ Mitigation Measure 3.3-2k: Implement Limited Operating Period or Conduct Focused Surveys for Crotch's Bumble Bee
- ▶ Mitigation Measure 3.3-2l: Reduce Construction Impacts on Marine Mammals
- ▶ Mitigation Measure 3.3-2m: Reduce Impacts from Hydrokinetic Barge
- ▶ Mitigation Measure 3.3-3: Conduct Focused Surveys and Compensate for Loss of Eelgrass. Note: The entire footprint of the project refinements is within areas previously surveyed for eelgrass and will be surveyed for eelgrass prior to construction consistent with this measure.
- ▶ Mitigation Measure 3.3-4: Design In-Water Structures to be Permeable to Fish Movement

3.2 ARCHAEOLOGICAL, HISTORICAL, AND TRIBAL CULTURAL RESOURCES

The FEIR, in Section 3.4, *Archaeological, Historical, and Tribal Cultural Resources*, identified one significant and unavoidable impact related to one archaeological resource. Project-related ground-disturbing activities could result in damage to the shipwreck *Contra Costa* which has been recommended eligible for listing in the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), and therefore is a significant archaeological resource as defined in State CEQA Guidelines Section 15064.5. However, this impact (**Impact 3.4-2**) would not potentially occur until implementation of Phases Two and Three of the Waterfront Master Plan, and therefore is outside the scope of this Addendum.

In addition, the Cal Maritime boathouse has been recommended as eligible for listing in the NRHP/CRHR under Criterion A/1. Implementation of Phase Two of the Waterfront Master Plan could impact the boathouse resulting in adverse effects to this historic resource (**Impact 3.4-1**); however, this impact is outside the scope of the Addendum. These two impacts are not discussed further.

The FEIR determined that, although the project site has a low sensitivity for subsurface resources, it remains possible that project-related ground-disturbing activities could result in discovery or damage of yet undiscovered archaeological resources as defined in State CEQA Guidelines Section 15064.5 or CEQA Section 21083.2(g) (**Impact 3.4-3**). Tribal consultation under Assembly Bill (AB) 52 has not resulted in the positive identification of a tribal cultural resource as defined by Public Resources Code Section 21074. However, excavation activities associated with project construction may disturb or destroy previously undiscovered significant subsurface tribal cultural resources (**Impact 3.4-4**). To reduce these impacts, mitigation measures were adopted in

conjunction with the FEIR, including Mitigation Measures 3.4-3 and 3.4-4a through 3.4-4c, which require compliance with the Secretary of the Interior's Standards for Rehabilitation to reduce the impact on historic resources; require the performance of professionally accepted and legally compliant procedures for the discovery and protection of previously undocumented significant archaeological resources; and require appropriate awareness, construction monitoring, and treatment and proper care of significant tribal cultural resources, in collaboration and accordance with tribe(s) that participated in formal consultation under AB 52.

Implementation of the Waterfront Master Plan is not projected to result in any significant impacts related to the disturbance of human remains (**Impact 3.4-5**). Compliance with California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097 would provide an opportunity to avoid or minimize the disturbance of human remains and to appropriately treat any remains that are discovered.

As discussed in Section 1.4, *Project Description*, and Section 3.1, *Biological Resources*, the Modified Project, as compared to the Approved Project, would reduce the disturbance area for construction of pier-affiliated structures, the total area and volume of dredging, and the number of installed piles. The Modified Project would also maintain the configuration of the existing boat basin facilities with temporary removal and in-kind replacement during and after pier construction. While the Modified Project would reduce the area proposed for ground disturbing activities, these changes do not alter the potential for discovery or damage of yet undiscovered archaeological resources as defined in State CEQA Guidelines Section 15064.5 or CEQA Section 21083.2(g) (**Impact 3.4-3**) or disturb or destroy previously undiscovered significant subsurface tribal cultural resources (**Impact 3.4-4**). Therefore, consistent with the FEIR, these impacts would remain less than significant with mitigation. The Modified Project would have no effect on the FEIR's determination related to the disturbance of human remains (**Impact 3.4-5**).

As with the Approved Project, all mitigation measures identified for Phase One in the FEIR would apply to the Modified Project. Thus, with implementation of the following mitigation measures, the Modified Project would not generate any new significant archaeological, historical, and/or tribal cultural resources impacts or substantially increase the severity of a previously identified impact.

- ▶ Mitigation Measure 3.4-3: Halt Ground-Disturbing Activity upon Discovery of Subsurface Archaeological Features
- ▶ Mitigation Measure 3.4-4a: Worker Environmental Awareness Program for Tribal Cultural Resources
- ▶ Mitigation Measure 3.4-4b: Native American Construction Monitoring
- ▶ Mitigation Measure 3.4-4c: Treatment of Tribal Cultural Resources

3.3 GEOLOGY, SOILS, AND MINERAL RESOURCES

The FEIR, in Section 3.6, *Geology, Soils, and Mineral Resources*, found that implementation of the Waterfront Master Plan is not projected to result in any significant impacts related to exposure of

people or structures to seismic hazards including ground shaking, seismic-related ground failure, liquefaction and lateral spreading, and tsunami (**Impact 3.6-1**) or risk of damage from development on expansive soils (**Impact 3.6-2**). The FEIR found that implementation of Phase Three of the Waterfront Master Plan could result in the discovery of and disturbance to yet unknown paleontological resources during ground-disturbing activities (**Impact 3.6-3**); however, this impact is outside the scope of this Addendum and not discussed further.

As discussed in Section 1.4, *Project Description*, and Section 3.1, *Biological Resources*, the Modified Project, as compared to the Approved Project, would reduce the disturbance area for construction of pier-affiliated structures, the total area and volume of dredging, and the number of installed piles. The Modified Project would also maintain the configuration of the existing boat basin facilities with temporary removal and in-kind replacement during and after pier construction. These changes, proposed as part of the Modified Project, do not alter the potential for exposure of people or structures to seismic hazards including ground shaking, seismic-related ground failure, liquefaction and lateral spreading, and tsunami (**Impact 3.6-1**) or risk of damage from development on expansive soils (**Impact 3.6-2**).

The FEIR concluded that implementation of Phase One of the Approved Project would result in less than significant impacts, and the Modified Project would not introduce Project changes such that any previously undisclosed or more severe impacts would occur. Therefore, the impacts remain less than significant.

3.4 HAZARDS AND HAZARDOUS MATERIALS

The FEIR, in Section 3.8, *Hazards and Hazardous Materials*, found that implementation of the Waterfront Master Plan would not create a significant hazard to the public or the environment through the routine transport, use, disposal or potential upset conditions of hazardous materials (**Impact 3.8-1**); impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan (**Impact 3.8-3**); or expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires (**Impact 3.8-4**). The FEIR did find, however, that implementation of the Waterfront Master Plan would involve dredging activities and in-water construction activities that could result in disturbance to contaminated seabed sediments and suspension of these sediments in the water column (**Impact 3.8-2**). To reduce this impact, Mitigation Measure 3.3-2g was adopted in conjunction with the FEIR to require preparation of an assessment according to the Dredged Material Management Office's (DMMO's) sediment sampling requirements to sample and analyze sediments within areas proposed to be dredged. The assessment would be required to be approved by DMMO before any dredging activities could occur and would also require compliance with all current standards and procedures for disposal, including disposal of contaminated sediment. Prior to dredging in areas of contaminated sediment, a Dredge Operations Plan would be prepared based on the results of the DMMO-required sediment sampling, and would include all necessary measures to contain, dispose of, and/or remediate

contaminated sediments. Thus, materials would only be dredged and disposed of in accordance with procedures approved by the DMMO.

As discussed in Section 1.4, *Project Description*, and Section 3.1, *Biological Resources*, the Modified Project, as compared to the Approved Project, would reduce the disturbance area for construction of pier-affiliated structures, the total area and volume of dredging, and the number of installed piles. The Modified Project would also maintain the configuration of the existing boat basin facilities with temporary removal and in-kind replacement during and after pier construction. While the Modified Project would reduce the area proposed for ground disturbing activities, these changes do not alter the potential for impacts related to routine transport, use, disposal or potential upset conditions of hazardous materials (**Impact 3.8-1**); impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan (**Impact 3.8-3**); or expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires (**Impact 3.8-4**). Therefore, consistent with the FEIR, these impacts would remain less than significant. In addition, the Modified Project's changes to dredging activities and in-water construction activities would still result in disturbance to contaminated seabed sediments and suspension of these sediments in the water column (**Impact 3.8-2**). Therefore, consistent with the FEIR, this impact would remain less than significant with mitigation.

As with the Approved Project, all mitigation measures identified for Phase One in the FEIR would apply to the Modified Project. Thus, with implementation of the following mitigation measure, the Modified Project would not generate any new significant impacts from hazards or hazardous materials or substantially increase the severity of a previously identified impact.

- ▶ Mitigation Measure 3.3-2g: Implement Sediment Testing and Dredging Controls

3.5 HYDROLOGY AND WATER QUALITY

The FEIR, in Section 3.9, *Hydrology and Water Quality*, found that implementation of the Waterfront Master Plan would not result in any significant impacts related to substantially decreasing groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable management of a groundwater basin (**Impact 3.9-2**). However, the FEIR found that implementation of the Waterfront Master Plan would involve in-water activities, including dredging, removal of piles, and in-water construction that could potentially affect surface water quality (**Impact 3.9-1**). As the project is located within a coastal area with a one percent chance or greater of flooding, and within a tsunami zone, the FEIR found that all project phases could result in the release of pollutants due to project inundation (**Impact 3.9-4**). All project phases could also result in potential impacts to water quality and hydrology during construction and operations that could result in a conflict with or obstruct implementation of the Water Quality Control Plan for the San Francisco Bay Basin (**Impact 3.9-5**). The FEIR also concluded that landside activities during Phases Two and Three would have the potential to result

in impacts related to erosion, sedimentation, and sediment dynamics (**Impact 3.9-3**). However, this impact is outside the scope of this Addendum and not discussed further.

To reduce these impacts, Mitigation Measures 3.3-2d, 3.3-2f through 3.3-2h, and 3.9-2 were adopted in conjunction with the FEIR to require implementation of spill prevention practices and cleanup procedures, catchment systems for over-water areas, and dust control measures to reduce the likelihood that contaminants from operating equipment and debris from in-water and landside construction would enter any waterbody.

As discussed in Section 1.4, *Project Description*, and Section 3.1, *Biological Resources*, the Modified Project, as compared to the Approved Project, would reduce the disturbance area for construction of pier-affiliated structures, the total area and volume of dredging, and the number of installed piles. The Modified Project would also maintain the configuration of the existing boat basin facilities with temporary removal and in-kind replacement during and after pier construction. The Modified Project changes do not alter the potential for impacts related to decreases in groundwater supplies or interference with groundwater recharge such that the project may impede sustainable management of a groundwater basin, and this impact would remain less than significant (**Impact 3.9-2**). While the Modified Project would reduce in-water construction as well as the dredging footprint and amount of dredge material, the potential would still exist for in-water activities, including dredging, removal of piles, and in-water construction to affect surface water quality (**Impact 3.9-1**). Similarly, because the Modified Project would still be located within a coastal area with a one percent chance or greater of flooding, and within a tsunami zone, the Modified Project activities could still result in the release of pollutants due to project inundation (**Impact 3.9-4**). Potentially significant impacts would also continue to exist related to a conflict with or obstruct implementation of the Water Quality Control Plan for the San Francisco Bay Basin (**Impact 3.9-5**). Therefore, consistent with the FEIR, these impacts would remain less than significant with mitigation.

As with the Approved Project, all mitigation measures identified for Phase One in the FEIR would apply to the Modified Project. Thus, with implementation of the following mitigation measures, the Modified Project would not generate any new significant hydrology and/or water quality resources impacts or substantially increase the severity of a previously identified impact.

- ▶ Mitigation Measure 3.3-2d: Implement Spill Prevention and Control
- ▶ Mitigation Measure 3.3-2f: Implement Dust and Debris Control
- ▶ Mitigation Measure 3.3-2g: Implement Sediment Testing and Dredging Controls
- ▶ Mitigation Measure 3.3-2h: Use Appropriate Creosote Pile Removal and Disposal Methods
- ▶ Mitigation Measure 3.9-2: Hazardous Material Storage Facilities.

4 DETERMINATION AND CONCLUSION

As detailed in the analysis presented above, this Addendum, prepared for the California State Lands Commission, as a responsible agency under CEQA, supports the conclusion that the proposed changes (Modified Project) to the previously analyzed Project in the FEIR (Approved Project) would not result in any new significant or substantial increase in the severity of environmental effects. Specifically, the California State Lands Commission has determined, based on substantial evidence considering the whole record, that none of the following circumstances exist regarding the Modified Project and the previously certified FEIR:

- ▶ Substantial changes to an approved project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects (State CEQA Guidelines, Section 15162, subd. (a)(1)).
- ▶ Substantial changes that will occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects (State CEQA Guidelines, Section 15162, subd. (a)(2)).
- ▶ New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified (State CEQA Guidelines, Section 15162, subd. (a)(3)).

Given that none of the conditions described in CEQA Guidelines section 15162 have occurred, and only minor changes or additions to the previously certified FEIR are necessary, California State Lands Commission staff has determined that no subsequent or supplemental negative declaration or EIR is required, and, consistent with CEQA Guidelines section 15164, an Addendum is the appropriate CEQA document for analysis and consideration of the portion of the Modified Project on lands under the jurisdiction of the Commission.

5 ADDENDUM PREPARERS

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Figures

Figure 1 Approved Project Phase One as Evaluated in the FEIR Project Description and Impacts Assessment

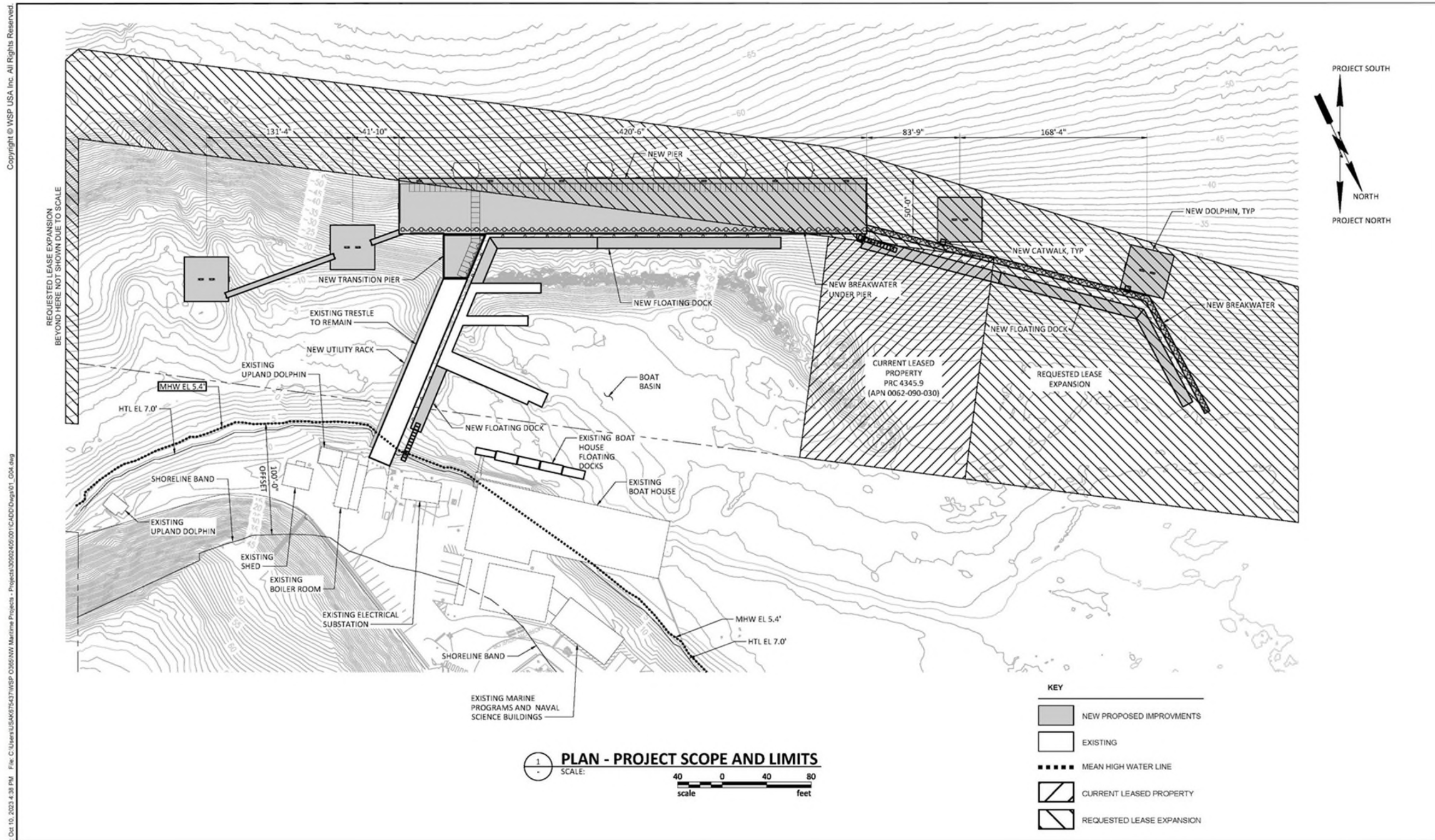


Figure 2 Project Design Refinements

