

FINAL ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT FOR THE
California State Polytechnic University | Solano Campus
Maritime Academy Waterfront Master Plan



Prepared for:



Cal Poly Maritime Academy

California Polytechnic State University, San Luis Obispo | Solano Campus
 Maritime Academy

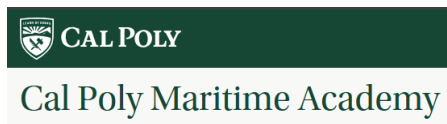
June 2026

FINAL

ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT FOR THE

California State Polytechnic University | Solano Campus Maritime Academy Waterfront Master Plan

Prepared for:



Cal Poly Maritime Academy
200 Maritime Academy Drive
Vallejo, CA 94590

Contact:

Scott Bloom

Campus Planner

Facilities Planning & Capital Projects

California Polytechnic State University | San Luis Obispo, CA 93407 | 805-756-1573

Prepared by:



Ascent

2054 University Ave, Suite 400
Berkeley, CA 94704

Contact:

Greta Brownlow, PhD

Environmental Director
510.217.5000

June 2026

TABLE OF CONTENTS

Section	Page
LIST OF ABBREVIATIONS	III
1 INTRODUCTION	1-1
1.1 Purpose of an EIR Addendum.....	1-1
1.2 Waterfront Master Plan Location.....	1-2
1.3 Overview of the Waterfront Master Plan and EIR	1-11
1.4 Project Modifications Covered in this Addendum.....	1-12
1.5 Project Approvals	1-14
2 ENVIRONMENTAL ANALYSIS	2-1
2.1 Aesthetics	2-1
2.2 Agriculture and Forestry Resources	2-3
2.3 Air Quality	2-3
2.4 Biological Resources.....	2-6
2.5 Archaeological, historical, and tribal Cultural Resources.....	2-19
2.6 Energy.....	2-21
2.7 Geology, Soils, and Mineral Resources	2-22
2.8 Greenhouse Gas Emissions	2-23
2.9 Hazards and Hazardous Materials	2-24
2.10 Hydrology and Water Quality	2-27
2.11 Land Use and Planning.....	2-31
2.12 Noise.....	2-32
2.13 Population and Housing	2-35
2.14 Public Services and Recreation.....	2-35
2.15 Transportation	2-36
2.16 Utilities and Service Systems	2-38
2.17 Wildfire.....	2-39
3 REFERENCES AND PREPARERS.....	3-1
3.1 References Cited	3-1
3.2 List of Preparers	3-2

Appendices

Appendix A Applicable Waterfront Master Plan EIR Mitigation Measures

Figures

Figure 1-1	Regional Location.....	1-3
Figure 1-2	Local Vicinity	1-4
Figure 1-3	Project Site and Existing Uses	1-5
Figure 1-4	Project Boundary	1-7
Figure 1-5	Waterfront Master Plan: Phase One Components.....	1-9

Tables

Table 2.3-1	Estimated Construction Emissions (Average Daily)	2-4
Table 3.3-4	Distances to Marine Mammal Onset Post-Traumatic Stress by Pile and Hammer Type	2-15
Table 3.3-4	Distances to Marine Mammal Onset Post-Traumatic Stress by Pile and Hammer Type	2-18
Table 2.6-1	Construction Energy Consumption by Source	2-21
Table 2.8-1	Summary of Construction-Related GHG Emissions by Project Phase	2-23
Table 2.12-1	Noise Levels by Construction Phase at Each Receptor	2-33
Table 2.12-2	Vibration Levels by Construction Phase	2-34

LIST OF ABBREVIATIONS

2024 EIR	2024 Waterfront Master Plan EIR
BAAQMD	Bay Area Air Quality Management District
BCDC	Bay Conservation and Development Commission
Cal Poly Maritime	Cal Poly Maritime Academy, Cal Poly Solano Campus Maritime Academy
Cal/OSHA	California Occupational Safety and Health Administration
CARB	California Air Resources Board
CEMP	California Eelgrass Mitigation Policy
CEQA	California Environmental Quality Act
CMP	Comprehensive Management Plan
CO	carbon monoxide
CSU	California State University
DMMO	Dredged Material Management Office
DOT	US Department of Transportation
DTSC	California Department of Toxic Substances Control
EFH	Essential Fish Habitat
EIR	Environmental Impact Report
FEMA	Federal Emergency Management Agency
FTA	Federal Transit Administration
GHG	greenhouse gas
HDPE	high-density polyethylene
I-80	Interstate 80
LIWW	low-impact work window
LTMS	Long Term Management Strategy
MLLW	mean lower low water
NMFS	National Marine Fisheries Service
NSMV	National Security Multi-Mission Vessel
OSHA	Occupational Safety and Health Administration
project	Waterfront Master Plan Project
PWW	primary work window
RWQCB	Regional Water Quality Control Board
SBRF	Suisun Bay Reserve Fleet
SCH	State Clearinghouse
SR	State Route 29

SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TCP	Traffic Construction Plan
TISM	Transportation Impact Study Manual
TSGB	Training Ship Golden Bear
VFWD	Vallejo Flood and Wastewater District
VMC	Vallejo Municipal Code

1 INTRODUCTION

This document constitutes Addendum No. 1 to the Environmental Impact Report (EIR) for the California State University Maritime Academy Waterfront Master Plan Project (project) (State Clearinghouse [SCH] No. 2022120009), certified by the California State University (CSU) Board of Trustees in July 2024. The Waterfront Master Plan is intended to identify and integrate key projects into a comprehensive plan to guide redevelopment of in-water and landside facilities and infrastructure to support academic and port operations, public access, environmental factors, and long-term resiliency at the former Maritime Academy (now Cal Poly Solano Campus Maritime Academy (Cal Poly Maritime)). The plan identifies three phases of development focusing on upgrades to in-water infrastructure, renovation and development of waterfront buildings, enhancement of waterfront open space and connectivity, and expansion of site-serving utilities.

This addendum addresses the following in-water construction activities related to Phase One:

- ▶ extension and modification of the originally anticipated in-water construction work window
- ▶ minor refinements to biological resources Mitigation Measure 3.3-2c to account for the modified in-water construction work window
- ▶ temporary change in dredging operations to allow for up to three 24-hour continuous operations events for a limited period of 20 days per event
- ▶ refinement and clarification of the originally proposed methods to improve the existing trestle between the marine yard and pier

In addition, this addendum serves an administrative record conformance function by formally documenting regulatory permit refinements that have occurred since certification of the 2024 Waterfront Master Plan EIR (or 2024 EIR). The permit refinements include a reduction in the number and size of piles to be installed and an increase in the daily limit of pile strikes from 6,000 to 10,000 strikes per day. This Addendum also includes minor refinements to Mitigation Measure 3.3-2I to reflect consistency with regulatory agency permit modifications to address the revised pile strike limit. These items are included to ensure consistency and completeness between the CEQA documentation, project description, mitigation measures, and operative regulatory permits and approvals.

1.1 PURPOSE OF AN EIR ADDENDUM

Once an EIR or other California Environmental Quality Act (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 CEQA Guidelines define the 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 new significant impacts or a substantial increase in the severity of impacts would result from proposed changes to a project, then preparation and circulation of a Subsequent or Supplemental EIR for additional public review is required. However, when it can be determined that neither the proposed changes to the project, changed circumstances, or new information result in the identification of new significant impacts, or the substantial increase in the severity of significant impacts identified in the certified EIR, an addendum to the EIR may be prepared. Public review of an addendum is not required under CEQA.

An addendum to the certified Waterfront Master Plan EIR has been determined to be the appropriate environmental documentation for the project. This addendum to the Waterfront Master Plan EIR was prepared pursuant to CEQA Guidelines Section 15164 to address minor changes to the 2024 EIR as a result of the project, changed circumstances, and new information since the certification of the 2024 EIR. As evaluated in this addendum, the project modifications and permit refinements do not result in new significant environmental impacts or a substantial increase in the severity of previously identified impacts compared to those analyzed in the prior CEQA document. Accordingly, no subsequent or supplemental EIR is required pursuant to State CEQA Guidelines Sections 15162 or 15163.

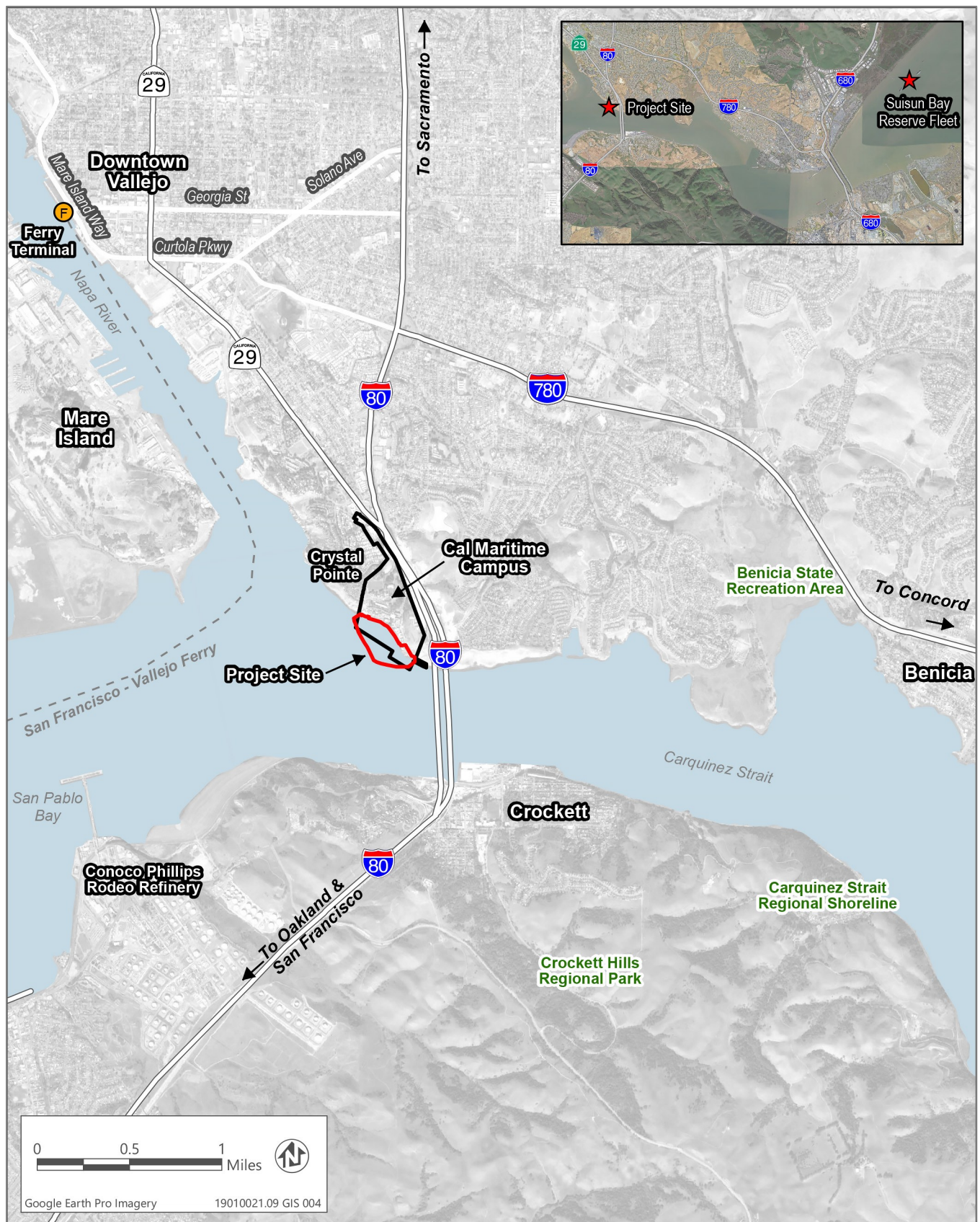
1.2 WATERFRONT MASTER PLAN LOCATION

The approximately 31-acre Waterfront Master Plan project site (Assessor's Parcel Number 006-209-0030) is located within the Cal Poly Maritime Academy 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 (Figures 1-1 and 1-2). Southeast of Morrow Cove and across the Carquinez Strait is the community of Crockett. The approximately 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 Poly 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 waterfront. The campus waterfront and in-water marine structures make up the entire project site encompassed by the Waterfront Master Plan (Figure 1-3). Approximately 4 acres of the project site are landside area along the waterfront, and approximately 27 acres are in open water within Morrow Cove.

Access to the 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, funneling 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 them. Beyond the campus, surrounding uses and points of interest include residential uses northwest of the campus (the Crystal Pointe neighborhood), 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 (Figure 1-4).

As described in the Waterfront Master Plan EIR, all in-water work associated with Phase One of the Waterfront Master Plan occurs within the existing boat basin and involves the existing trestle, main pier, floating docks, breakwater, catwalk and mooring dolphins and the proposed replacement of these structures. All Phase One landside work occurs within the existing marine yard (Figure 1-5).



Source: Adapted by Ascent in 2022.

Figure 1-1 Regional Location



Source: Adapted by Ascent in 2022.

Figure 1-2 Local Vicinity



Source: Adapted by Ascent in 2022.

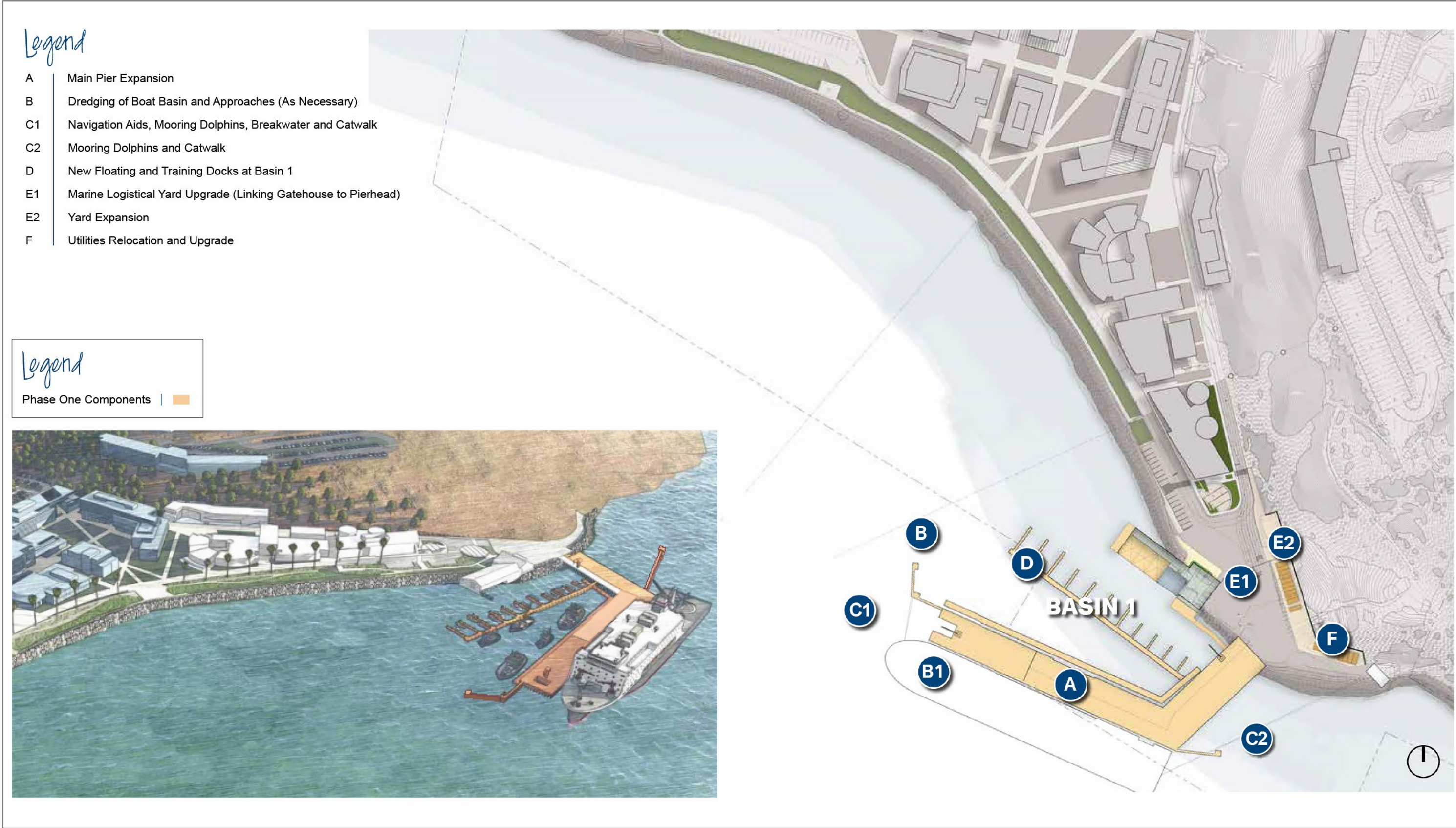
Figure 1-3 Project Site and Existing Uses



Source: Adapted by Ascent in 2022.

Figure 1-4 Project Boundary

This page is intentionally left blank.



Source: Adapted by Ascent in 2022.

Figure 1-5 Waterfront Master Plan: Phase One Components

1.3 OVERVIEW OF THE WATERFRONT MASTER PLAN AND EIR

The Waterfront Master Plan establishes a vision for achieving a campus waterfront aligned with the unique academic and maritime operations, environmental factors, and resiliency needs of Cal Poly Maritime. The plan builds on preliminary concepts explored and aligned with campus community input and identifies three phases of development focusing on upgrades to in-water infrastructure, renovation and development of waterfront buildings, enhancement of waterfront open space and connectivity, and expansion of site-serving utilities. This addendum applies to construction activities related to Phase One.

A time-critical component of Phase One of the Waterfront Master Plan is preparation for the arrival of the new training ship, the National Security Multi-Mission Vessel (NSMV), which will replace Cal Poly Maritime's TSGB. The NSMV will be the fifth in a new fleet of ships specifically designed by MARAD for emergency use by the Federal Emergency Management Agency (FEMA) and available for requisition as needed. Arrival of the NSMV will elevate the level of training and shipboard experience for Cal Poly Maritime's cadets.

As described in the Waterfront Master Plan EIR, Phase One focuses on upgrades to in-water infrastructure and the Marine Yard, as well as expansion of site-serving utilities. Phase One components include:

- ▶ NSMV arrival and operation;
- ▶ main pier demolition and replacement;
- ▶ existing trestle structural upgrades and extension (or possible replacement);
- ▶ temporary relocation and operation of the TSGB and small vessel programs;
- ▶ upgrades of all pier utilities connections and delivery lines for power, sewer, stormwater, gas, fire suppression, and potable water;
- ▶ maintenance dredging of the existing boat basin and new dredging in the expanded boat basin;
- ▶ installation of navigation aids;
- ▶ replacement of floating docks at the boat basin;
- ▶ upgrades to the Marine Yard, which would be limited to those needed to support the new pier and extended trestle (or possibly replacement trestle);
- ▶ utilities relocation and/or upgrades, including upgraded electrical equipment and gas supply and metering; potable water line expansion; sanitary sewer expansion; shore power, fire suppression, and lighting upgrades and possible removal of the steam plant.
- ▶ temporary TSGB berth accommodations at Suisun Bay Reserve Fleet through at least fall 2026. After the arrival of the NSMV the TSGB will be transferred permanently to MARAD.

Phase One focuses on the arrival and operation of the NSMV. The existing pier would be demolished and reconstructed to create a new pier approximately 450 feet long and 50 feet wide (an increase of approximately 230 feet in length and 20 feet in width). As discussed in the Waterfront Master Plan EIR, once pier construction begins, extension of the existing trestle may be completed through structural upgrades or the existing trestle may need to be fully replaced. Additionally, the existing floating docks would be expanded to offer approximately 23 slips/berthing positions to accommodate training and recreational vessels. Phase One components would also include improvements to the Marine Yard and utilities, such as resurfacing the Marine Yard to 21,680 square feet to accommodate marine research containers, provisions staging, cranes, and outdoor shop(s) operation with cadets, faculty, and tradespeople. The electrical system that supports the pier, the ship, and the boathouse would also be upgraded for the NSMV because it has a greater electrical need than the TSGB. To accommodate sea level rise, the new pier and improved/replaced trestle, as well as utilities currently underneath the pier, would be elevated above existing elevations. Several utility upgrades to wastewater, water supply, stormwater, electrical, and other utility infrastructure systems such as telecommunication lines and steam plant would also occur under Phase One to meet the requirements of in-water enhancements associated with the main pier and NSMV, as well as future phases of development. Phase One would also result in the TSGB, along with one tugboat and one small passenger boat being

temporarily relocated to the Suisun Bay Reserve Fleet, while the small vessels programs would be temporarily relocated to City of Vallejo Marina. These locations would continue to support Cal Poly Maritime programs and avoid any disruption in hands-on training and other shipboard programs.

1.4 PROJECT MODIFICATIONS COVERED IN THIS ADDENDUM

The project modifications and refinements covered in this addendum include extension and modification of the Phase One in-water construction work window such that in-water construction could be completed in 2026 or 2027; minor refinements to biological resources Mitigation Measure 3.3-2c to account for the modified in-water construction work window; and a temporary change in dredging operations to allow for up to three 24-hour continuous operations events for a limited period of 20 days per event. This addendum also includes refinement and clarification of the repair and upgrade activities required to structurally improve the existing trestle.

Additionally, this addendum serves to formally document regulatory permit refinements that have occurred since certification of the 2024 EIR. Specifically, the refinements include a reduction in the number and size of piles to be installed, an increase in the authorized daily limit of pile strikes from 6,000 to 10,000 per day, and minor refinements to Mitigation Measure 3.3-2l to reflect consistency with regulatory agency permit modifications to address the revised pile strike limit. These refinements are included in this addendum to maintain consistency and completeness of the CEQA record and to ensure consistency between the environmental documentation and the regulatory agency permits and approvals.

The other originally proposed construction activities and overall project design related to the pier replacement, replacement of floating docks, utilities upgrades, dredging, and landside work remain unchanged, and the construction footprint and disturbance area also remain unchanged.

1.4.1 In-Water Work Window Modifications

Consistent with regulatory permits obtained for Phase One, in-water construction activities commenced on August 20, 2025 and concluded on November 26, 2025. However, not all in-water construction activities were completed prior to the close of the work window on November 26, 2025, and in January 2026 CSU made the decision to pursue a work window extension request with the necessary regulatory agencies (California Department of Fish and Wildlife, National Oceanic and Atmospheric Administration Fisheries, and US Fish and Wildlife Service). The extension of the in-water work window would allow in-water construction activities to be completed in 2026 or 2027.

To minimize effects on migratory fish and ensure Phase One can be completed within the required timeline, modifications to in-water work involving pile driving and dredging would be completed in two low-impact work windows (LIWW) which limit the types of work that may occur at various times of the year beyond the originally approved July 1 through November 30, 2025 work window. LIWWs are proposed for the periods of June 1, 2026 through June 15, 2026, and December 16, 2026 through January 31, 2027. Between the LIWWs there would be a primary work window (PWW), during which full work activities would occur from June 16, 2026 through December 15, 2026 and potentially again from July 1, 2027 through November 30, 2027.

The timeframes and activities associated with each proposed work window would be as follows for 2026 and January 2027:

- ▶ First LIWW - between June 1, 2026 and June 15, 2026 only vibratory hammer driving would be allowed.
- ▶ PWW - between June 16, 2026 and December 15, 2026 any work may occur including impact hammer driving, vibratory driving/removal of piles, as well as dredging.
- ▶ Second LIWW - between December 16, 2026 and January 31, 2027 in-water work would be limited to vibratory pile driving/removal and dredging only.

Following January 2027, the timeframes and activities associated with in-water work would be as follows for the remainder of 2027:

- ▶ PWW - between July 1, 2027 and November 30, 2027 any work may occur including impact hammer driving, vibratory driving/removal of piles, as well as dredging.

For the first LIWW, from June 1, 2026 through June 15, 2026, in-water work would be restricted to vibratory hammer use for pile installation/removal, and pile repair only. A vibratory hammer would be used to set pile templates so that larger impact hammer-driven steel shell piles can be placed several weeks later when the PWW opens. Setting templates is a necessary step for installing piles and can be achieved with only the use of the vibratory hammer. Allowing vibratory hammering to commence on June 1, 2026 would allow impact hammer driving to commence immediately once the PWW opens on June 16, 2026. If templates cannot be set in advance of June 16, 2026, impact hammer driving would be delayed and could not feasibly commence until approximately June 30 or later. Pile removal may also be conducted using a vibratory hammer. During removal, piles that cannot be fully removed would be cut approximately three feet below the mudline.

For the PWW, from June 16, 2026, through December 15, 2026, all in-water work including dredging, vibratory or impact hammer driving, and bedrock drilling would occur as described and analyzed in the 2024 Waterfront Master Plan EIR. These project activities would remain unchanged.

For the second LIWW, from December 16, 2026 through January 31, 2027, in-water work would be restricted to vibratory hammer use for pile installation/removal, pile repair, and dredging. No impact hammer use would be allowed regardless of pile size. This additional in-water work period would be used to disassemble or remove any templates, repair or upgrade piles, drive smaller diameter piles (with vibratory hammer), and dredge the footprint of the expanded boat basin.

Finally, as with the 2026 PWW and if needed, the final PWW would be from July 1, 2027 through November 30, 2027, and would consist of all in-water work including dredging, vibratory or impact hammer driving, and bedrock drilling would occur as described and analyzed in the 2024 Waterfront Master Plan EIR. These project activities would remain unchanged.

Staggering work this way allows crews to focus the PWW on impact hammer driving so that they can remove any remaining templates, drive small piles, and finish dredging. Finishing these minor tasks would allow for completion of in-water work without having to extend to an additional summer work season beyond 2027. Construction during these modified work windows has been strategically planned to minimize marine disturbance to ensure that critical habitat for threatened and endangered fish species would continue to function as a migratory corridor, and to minimize potential for injury and death to individuals. In addition, minor updates to biological resources Mitigation Measure 3.3-2c are required to account for the modified in-water construction work window. See section 2.4, Biological Resources, and Appendix A for the full text of the updated mitigation measure.

1.4.2 Temporary Change in Dredging Operations

Cal Poly Maritime has requested a temporary change to dredging activities to allow for up to three continuous 24-hour dredging events for a limited period of 20 days per event. The first 20-day continuous operations event would start during the currently authorized dredge window starting July 1, 2026. The second 20-day continuous dredging operations event could occur during the second LIWW between December 16, 2026 through January 31, 2027. The third continuous dredging operations event could occur during the 2027 PWW between July 1, 2027 through November 30, 2027. This temporary change in dredging operations affects a critical path in the construction schedule and is required to be completed before marine vessels and equipment can access the work area involving demolition of the existing pier wave screen and installation of new piles. Similar to the in-water work schedule modification, this temporary change in dredging operations would also contribute to the completion of in-water work without having to extend to an additional summer work season beyond 2027. No other changes to dredging operations are required including no increase in the dredge footprint or amount of sediment to be dredged under Phase One of the project, and all dredging would take place within the approved in-water work windows.

Continuous maintenance dredging currently occurs at the university under Cal Poly Maritime's existing dredging permit, which has been in effect since 1987. The last maintenance dredging event occurred in 2019. Despite the temporary change in the proposed project's dredging operations, these short-term undertakings would be substantially similar to past continuous maintenance dredging events. All work would occur within the existing boat basin and would involve directional lighting focused on the work area.

1.4.3 Trestle Repair Refinements

The refinements to the methods for repairs and improvements to the existing trestle piles would entail pressure-washing the piles and wrapping the pile with a high-density polyethylene (HDPE) protective sleeve secured in place with a bolted flange (typically two flat discs or circular plates fastened together by bolts) and then filled internally with a non-toxic epoxy grout.

1.4.4 Administrative Record Updates

In May 2025, regulatory agencies including MARAD, NMFS, and USFWS were notified of a change to the construction scope of work that involved reducing the total number of piles to be installed from 268 piles to 164 piles and reducing the diameter of pile sizes needed which originally included 24- and 48-inch diameter piles to a range of diameter sizes including 24-, 30-, 36-, and 42-inch piles. The regulatory agencies also were notified that a greater number of pile strikes per day were needed and would be increased from the 6,000 strikes per day assumed in the 2024 EIR (Section 3.3, Biological Resources, page 3.3-39) and Appendix E (Aquatic Resources Technical Report page 39) to 10,000 strikes per day.

This change in the number and size of the piles and increase in the permitted pile strikes per day, required minor refinements to Biological Assessment Minimization Measure 10, Marine Mammals, of the Section 7 Biological Assessment (WRA 2026). To formally update the 2024 EIR to reflect these changes, this addendum includes minor updates to biological resources Mitigation Measure 3.3-21 to account for the changes in the number and size of the piles as well as the number of pile strikes per day and buffer distances for onset of post-traumatic stress for marine mammals. See section 2.4, Biological Resources, and Appendix A for the full text of the updated mitigation measure.

1.5 PROJECT APPROVALS

These modifications and refinements to Phase One construction activities are anticipated to require regulatory approvals for construction activities, including for in-water construction and ongoing maintenance dredging. It is expected that the following agencies will be involved in the review process for these project elements.

1.5.1 Federal

The following federal agencies are expected to be involved in the review process for the project modifications:

- ▶ MARAD for reinitiating Section 7 consultation with National Oceanic and Atmospheric Administration Fisheries and US Fish and Wildlife Service

1.5.2 State

The following state agencies are expected to be consulted during review the project modifications:

- ▶ San Francisco Bay Conservation and Development Commission for activities related to in-water work
- ▶ California Department of Fish and Wildlife for Incidental Take Permit

1.5.3 Other Consultation

The following agencies would also be consulted as part of the permit extension and modification process:

- ▶ National Oceanic and Atmospheric Administration Fisheries
- ▶ US Fish and Wildlife Service

2 ENVIRONMENTAL ANALYSIS

This chapter evaluates environmental implications of extension and modification of the Phase One in-water construction work window and provide clarifying details related to repairs and upgrades to the existing trestle, since the certification of the California State University Maritime Academy (now Cal Poly Solano Campus Maritime Academy (Cal Poly Maritime)) Waterfront Master Plan EIR. As demonstrated in each resource topic discussed below in Sections 2.1 through 2.19, this chapter concludes that the changed circumstances and new information would not result in new significant impacts or substantial increases in the severity of impacts previously identified in the Waterfront Master Plan EIR. All applicable mitigation measures identified in the Waterfront Master Plan EIR and included in the adopted Mitigation Monitoring and Reporting Program are part of the project and are listed in Appendix A of this Addendum.

Each environmental resource area that was analyzed in the Waterfront Master Plan EIR is discussed in further detail below.

2.1 AESTHETICS

The Waterfront Master Plan EIR analyzed aesthetics in Section 3.1, Aesthetics. The Waterfront Master Plan EIR concluded that the Waterfront Master Plan would have no impact on scenic highways and Phase One of the Waterfront Master Plan would have less-than-significant impacts on scenic vistas, visual character, and lighting and glare with adherence to the Physical Master Plan's campus design principals and guidelines. This analysis evaluates potential impacts on scenic vistas, scenic resources within a scenic highway, visual character and quality, and light and glare, based on the most recent update to Appendix G of the CEQA Guidelines.

As discussed in the Waterfront Master Plan EIR, no designated state scenic highways are located within or visible from the project site. The nearest state scenic highway is SR 37, approximately 5 miles northeast of the project site. The area between SR 37 and the project site is heavily developed with urban uses and as a result, the project site is not visible from the state scenic highway. Therefore, the project modifications and refinements would have no impact on state scenic highways and there is not a substantial change from the previous conclusions in the Waterfront Master Plan EIR.

Impact 3.1-1: Result in a Substantial Adverse Effect on a Scenic Vista

As discussed in the Waterfront Master Plan EIR, Phase One activities would be confined to the existing boat basin and Marine Yard. During construction activities, marine vessels may be present in the bay for construction activity purposes and would be visible. These vessels would be present temporarily during construction activities and would not be a permanent component of the project site. Upon completion of Phase One, the views of the project site from the scenic vistas would be similar to existing conditions and would not include construction of features that would be substantially different in appearance to what currently exists on the waterfront. The Waterfront Master Plan EIR found that while implementing Phase One would result in noticeable aesthetic changes, the components would be generally in the same locations as under existing conditions, and would continue to be marine-related in nature and consistent with existing uses, resulting in an appearance similar to that of the exiting conditions. Impacts on scenic vistas were found to be less than significant.

The project modifications and refinements would be confined to in-water construction activities within the existing boat basin at the main pier and trestle. In-water construction activities and improvements to the existing trestle piles as well as modifications to the in-water construction work window and dredging operations would not introduce new disruptions to scenic quality compared to those previously analyzed in the EIR. While the extension of in-water work would result in a longer temporary in-water construction schedule than originally anticipated and 24-hour dredging operations would incrementally increase nighttime construction activity over three limited 20-day periods, the project modifications and refinements would not introduce new construction activities or result in a substantial increase in the nature and magnitude of impacts related to scenic quality compared to those disclosed in the EIR. Moreover, the updates to biological resources Mitigation Measure 3.3-2I included as part of this addendum involve changes to the

number and size of piles to be installed as well as an increase in the permitted pile strikes per day and would not adversely affect a scenic vista. As previously stated, these construction activities would be temporary, with construction ending in 2027, and would not substantially or permanently degrade the scenic characteristics once the in-water activities have concluded and the trestle piles are improved. Upon completion of the project modifications and refinements, the project site would appear similar to that of existing conditions before construction. Therefore, the project modifications and refinements would result in less-than-significant impacts on scenic vistas and would not introduce new or more severe impacts compared to what was previously determined in the Waterfront Master Plan EIR.

Impact 3.1-2: Substantially Degrade the Existing Visual Character or Quality of Public Views of the Site and Its Surroundings

As discussed in the Waterfront Master Plan EIR, Phase One activities would temporarily modify the visual character of the project site through heavy equipment required for both the landside and in-water improvements. Upon completion of Phase One, the visual character of the project site would be permanently altered but would still be similar to the existing visual character because development on the site would still provide instructional maritime infrastructure and facilities, allow vast views of San Pablo Bay, and have the same layout as under current conditions. The Waterfront Master Plan EIR found that implementation of Phase One would not substantially alter, much less degrade, the existing visual character or quality of public views of the site and its surroundings, therefore, this was found to be less than significant.

The project modifications and refinements would not significantly impact the visual character of the surrounding landscape. As mentioned above, the project modifications and refinements would extend the in-water work window, allow for up to three 24-hour dredging operations events for a limited 20-day period per event within the existing boat basin, and clarify the methods for improving the existing trestle. However, these modifications and refinements would not introduce new construction activities or methods that would substantially alter the visual character of the project site. Consistent with Phase One construction activities described above, construction activities would be temporary and would still provide vast views of San Pablo Bay. While project modifications and refinements would extend the in-water work schedule, these alterations would not be substantial or degrade the existing visual character or quality of public views of the project site and its surroundings compared to what was evaluated in the EIR. Additionally, the updates to biological resources Mitigation Measure 3.3-2I included as part of this addendum involve temporary in-water construction work and would not substantially degrade the visual character of the project site and its surroundings. Therefore, the project modifications and refinements would result in less-than-significant impacts on visual character and would not introduce new or more severe impacts compared to what was previously determined in the Waterfront Master Plan EIR.

Impact 3.1-3: Create a New Source of Substantial Light or Glare Which Would Adversely Affect Day or Nighttime Views in the Area

As discussed in the Waterfront Master Plan EIR, Phase One would result in new light sources that would reflect off the water's surface and into the surrounding vicinity, particularly during nighttime hours for visibility purposes. However, new light sources associated with the NSMV, main pier, and floating docks would result in conditions during the daytime and nighttime hours similar to those before project implementation and would include only the minimum amount of outdoor wayfinding and security lighting necessary. Construction activities would be conducted on the weekdays, 10-12 hours per day with one day on weekends for maintenance activities. While construction lighting would have the potential to spill onto adjacent properties, the distance from the project site, topography, and existing intervening structures would block light spillover. Additionally, construction activities would primarily occur during daylight hours and would not be a substantial source of new lighting. Increase in vehicular presence at the project site would introduce new sources of glare during construction. These sources would be limited to the ground level and would be minor. Existing landscaping and topography around the periphery of the project site would also aid in providing screening and minimizing spillover effects on adjacent properties. Phase One would also be required

to comply with lighting standards and regulations stated in CALGreen, the CSU Outdoor Lighting Design Guide and Chapter 16.506 of the City of Vallejo Municipal Code to reduce light and glare impacts. Therefore, the Waterfront Master Plan EIR found that impacts would be less than significant.

The project modifications and refinements involve an extension of the in-water construction work window with construction activities concluding in 2027 as well as improvements to the trestle piles. In addition, the project modifications include a temporary change to dredging operations to allow for up to three continuous 24-hour dredging events for a limited duration of approximately 20 days per event. The first 20-day continuous operations event would start during the currently authorized dredging window beginning July 1, 2026. The second 20-day continuous dredging operations event could occur during the second LIWW between December 16, 2026 through January 31, 2027. The third continuous dredging operations event could occur during the 2027 PWW between July 1, 2027 through November 30, 2027. Nighttime dredging activities would occur entirely within the existing boat basin and would require temporary construction lighting focused on the active work area to ensure safe marine operations. Lighting associated with the temporary nighttime dredging activities would consist primarily of directional and shielded lighting oriented toward the dredging equipment and immediate work area, which would minimize light spillover onto surrounding land uses and coastal views. Light spillover onto adjacent properties would remain limited due to the distance, topography, intervening development, and the temporary operational nature of the activities. Although the temporary 24-hour dredging operations would incrementally increase nighttime lighting for a limited period, the project modifications and refinements would not create a substantial new source of light or glare compared to what was previously analyzed in the EIR. In addition, similar continuous maintenance dredging operations have historically occurred at the site pursuant to the existing dredging permit which has been in place since 1987, including the most recent maintenance dredging event in 2019. Thus, continuous dredging events are not new activities or a source of new temporary nighttime lighting at the project site or university boat basin.

Moreover, the updates to biological resources Mitigation Measure 3.3-2I included as part of this addendum involve temporary in-water construction work that would occur during daytime hours and would not create a new source of substantial light or glare. No permanent lighting installations are proposed as part of the modifications, and all temporary lighting would be removed upon completion of dredging activities. Additionally, construction activities would be required to comply with lighting standards and regulations stated in CALGreen, the CSU Outdoor Lighting Design Guide, and Chapter 16.506 of the City of Vallejo Municipal Code to reduce light and glare impacts. Therefore, the project modifications and refinements would result in less-than-significant lighting and glare impacts and would not introduce new or more severe impacts compared to what was previously determined in the Waterfront Master Plan EIR.

2.2 AGRICULTURE AND FORESTRY RESOURCES

As described in Chapter 6, Effects Not Found to be Significant, of the Waterfront Master Plan EIR, the project site is located in the City of Vallejo in an urbanized and developed area. There are no agricultural or forestry resources on the project site or designated within the City of Vallejo. Therefore, there would be no impact to agriculture and forestry resources under the Waterfront Master Plan or the project modifications and refinements.

2.3 AIR QUALITY

The Waterfront Master Plan EIR analyzed air quality in Section 3.2, Air Quality. This analysis evaluates potential impacts associated with conflict of an air quality plan, construction and operational criteria air pollutants and ozone precursors, carbon monoxide hot spots, toxic air contaminants, and odorous emissions.

Impact 3.2-1: Air Quality Plan Consistency

The Waterfront Master Plan EIR analyzed impacts related to conflicts with an air quality plan. The EIR evaluated the Waterfront Master Plan against appropriate control measures relevant to a university land use in the Bay Area Air Quality Management District (BAAQMD) 2017 Clean Air Plan. The consistency analysis found that the Waterfront Master Plan would be consistent with all applicable control measures in the 2017 Clean Air Plan. In addition to

conducting a plan consistency analysis, BAAQMD’s guidelines recommend consideration of project-generated VMT in comparison to anticipated population growth. As discussed in Section 3.13, “Transportation,” of the 2024 EIR (page 3.13-2), the CSU Transportation Impact Study Manual (TISM) establishes screening criteria for projects that are presumed to result in a less than significant VMT impact. The CSU TISM states that projects generating less than 110 vehicle trips per day can be screened from further VMT analysis. The 2024 EIR assumed that all three phases of the project, including Phase One, would not result in increased enrollment or student capacity or result in a related increase in staff and faculty employment that could result in more than 110 vehicle trips per day. Therefore, although the campus shoreline is maintained as open space and allows public access, the EIR determined that the Waterfront Master Plan would not generate substantial new public use and associated VMT. Ultimately, given the project’s consistency with applicable control measures and because the project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, the Waterfront Master Plan EIR found that this impact would be less than significant.

Modifications and refinements to Phase One construction activities, particularly the in-water work window, limited continuous dredging operations, and the improvements to the existing trestle piles, would continue to be required to comply and be consistent with applicable control measures in the BAAQMD’s 2017 Clean Air Plan. Additionally, as with the approved project, the project modifications and refinements as well as the updates to Mitigation Measure 3.3-2I would not result in any population increase that could result in an increase in VMT. For these reasons, this impact would be less than significant and project modifications and refinements would not introduce new or more severe impacts related to conflicts with an air quality plan compared to what was previously determined in the Waterfront Master Plan EIR.

Impact 3.2-2: Construction and Operational Criteria Air Pollutants and Ozone Precursors

The Waterfront Master Plan EIR analyzed impacts associated with construction and operational criteria air pollutants and ozone precursors associated with the BAAQMD thresholds. Construction-related activities would generate emissions of ROG, NO_x, PM₁₀, and PM_{2.5} associated with off-road equipment, harbor craft, material delivery, hauling trips, and worker commute trips. Phase One construction activities would be associated with demolition and reconstruction of the main pier, reinforcement and possible replacement of the existing trestle, boat basin and floating docks, Marine Yard, existing vessels, and utility systems. Emissions from the construction activities are summarized in Table 2.3-1 below. As shown in Table 2.3-1, construction activities associated with Phase One would not exceed adopted BAAQMD thresholds, thus this impact was found to be less than significant.

Table 2.3-1 Estimated Construction Emissions (Average Daily)

Construction Emissions	ROG	NO _x	PM ₁₀ Exhaust	PM _{2.5} Exhaust
Average Daily Emissions (lbs/day)				
Phase 1	1	30	1	1
Phase 2	1	33	1	1
Phase 3	1	21	1	1
BAAQMD Construction Threshold (daily)	54	54	82	54
Exceeds Threshold?	No	No	No	No

Notes: ROG = reactive organic gases; NO_x = oxides of nitrogen; PM_{2.5} = fine particulate matter; lbs/day = pounds/day, BAAQMD = Bay Area Air Quality Management District

Source: Modeled by Ascent in 2023.

Operational sources of emissions include motor vehicle exhaust and dust associated with student, employee, and staff commuting; motor vehicle exhaust and dust associated with material deliveries to the campus; exhaust from the operation of training vessels; fuel combustion for space and water heating; emergency diesel generators; landscaping equipment; and the use of consumer products (such as paints and solvents). Phase One would not increase campus population or employment. While Phase One would introduce the larger NSMV, which has more power draw while

at-berth than the existing TSGB, the NSMV is more fuel efficient overall and would result in lower fuel consumption and associated emissions. The other Phase One elements, pier, floating dock and boat basin, would not result in new emission sources, and the Marine Yard would continue to operate similar to existing conditions. The Waterfront Master Plan EIR found that Phase One would not change the nature or extent of existing operations at the campus, thus operational impacts were found to be less than significant.

Phase One project modifications and refinements related to in-water work and improvements to the existing trestle would only affect construction activities and would not contribute to any operational sources of emissions. While the extended in-water work window, limited continuous dredging operations, and improvements to the trestle would involve the use of construction equipment that would generate emissions of ROG, NO_x, PM₁₀, and PM_{2.5}, as shown in Table 2.3-1, Phase One construction emissions would remain well below the BAAQMD construction thresholds. Thus, the modifications and improvements would not result in Phase One exceeding BAAQMD thresholds, and project modifications and refinements would not introduce new or more severe impacts related to construction and operational criteria air pollutants and ozone precursors compared to what was previously determined in the Waterfront Master Plan EIR.

Impact 3.2-3: Carbon Monoxide Hot Spots

The Waterfront Master Plan EIR analyzed impacts related to operational mobile-source emissions of carbon monoxide (CO). The BAAQMD recommends evaluation of projects to determine if increases in peak-hour vehicular traffic could result in local CO hotspots from project implementation. The Waterfront Master Plan EIR outlined if the following screening criteria are met, operation of the proposed project would result in a less than significant impact:

- ▶ The project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, the regional transportation plan, and local congestion management agency plans.
- ▶ Project-generated traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.
- ▶ Project-generated traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).

As described throughout the 2024 EIR, implementation of all three phases, including Phase One, would not result in increased enrollment or student capacity, nor would it result in a related increase in staff and faculty employment that could result in an increase in traffic volumes compared to current conditions. Therefore, the Waterfront Master Plan EIR found that this impact would be less than significant.

Phase One project modifications and refinements involve temporary in-water construction activities within the existing boat basin. As described in the 2024 EIR, Phase One would not result in population growth. Similarly, the project modifications and refinements related to temporary in-water work and improvements to the existing trestle would not induce such growth on campus. For these reasons, there would be no impact related to operational mobile-source emissions of CO and project modifications and refinements would not introduce new or more severe impacts related to carbon monoxide hot spots compared to what was previously determined in the Waterfront Master Plan EIR.

Impact 3.2-4: Toxic Air Contaminants

The Waterfront Master Plan EIR analyzed temporary, short-term project-generated emissions of toxic air contaminants (TACs). Construction activities associated with Phase One of the Waterfront Master Plan would result in temporary, short-term emissions of diesel PM from the exhaust of off-road, heavy-duty diesel equipment used during demolition, site preparation, and the exhaust of on-road haul truck travel. As analyzed in the 2024 EIR, the majority of PM_{2.5} emissions would result from waterside equipment and the crane, which operate on a derrick barge.

Construction in any single location would be short term, and any associated emissions and pollutant concentrations would be temporary. Additionally, PM_{2.5} levels associated with project construction are expected to be minimal. Thus, the Waterfront Master Plan EIR found that implementation of the Waterfront Master Plan would not change the nature or extent of existing operations at the campus, and this impact was found to be less than significant.

Phase One project modifications and refinements would generate emissions of TACs associated with the use of heavy-duty diesel equipment during the extended in-water work window, limited continuous dredging operations, and repairs to the structure of the exiting trestle piles. As described in the 2024 EIR, Phase One construction activities would be temporary and would occur within the existing boat basin area. While project modifications would extend the in-water work window to 2027 and involve up to three limited 20-day continuous dredging events, the construction activities would still be temporary, would not increase in the total amount of sediment to be dredged under Phase One of the project, and would not produce TACs once in-water work and improvements to the exiting trestle have been completed. Additionally, all construction activities associated with in-water work and the improvements to the trestle would be required to comply with BAAQMD rules and Federal regulations, in the event that asbestos-containing materials are encountered. Thus, this impact would be less than significant and project modifications and refinements would not introduce new or more severe impacts related to toxic air contaminants compared to what was previously determined in the Waterfront Master Plan EIR.

Impact 3.2-5: Odorous Emissions

The Waterfront Master Plan EIR analyzed odor impacts. Construction of the Waterfront Master Plan would result in minor odors from the use of heavy-duty diesel equipment during construction phases. These odors would be intermittent and temporary, as they would only occur during the construction phases and would cease once construction activities are complete. Although construction activities are planned over multi-year period, construction activities would be spread throughout the entire campus with Phase One activities maintained within the existing boat basin area and Maintenance Yard. The Waterfront Master Plan EIR found that due to construction activities being intermittent and temporary, there would not be substantial odors and that this impact would be less than significant.

Phase One project modifications and refinements would introduce minor odors through the use of heavy-duty diesel equipment used during the extended in-water work window, limited continuous dredging operations, and to repair the structure of the exiting trestle pile. As described in the 2024 EIR, Phase One construction activities would be temporary and occur within the existing boat basin area and Maintenance Yard. While the project modifications would extend the in-water work window and involve up to three limited 20-day continuous dredging events, the construction activities would still be temporary, would not increase in the total amount of sediment to be dredged under Phase One of the project, and would not produce any new or substantial odors than previously analyzed in the 2024 EIR once in-water work has been completed. Thus, this impact would be less than significant and project modifications and refinements would not introduce new or more severe impacts related to odor emissions compared to what was previously determined in the Waterfront Master Plan EIR.

2.4 BIOLOGICAL RESOURCES

The Waterfront Master Plan EIR analyzed biological resources in Section 3.3, Biological Resources. The 2024 EIR concluded that there would be no impacts related to riparian habitats and terrestrial sensitive natural communities, state and federally protected wetlands and waters, terrestrial wildlife movement corridors and native wildlife nursery sites, conflict with local policies or ordinances protecting biological resources, and conflict with adopted habitat conservation plans, natural community conservation plans, or other approved local, regional, or state habitat conservation plans. The project site does not contain wetlands, riparian habitat, wildlife nursery sites, or substantial wildlife movement corridors in the terrestrial portion of the project site. While the open water portions of the project site are state and federally protected waters, the U.S. Army Corps of Engineers does not regulate piles as fill under the Clean Water Act, thus installation of piles in aquatic areas would not result in a significant impact to protected waters. The project site is not located within city limits where the City of Valley Municipal Code and General Plan policies would apply to trees or natural and sensitive resources. With implementation of 2024 EIR Mitigation

Measures 3.3-1 through 3.3-4, associated with Impact 3.3-1 through Impact 3.3-4, described below, the project would not conflict with these policies. Additionally, while the project site is located within the Solano Multispecies Habitat Conservation Plan, the plan is still in the planning stages and has not yet been adopted. For these reasons, these impacts were not further analyzed in the 2024 EIR.

Impact 3.3-1: Result in Disturbance or Loss of Special-Status Plant Species

The Waterfront Master Plan EIR analyzed impacts related to the disturbance or loss of special-status plant species. Phase One of the Waterfront Master Plan would result in permanent ground disturbance, vegetation removal, and conversion of this habitat, which could result in direct loss of or indirect damage through trampling of special-status plant species located within the ruderal grasslands and native shrubs on the project site. This would result in a significant impact during construction activities. Following construction, Phase One would not have an effect on special-status plants. Through implementation of 2024 EIR Mitigation Measure 3.3-1, impacts on special-status plants would be reduced to a less-than-significant level by requiring protocol-level surveys for special-status plants where they may occur and implementation of avoidance measures and compensation for impacts on special-status plants.

Phase One project modifications and refinements would be associated with extension of the in-water work window, up to three limited 20-day continuous dredging events, and improvements to the existing trestle. Project modifications and refinements would not be located on the landside of campus, where the special-status plant species are located. Moreover, the updates to biological resources Mitigation Measure 3.3-21 included as part of this addendum involve in-water construction work associated with pile driving and would not adversely affect special-status plant species. Therefore, the in-water work and improvements to the trestle would not result in impacts on special-status plant species and project modifications and refinements would not introduce new or more severe impacts related to the disturbance or loss of special-status plant species and habitats compared to what was previously determined in the Waterfront Master Plan EIR.

Impact 3.3-2: Result in Disturbance to or Loss of Special-Status Wildlife Species and Habitat

The Waterfront Master Plan EIR analyzed impacts related to the disturbance or loss of special-status wildlife species and habitats. Four special-status bird species, American peregrine falcon, bald eagle, Aleutian cackling goose, and loggerhead shrike, may occur on the project site. The American peregrine falcon, bald eagle, and Aleutian cackling goose may occur within open water/bay habitat, however, there is no nesting habitat on the project site suitable for these species. While these species may temporarily avoid using open water/bay habitat within the project site during Phase One implementation, once Phase One is completed, the habitat would be available for foraging and overwintering birds. For these reasons, Phase One would not result in a direct loss of American peregrine falcons, bald eagles, or Aleutian cackling geese or nests, and these species were not discussed further. However, the loggerhead shrike may nest on the project site, particularly within shrubs and trees on vegetated hillside in the northeast portion of the project site or within landscape trees throughout the project site. Temporary ground disturbance, tree removal, vegetation removal, or permanent conversion of natural habitat during implementation of Phase One could result in inadvertent disturbance, injury, or mortality of nesting birds. If present, nesting birds, including special-status species and common raptors and other native birds, could be disturbed due to the presence of and noise from equipment and personnel in close proximity of a nest, potentially resulting in nest abandonment. Active nests could be inadvertently removed if trees or shrubs containing these nests are pruned or removed, potentially resulting in loss of eggs or chicks. Thus, the Waterfront Master Plan EIR found that Phase One could result in a significant impact on loggerhead shrike and common native nesting birds.

Special-status fish species that are known to occur or may occur within the project site and listed under ESA or CESA include Central California Coast steelhead, Central Valley steelhead, Spring-run Chinook, Winter-run Chinook, Southern Distinct Population Segment green sturgeon, longfin smelt, and Delta smelt. Special-status species which

have not been formally listed under CESA or ESA (including those that are currently candidate species) that are known to occur or may occur are Fall/late-Fall run Chinook salmon, Pacific lamprey, river lamprey, Sacramento splittail and white sturgeon. All of these species make seasonal migrations through the project site and spend some portion of the year in the vicinity. No spawning habitats are known for any of these species within the project site. The Waterfront Master Plan EIR states that Phase One construction and operations activities may have direct adverse effects on special-status fish if work occurs during the season when special-status fish migrate through the project site (approximately between November 30 and July 1). Pile installation would involve a combination of vibratory and impact pile driving, as well as bedrock drilling in some instances, to set and drive structural components such as piles to support structures. Pile installation would cause in-water sounds and vibration, which could have a substantial adverse effect on special-status fish, as well as potentially use mechanical equipment that could pose potential for spills or accidents which may introduce toxic substances to the aquatic environment. Operation of Phase One would also require maintenance dredging, which has the potential to entrain special-status fish. If dredging were to occur during the season when special-status fish migrating through the project site injury or death of special-status fish may occur. Construction activities in general with Phase One have the potential to introduce debris and refuse into surrounding waters, which can have an adverse effect on fish habitat. For these reasons, the Waterfront Master Plan EIR found that Phase One could result in a significant impact on special-status fish.

Crotch's bumble bee is a candidate for listing under CESA. Nesting and overwintering habitat potentially suitable for this species, may be present on the project site within the approximately 0.5-acre vegetated hillside in the eastern portion of the project site. Vegetation removal and ground disturbing activities in this area during implementation of Phase One components could result in mortality of Crotch's bumble bees while foraging and within nesting or overwintering colonies (e.g., in underground rodent holes, loose soil, leaf litter, log/tree cavities, surface vegetation). While it is unlikely for the project site to support high concentrations of bumble bee colonies and the loss of individual Crotch's bumble bees or a colony may not cause the population to drop below self-sustaining levels, the population status of this species is poorly understood, and loss of a colony could have a substantial effect on the population. For these reasons, the Waterfront Master Plan EIR found that Phase One could result in a significant impact on Crotch's bumble bees.

The vegetated hillside of the eastern portion of the project site may provide floral resources that could provide foraging or breeding habitat suitable for monarchs. Ground disturbance and vegetation removal within the vegetated hillside on the project site could result in loss of individual monarchs and loss of foraging and breeding habitat for the species; however, the project site is not expected to support large numbers of monarch butterflies due to its disturbed nature. As a result, implementation of Phase One of the project is not expected to substantially reduce the number of monarchs, restrict the range of the species, cause the population to drop below self-sustaining levels, or result in a significant loss of foraging or breeding habitat for the local and statewide populations of monarchs. For these reasons, the Waterfront Master Plan EIR found that Phase One would result in a less than significant impact.

Marine mammals, including harbor seal and California sea lion, are known to occur within San Pablo Bay. Operation of Phase One of the project would increase vessel traffic within the project site; however, Morrow Cove and the Carquinez Strait are already highly trafficked and developed waterways supporting numerous private industrial and recreational facilities. Given the area is already highly trafficked and highly disturbed by large vessel traffic, operation of Phase One is not anticipated to significantly change extant conditions. Construction and operation of Phase One of the project could have other adverse effects on the habitat of marine mammals similar to those discussed for special-status fish above. In addition, pile installation can have impacts on marine mammals due to hearing damage or loss, although, the thresholds for injury are different than those discussed above for special-status fish. For these reasons, the Waterfront Master Plan EIR found that Phase One could result in a significant impact on marine mammals.

Through implementation of 2024 EIR Mitigation Measures 3.3-2a through 3.3-2m, the Waterfront Master Plan EIR found that impacts related to the disturbance of special-status wildlife species and habitats would be reduced to a less-than-significant level.

Phase One project modifications and refinements would involve implementing designated work windows which would limit the types of work that may occur at various times of the year beyond the originally approved July 1 through November 30, 2025 work window. The first LIWW would only allow vibratory hammer driving between June 1

and June 15, 2026; the PWW would occur between June 16 and December 15, 2026 and would allow for impact hammer driving, vibratory driving/removal of piles, and dredging; and the second LIWW would only allow vibratory pile driving/removal and dredging between December 16, 2026 and January 31, 2027. To account for these modifications to the in-water work window, minor updates to Mitigation Measure 3.3-2c are necessary.

This addendum also includes a temporary change to dredging activities to allow for up to three continuous 24-hour dredging operations for a limited period of 20 days per event. The first 20-day continuous operations event would start during the currently authorized dredge window starting July 1, 2026. The second 20-day continuous dredging operations event could occur during the second LIWW between December 16, 2026 through January 31, 2027. The third continuous dredging operations event could occur during the 2027 PWW between July 1, 2027 through November 30, 2027. This temporary change in dredging operations affects a critical path in the construction schedule and is required to be completed before marine vessels and equipment can access the work area where demolition of the existing pier wave screen and installation of new piles would occur. Similar to the in-water work schedule modification, this temporary change in dredging operations would also contribute to the completion of in-water work without having to extend to an additional summer work season beyond 2027. No other changes to dredging operations are proposed, including no increase in the dredge footprint or amount of sediment to be dredged under Phase One of the project. All dredging activities would occur within the approved in-water work windows and entirely within the existing boat basin. Temporary nighttime construction lighting for continuous dredging events would be focused on the active work area to ensure safe marine operations and would consist primarily of directional and shielded lighting oriented toward the dredging equipment and immediate work area. Similar continuous maintenance dredging operations have historically occurred at the university pursuant to the existing dredging permit, including the most recent maintenance dredging event in 2019. Per correspondence with applicable regulatory agencies, no new or potentially more severe impacts were identified and there are no restrictions on the hours of operation for dredging activities within the originally authorized in-water work window starting in July (Aarreberg, pers. comm., 2026; Azat, pers. comm., 2026; Squires, pers. comm., 2026).

In addition, minor updates to Mitigation Measure 3.3-2l are included in this addendum to reflect changes to the construction scope of work and regulatory agency permit modifications to address the revised number and size of piles to be installed as well as an increase pile strike daily limit. In May 2025, regulatory agencies including MARAD, NMFS, and USFWS were notified of a change to the construction scope of work that involved reducing the total number of piles to be installed from 268 piles to 164 piles, and a reduction in the diameter of pile sizes needed which originally included 24- and 48-inch diameter piles to a range of diameter sizes including 24-, 30-, 36-, and 42-inch piles. Also, regulatory agencies were notified that a greater number of pile strikes per day were needed and would be increased from 6,000 strikes per day to 10,000 strikes per day. As the aquatic and hydrology resources consultant and regulatory permitting coordinator, WRA conducted pile strike modeling for the 10,000 strike per day proposal (WRA 2025), which concluded that there would be no significant difference in the distance where hydroacoustic peak noise levels or cumulative noise exposure would occur.

As the lead federal agency, MARAD concurred with the findings and determined the changes did not trigger consultation re-initiation and no additional mitigation or minimization measures were warranted as a result of the change to the construction scope of work. However, minor updates to Minimization Measure 10, Marine Mammals, of the Section 7 Biological Assessment (WRA 2026) were required to reflect the changes in the number of pile strikes per day and buffer distances for onset of post-traumatic stress for marine mammals. MARAD conducted outreach and requested NMFS and USFWS review the changes and concur that re-initiation of consultation would not be warranted. NMFS subsequently reviewed the construction scope changes and concurred that re-initiation of consultation would not be warranted (Azat, pers. comm., 2025). No request for re-initiation of consultation has been received from USFWS to date.

To reflect the changes to the Section 7 Biological Assessment Minimization Measure 10, minor refinements to Mitigation Measure 3.3-2l are also included in this addendum. The modified mitigation measures are provided in their entirety below under "Revised 2024 EIR Mitigation Measures" and in Appendix A. The project modifications and refinements also include improvements to the existing trestle, which would involve pressure-washing piles, wrapping the pile with a HDPE protective sleeve, and filling the sleeve internally with a non-toxic epoxy grout.

These project modifications and refinements would not result in significant impacts to special-status bird species, Crotch's bumble bees, or monarchs, as these activities would not occur within the habitats of the listed species. However, in-water work and improvements to the trestle could potentially impact aquatic species such as special-status fish and marine mammals. A Biological Assessment was prepared for the Waterfront Master Plan EIR and was updated to include details of the project modifications and refinements (WRA 2026). As discussed in the Biological Assessment, pile driving, vibratory hammer driving, and impact hammer driving associated with the in-water work were found likely to affect special-status fish, particularly green sturgeon and longfin smelt. However, having in-water construction completed in staggered work windows, including two LIWWs, would reduce potential impacts. Staggering work this way would allow crews to focus on impact hammer driving during non-migratory periods, reducing potential impacts to special-status species. All other low impact activities, such as vibratory hammer driving would be allowed during the earlier and later stages of the year, as these activities have a minimal disturbance footprint and do not pose any death or injury threats from noise created by the hammer (WRA 2026). The modifications to the in-water work were strategically planned with the purpose of minimizing effects on aquatic species. Additionally, 2024 EIR Mitigation Measures 3.3-2d through -2j, which would require spill and debris prevention, implement environmental awareness training, require dust and debris control measures, require appropriate creosote pile removal and disposal methods, reduce shading of open waters, and reduce the impacts from pile driving, would be applicable to the project modifications and refinements to minimize potential impacts. Additionally, Mitigation Measures 3.3-2c and 3.3-1 have been updated below under "Modified 2024 EIR Mitigation Measures" to reflect the modifications to the in-water work window and Section 7 Biological Assessment Minimization Measure 10. For these reasons, this impact would be less than significant and project modifications and refinements would not introduce new or more severe impacts related to the disturbance or loss of special-status wildlife species and habitats compared to what was previously determined in the Waterfront Master Plan EIR.

Impact 3.3-3: Result in Disturbance to or Loss of Aquatic Sensitive Natural Communities and other Sensitive Habitat

The Waterfront Master Plan EIR analyzed impacts related to the loss or degradation of an aquatic sensitive natural community. The project site is located within Essential Fish Habitat (EFH) for three fisheries management plans: Coastal Pelagic, Pacific Groundfish and Pacific Salmon. Eelgrass is identified as a sensitive natural community by CDFW and contributes to the productivity of EFH. As mentioned in the Waterfront Master Plan EIR, a 2023 survey was conducted that did not observe any rooted eelgrass plants within the project site or immediate vicinity. Although the 2023 survey did not detect the presence of eelgrass, it has the potential to return to the project site in future years when conditions are suitable (WRA 2023). Elements of Phase One, such as the new pier, mooring piles, trestle improvements, and new floating docks, are located fully or partially within deep, subtidal areas approximately 20 feet below mean lower low water (MLLW). These areas have no potential to support eelgrass beds and these elements in deep water are not anticipated to have an impact on eelgrass.

However, because eelgrass grows in water shallower than 12 feet below MLLW, portions of the mentioned Phase One structures that overlap areas along the shoreline, may affect eelgrass through the expanded shade footprint in the event that eelgrass expands and becomes present within the area. In addition, the 2024 EIR identified that expanded dredging and maintenance dredging to account for navigational safety as part of construction and operation of Phase One may also impact areas at suitable elevations for eelgrass. Through implementation of 2024 EIR Mitigation Measure 3.3-3 and Mitigation Measure 3.3-4, the Waterfront Master Plan EIR found that impacts would be reduced to a less-than-significant level by requiring focused surveys for eelgrass and implementation of measures to compensate for degradation or loss of eelgrass beds and requiring design criteria that would prevent impeding fish movement.

Phase One project modifications and refinements to the in-water work window, up to three limited 20-day continuous dredging events, and trestle improvements may take place in areas where eelgrass is known to occur, particularly the in-water work associated with the expansion of shade footprint of overwater structures near the shoreline, as well as expanded dredging and maintenance dredging at suitable elevations for eelgrass. However, with the proposed modified in-water construction work windows, dredging would only be allowed during the 2026 and

2027 PWWs and the second LIWW. As discussed in the updated Biological Assessment, dredging during the second LIWW would cease by the end of January 2027 to ensure that effects to juvenile fish and eelgrass are minimized during the periods of time when larval fish are more likely to be present (WRA 2026). 2024 EIR Mitigation Measures 3.3-3 and 3.3-4, which would require focused surveys and compensate the loss of eelgrass and design in-water structures to be permeable to fish movement, would be applicable to the project modifications and refinements to reduce potential impacts on eelgrass habitat. Through implementation of the mitigation measures, and because the in-water work windows have been modified to reduce impacts on eelgrass, this impact would be less than significant. Moreover, updates to biological resources Mitigation Measure 3.3-2I included as part of this addendum involve changes to the number and size of piles to be installed as well as an increase in the permitted pile strikes per day and would not adversely affect aquatic sensitive natural communities or other sensitive habitat. Thus, the proposed project modifications and refinements would not introduce new or more severe impacts related to the loss or degradation of an aquatic sensitive natural community compared to what was previously determined in the Waterfront Master Plan EIR.

Impact 3.3-4: Wildlife Movement Corridors and Native Wildlife Nursery Sites (Aquatic)

The Waterfront Master Plan EIR analyzed impacts related to fish movement and nursery habitats. The project site lies along the migratory route for salmonids when moving from natal streams in the Central Valley and the Pacific Ocean, as such it functions as a migratory corridor for fish. Phase One elements were found not to cause a cessation to movement, disorientation, or significant delay for migrating fish, as new structures would not create an aquatic net, trap, or barrier. However, if construction activities were to occur at times of the year when migratory events of fish were occurring (approximately between November 30 and July 1), construction activities may have a substantial adverse effect on movement of aquatic species. Similarly, if construction or maintenance dredging were to occur at times of year when larval fish were present, construction activities may have a substantial adverse effect on the use of eelgrass habitat as a nursery, and this impact would be significant. Through implementation of 2024 EIR Mitigation Measure 3.3-2c and Mitigation Measure 3.3-4, the Waterfront Master Plan EIR found that impacts would be reduced to a less-than-significant level by requiring in-water work during construction and operations to be performed during less sensitive periods and requiring design criteria that would prevent impeding fish movement.

Phase One project modifications and refinements would not include use of an aquatic net, trap, or barrier that would cause a cessation to movement, disorientation, or significant delay for migratory fish. Modifications to the Phase One in-water work would allow construction to be completed in staggered work windows, including two LIWWs, up to three limited 20-day continuous dredging events, and refined improvements to the existing trestle. As noted above, the first LIWW would only allow vibratory hammer driving between June 1, 2026 and June 15, 2026. The first PWW would occur between June 16, 2026 and December 15, 2026 and would allow for impact hammer driving, vibratory driving/removal of piles, and dredging. The second LIWW would only allow vibratory pile driving/removal and dredging between December 16, 2026 and January 31, 2027. The last PWW would occur between July 1, 2027 and November 30, 2027, when impact hammer driving, vibratory driving/removal of piles, and dredging could occur. Staggering work this way would allow crews to focus on impact hammer driving during non-migratory periods, reducing potential impacts to aquatic species. As discussed in the updated Biological Assessment, dredging associated with the second LIWW would cease by the end of January 2027 to ensure that effects to juvenile fish are minimized during the periods of time when larval fish are more likely to be present (WRA 2026). Waterfront Master Plan EIR Mitigation Measures 3.3-3 and 3.3-4 and the modified Mitigation Measure 3.3-2c, which would require focused surveys and compensate the loss of eelgrass and design in-water structures to be permeable to fish movement, would still be applicable to the project modifications and refinements in order to reduce potential impacts on fish movement and nursery habitats. With implementation of the mitigation measures, and because the in-water work windows have been modified to reduce impacts on migratory fish and nursery habitats, this impact would be less than significant. Moreover, updates to biological resources Mitigation Measure 3.3-2I included as part of this addendum reflect changes in the number and size of piles to be installed as well as an increase in the pile strike daily limit and buffer distances for onset of post-traumatic stress for marine mammals, and would not adversely

affect migratory fish and nursery habitats. Thus, the proposed project modifications and refinements would not introduce new or more severe impacts related to fish movement and nursery habitats compared to what was previously determined in the Waterfront Master Plan EIR.

Applicable 2024 EIR Mitigation Measures

The full text of applicable mitigations from the 2024 EIR are listed below. Mitigation Measures 3.3-2c and 3.3-2l are noted with an asterisk (**) as these measures have been modified as part of this addendum and the full text of the updated measures is provided below under “Modified 2024 EIR Mitigation Measures” and in Appendix A.

MITIGATION MEASURE 3.3-2C: IMPLEMENT IN-WATER WORK WINDOW

To minimize impacts on special-status fish, Cal Maritime shall require all in-water work, including pile driving and similar activities that require placing materials below the water’s surface, to be completed between July 1 and November 30. Work may occur above the waterline year-round, including use of necessary in-water support vessels, so long as spill prevention measures are employed as described in Mitigation Measure 3.3-2d. This in-water work window may be modified and extended if regulatory agencies determine during the permitting process that work outside of this window may occur without significant risk to fish. Implementation of this measure shall be required in

MITIGATION MEASURE 3.3-2D: IMPLEMENT SPILL PREVENTION AND CONTROL

Prior to commencement of construction activities, a spill prevention and control plan shall be developed and implemented for the proposed project throughout all phases of construction. This plan shall at minimum include the following parameters to reduce potential effects from spills to less than significant levels:

- ▶ Identification of any hazardous materials used by the project.
- ▶ Storage locations and procedures for such materials.
- ▶ Spill prevention practices as well as best management practices employed for various activities.
- ▶ Requirements to inspect equipment daily such that it is maintained free of leaks.
- ▶ Spill kit location, cleanup, and notification procedures.

MITIGATION MEASURE 3.3-2E: IMPLEMENT ENVIRONMENTAL AWARENESS TRAINING

A project-specific environmental awareness training for construction personnel shall be prepared and conducted or administered by a qualified biologist before commencement of construction activities for each phase of the project and as needed when new personnel begin work on the proposed project. The training shall inform all construction personnel about the presence of sensitive habitat types; potential for occurrence of special status fish and wildlife species; the need to avoid damage to suitable habitat and species harm, injury, or mortality; measures to avoid and minimize impacts to species and associated habitats; the conditions of relevant regulatory permits, and the possible penalties for not complying with these requirements. The training may consist of a pre-recorded presentation to be played for new personnel, a script prepared by the biologist and given by construction personnel trained by the biologist, or training administered by on-site biological monitors. The training shall include:

- ▶ Applicable State and federal laws, environmental regulations, proposed project permit conditions, and penalties for non-compliance. A physical description of special-status species with potential to occur on or in the vicinity of the project site, avoidance and mitigation measures, and protocol for encountering such species including communication chain;

- ▶ Best management practices enacted for habitat protection and their location on the project site including the implementation of any Spill or Leak Prevention Programs.
- ▶ Contractors shall be required to sign documentation stating that they have read, agree to, and understand the required avoidance measures. If they do not understand, they shall withhold their signature until the qualified biologist addresses their question. The contractor may not begin work until they have signed the documentation.
- ▶ Field identification of any project site boundaries, egress points and routes to be used for work. Work shall not be conducted outside of the project site.

A record of this training shall be maintained on the project site and shall be made available to agencies upon request.

MITIGATION MEASURE 3.3-2F: IMPLEMENT DUST AND DEBRIS CONTROL

During all phases of the project, Cal Maritime and its construction contractors shall employ debris, dust, and garbage control measures to ensure disturbances to any upland areas as well as overwater work does not result in turbidity or debris being placed in the Bay. Dust control measures shall include all of the following:

- ▶ In areas within the boat basin where waters are less affected by high velocity currents, a debris boom or silt curtain shall be deployed around demolition sites, in addition to vessels or catchments used to catch demolition debris before it falls into the water.
- ▶ In areas outside the boat basin that are affected by high velocity currents, a debris boom or silt curtain may not be feasible during demolition and a work skiff or similar craft may be used instead of a debris boom to corral any debris that may accidentally fall into waters during demolition. Debris shall be retrieved immediately and shall not be allowed to drift away from the worksite.
- ▶ Where cast-in-place concrete is required in over-water areas, the contractor shall use forms and catchments that will prevent concrete from falling into the water. Cast-in-place forms shall remain in place until concrete has completely cured and shall be removed using means that minimizes dust and freshly cured concrete from falling into the water.
- ▶ Within upland areas, any disturbed soils shall be managed to prevent dust from becoming airborne or silt laden runoff from being introduced to the aquatic environment.
- ▶ All incidental construction-related refuse shall be collected in sealed containers and removed regularly.

MITIGATION MEASURE 3.3-2G: IMPLEMENT SEDIMENT TESTING AND DREDGING CONTROLS

Prior to dredging in any phase of the project, an assessment shall be conducted according to DMMO sediment sampling requirements to sample and analyze sediments within areas proposed for dredging. The assessment shall be reviewed and approved by the DMMO according to current RWQCB and EPA standards and procedures and sediment shall be placed, beneficially re-used, or disposed of in accordance with standard DMMO requirements.

In addition, dredging activities shall implement the following best management practices:

- ▶ Materials shall only be dredged and disposed of in accordance with procedures approved by the DMMO.
- ▶ If concentrations are too high for beneficial reuse in upland restoration or other standard dredge material disposal method, materials may be hauled to an approved hazardous waste disposal facility.
- ▶ Dredging shall be limited to the specified areas, depths, and quantities.
- ▶ No overflow or decant water shall be discharged from any barge at any time.
- ▶ During transportation from the dredging site to the disposal site, no dredged material shall be permitted to overflow, leak, or spill from barges, bins, or dump scows.

- ▶ Prior to dredging in areas of contaminated sediment, a Dredge Operations Plan shall be prepared based on the results of DMMO-required sediment sampling, and shall include all necessary measures to contain, dispose of, and/or remediate contaminated sediments, including:
 - Containment of turbidity during dredging, including BMPs, such as a silt curtain.
 - Identification of measures to contain or treat areas of contaminated sediments to prevent the potential for contaminated sediment dispersal following dredging.
 - Identification of methods for handling, transporting, and disposing of contaminated sediment and methods for handling contaminated sediment.

MITIGATION MEASURE 3.3-2H: USE APPROPRIATE CREOSOTE PILE REMOVAL AND DISPOSAL METHODS

During construction activities involving removal of creosote piles, Cal Maritime and its construction contractors shall implement the following measures to ensure the appropriate removal and disposal of creosote piles:

- ▶ When removing creosote piles the contractor shall either fully remove the pile/structure, or piles may be cut off at least 1 foot below the mudline.
- ▶ Any fragments of wood that break off during the removal process will be collected immediately even if within the limits of a turbidity curtain.
- ▶ Any treated timber removed in this manner shall be hauled to an upland landfill that accepts treated timber waste for disposal.

MITIGATION MEASURE 3.3-2I: IMPLEMENT METHODS TO REDUCE SOUND ATTENUATION FROM PILE INSTALLATION

Prior to initiation of construction, the CSU shall consult with regulatory agencies with jurisdiction over the project activities, including but not limited to CDFW, NMFS, and USFWS, to obtain appropriate permits, and shall follow the required permit conditions. If permit requirements conflict with requirements below, the permit requirements shall take precedence. During all phases of the project, the following measures shall be implemented during the driving of all piles to reduce any effects from pile driving to less than significant levels:

- ▶ In water work shall be limited to the work window as stated in Mitigation Measure 3.3-2c.
- ▶ Any wildlife encountered within the work area shall be allowed to leave the area unharmed.

The following measures shall also be included for times when work involves driving steel piles.

- ▶ To the extent possible, pile driving of steel piles shall be conducted with a vibratory hammer.
- ▶ When installation with an impact hammer is required for steel piles, the following additional measures shall be employed:
 - Use of a bubble curtain around steel piles.
 - Use of a slow start (gradually increasing energy and frequency) at the start of driving, or after a cessation of driving for more than 1 hour.
 - Underwater sound monitoring shall be performed during pile driving activities. Sound monitoring shall be completed for a minimum of 5 percent of the piles driven of each size and type utilized during construction to verify consistency with sound measurements of similar pile types and sizes documented for other projects. If sound measurements exceed those taken from similar pile types and sizes for other projects, additional sound attenuation measures, enhanced bubble curtains, or limiting pile strikes shall be implemented, and sound measurements shall be tested again to achieve sound levels similar to other projects.

MITIGATION MEASURE 3.3-2J: REDUCE OR COMPENSATE FOR SHADING OF OPEN WATERS AND OTHER SPECIAL-STATUS SPECIES IMPACTS

Where possible, the project shall install light-transmitting surfaces allowing for a minimum of 40 percent light transmission to the waters below. In the event light-transmitting surfaces cannot be installed for safety and accessibility reasons, the project shall mitigate for shading and lost aquatic resource function by one of the following means:

- ▶ Removing equivalent shaded coverage over open water at a nearby site,
- ▶ With the purchase of appropriate mitigation credits from an approved mitigation bank at a (1:1 ratio), or
- ▶ By other similar actions approved by regulatory agencies with jurisdiction over the project activities, such as CDFW, NMFS, and USFWS, during the consultation process, so long as those alternative actions achieve a similar effect as described above (e.g., construction of a restoration project which causes ecological uplift of habitat quality).

MITIGATION MEASURE 3.3-2L: REDUCE CONSTRUCTION IMPACTS ON MARINE MAMMALS

In addition to implementation of Mitigation Measure 3.3-2h: Pile Driving Methods and Monitoring, the project shall implement the following additional measures to reduce impacts to marine mammals from in-water construction.

- ▶ Cal Maritime shall consult with NMFS to obtain a marine mammal harassment authorization for any potential project related harassment of marine mammals.
- ▶ During all construction work where materials are being actively placed below the water line, a marine mammal monitor shall be present to observe and document marine mammal presence.
- ▶ During pile driving, if a marine mammal is within the buffer distance shown in Table 3.3-4, or within distances determined by NMFS based on future updated construction drawings and contractor input, the marine mammal monitor shall inform the construction crew and work shall temporarily halt until the animal has passed outside of the disturbance buffer.

Table 3.3-4 Distances to Marine Mammal Onset Post-Traumatic Stress by Pile and Hammer Type

Pile Material	Pile Size	Hammer Type	Hammer Strikes Per Day (Impact) or Drive Time Per Day (Vibratory)	Buffer Distance (feet)
Steel shell	24-inch	Impact	6,000 strikes	1,750
Steel shell	24-inch	Vibratory	360 minutes	20
Steel shell ¹	48-inch	Impact	6,000 strikes	3,650
Steel shell	48-inch	Vibratory	360 minutes	50
Sheetpile ¹	24-inch	Impact	6,000 strikes	425
Sheetpile	24-inch	Vibratory	360 minutes	95

¹ For calculation of the buffers distances above it is assumed a bubble curtain would be deployed to reduce the overall decibels by 5.

Source: WRA 2026.

MITIGATION MEASURE 3.3-3: CONDUCT FOCUSED SURVEYS AND COMPENSATE FOR LOSS OF EELGRASS

For the protection and mitigation of impacts to eelgrass, surveys and assessments as well as mitigation prescribed in the California Eelgrass Mitigation Policy (CEMP) (NMFS 2014) (or its subsequent replacement document) shall be implemented by Cal Maritime for the proposed project. As stated in the CEMP, Cal Maritime shall be required to perform the following series of pre- and post-construction surveys and assessments to minimize and compensate for (as necessary) potential impacts to eelgrass.

- ▶ No more than 60 days before implementation of any in-water construction, a pre-construction eelgrass survey shall be conducted by a qualified biologist. The pre-construction survey shall assess all subtidal areas where in-water work will occur plus a 150-foot buffer, excluding any subtidal areas that are deeper than -12 feet mean lower low water (MLLW) as these depths are considered unsuitable for eelgrass in San Francisco Bay. If any eelgrass is detected within the survey area during the pre-construction survey, a reference site shall also be the selected reference site will be determined by the qualified biologist following the recommendations provided in the CEMP. The reference site will be used to differentiate between project-related and non-project-related impacts to eelgrass following the completion of post-construction eelgrass surveys, described below. The preconstruction eelgrass survey shall occur during the growth period for eelgrass within San Francisco Bay as defined by the CEMP (April 1 – October 31).
- ▶ A new pre-construction eelgrass survey shall be performed for each year that in-water work will occur to account for the high amount of variability in eelgrass extent in San Francisco Bay (up to one pre-construction eelgrass survey per year).
- ▶ If eelgrass is detected during any pre-construction eelgrass survey, following the completion of in-water construction, the project site and reference site shall be resurveyed annually for three years as described below:
 - The first post-construction eelgrass survey shall occur within 30 days following the completion of in-water construction unless work is completed outside the eelgrass growing season in San Francisco Bay; if in-water work concludes outside the eelgrass growing season, the first post-construction eelgrass survey shall be conducted within the first 30 days of the start of next eelgrass growth period.
 - The second post-construction eelgrass survey shall be performed approximately one year after the first post-construction survey.
 - The third post-construction eelgrass survey shall be performed approximately two years after the first post-construction survey.
- ▶ All pre- and post-construction eelgrass survey results shall be provided to National Marine Fisheries Service (NMFS) and CDFW.
- ▶ Once all eelgrass surveys are completed, a comparison of pre- and post-construction eelgrass results at the project site shall be assessed relative to the reference site to determine if project-related impacts to eelgrass occurred. The findings shall be provided to NMFS and CDFW to make a final determination regarding the actual impact and amount of mitigation needed, if any, to offset impacts to eelgrass. If in-water work results in permanent impacts to eelgrass, the project proponent will prepare and implement an eelgrass mitigation plan approved by NMFS and CDFW that will result in a no net loss of habitat function or services, generate services similar to that of eelgrass habitat, or will improve conditions for establishment of eelgrass. The mitigation plan shall follow one or a combination of mitigation options described in the CEMP, detailed below:
 - **Option 1: Comprehensive Management Plan.** As described in the CEMP, a Comprehensive Management Plan (CMP) may be an appropriate eelgrass compensatory mitigation strategy in situations where a project or collection of similar projects will result in incremental but recurrent impacts to a small portion of local eelgrass populations through time (e.g., lagoon mouth maintenance dredging, maintenance dredging of channels and slips within established marinas, navigational hazard removal of recurrent shoals, shellfish farming, and restoration or enhancement actions). Specifically, CMPs allow for the development of region or system-specific framework for achieving the objectives of the CEMP instead of the preparation of individual mitigation plans for each discrete action. If prepared, the CMP would need to be approved by NMFS.
 - **Option 2: In-kind mitigation.** In-kind compensatory mitigation is defined as the creation, restoration, or enhancement of habitat to compensate for adverse impacts to the same type of habitat. Under the CEMP, eelgrass mitigation plans which propose in-kind mitigation for eelgrass impacts in the San Francisco Bay are required to achieve a final mitigation ratio of 1.2:1 (mitigation: impact) unless otherwise stated by NMFS during consultation. In addition, because of the relatively low success rate of eelgrass restoration projects implemented in San Francisco Bay, the CEMP recommends an initial eelgrass restoration site size that is 3.01-

times larger than the target mitigation size to account for substantial losses. NMFS may increase the required eelgrass mitigation ratio if there is a significant delay between when impacts occurred and when mitigation commences to account for temporal losses in eelgrass habitat. After initial eelgrass planting, the CEMP recommends five years of monitoring of the mitigation site and a reference site. Specifically, the CEMP recommends mapping of eelgrass extent and monitoring of eelgrass density 0, 12, 24, 36, 48, and 60 months after installation of mitigation plantings. Success criteria (such as eelgrass density) are typically assessed relative to the reference site. Actual success criteria, monitoring periods, and site selection shall be determined in coordination with and approved by NMFS.

- **Option 3:** Mitigation banks and in-lieu-fee programs. Under the CEMP, NMFS supports the use of mitigation bank and in-lieu fee programs to compensate for impacts to eelgrass habitat where such instruments are available and where such programs are appropriate to the statutory structure under which mitigation is recommended. If this mitigation option is selected, credits shall be used at a ratio of 1:1 if those credits have been established for a full three-year period prior to use. If the bank credits have been in place for a period less than three years, credits shall be used at a ratio determined through application of the wetland mitigation calculator.
- **Option 4:** Out-of-kind mitigation. Out-of-kind compensatory mitigation means the adverse impacts to one habitat type are mitigated through the creation, restoration, or enhancement of another habitat type. In most cases, out-of-kind mitigation is discouraged for eelgrass because eelgrass is a rare, special-status habitat in California. There may be some scenarios, however, where out-of-kind mitigation for eelgrass impacts is ecologically desirable or when in-kind mitigation is not feasible. No recommended eelgrass mitigation ratios are provided in the CEMP for out-of-kind mitigation, however the ratio is likely to be greater than that required for in-kind mitigation. If pursued, an out-of-kind mitigation plan would need to be developed and approved by NMFS prior to implementation. Per the CEMP, the out-of-kind mitigation plan must demonstrate that the proposed mitigation will compensate for the loss of eelgrass habitat function within the ecosystem and should evaluate mitigation options that generates services similar to that of eelgrass habitat or improve conditions for establishment of eelgrass.

If permanent impacts to eelgrass are evident following analysis of post-construction eelgrass survey, ahead of the final Year 3 post-construction eelgrass survey, Cal Maritime may proceed with developing and implementing an eelgrass mitigation plan in consultation with NMFS and CDFW via any of the above options. Commencing with the eelgrass mitigation process as soon as impacts are realized may help avoid increased mitigation ratios as described above.

MITIGATION MEASURE 3.3-4: DESIGN IN-WATER STRUCTURES TO BE PERMEABLE TO FISH MOVEMENT

Prior to approval of final design and construction plans, Cal Maritime shall require and ensure breakwaters and other in-water structures shall be designed to be permeable in such a way that the final design of the Waterfront Master Plan does not form a fully enclosed area which might trap or impede fish movement. Design plans shall provide multiple exit routes at all tides such that fish moving through the vicinity can enter or exit the waterfront facilities at will, through multiple locations thereby minimizing the potential to be affected by marina operations.

Modified 2024 EIR Mitigation Measures

As noted above, Mitigation Measures 3.3-2c and 3.3-2l have been modified as part of this addendum. The full text of the updated mitigation measures is provided below and in Appendix A.

MITIGATION MEASURE 3.3-2C: IMPLEMENT IN-WATER WORK WINDOW

To minimize impacts on special-status fish, Cal Maritime shall require all in water work, including pile driving and similar activities that require placing materials below the water's surface, to be completed in two low-impact work windows (LIWW) which limit the types of work that may occur at various times of the year. LIWWs are proposed for the periods of June 1, 2026 through June 15, 2026 and December 16, 2026 through January 31, 2027. Between the LIWWs there would be a primary work window (PWW), during which full work activities would occur from June 16, 2026 through December 15, 2026, and potentially again from July 1, 2027 through November 30, 2027.

The timeframes and activities associated with each proposed work window would be as follows for 2026 and January 2027:

- ▶ Between June 1, 2026 and June 15, 2026 only vibratory hammer driving/removal and pile repair will be allowed.
- ▶ Between June 16, 2026 and December 15, 2026 any work may occur including impact hammer driving, vibratory driving/removal of piles, pile repair, and dredging.
- ▶ Between December 16, 2026 and January 31, 2027 in-water work will be limited to vibratory pile driving/removal, pile repair, and dredging only.

Following January 2027, the timeframes and activities associated with in-water work would be as follows for the remainder of 2027:

- ▶ PWW - between July 1, 2027 and November 30, 2027 any work may occur including impact hammer driving, vibratory driving/removal of piles, as well as dredging.

Work may occur above the waterline year-round, including use of necessary in-water support vessels, so long as spill prevention measures are employed as described in Mitigation Measure 3.3-2d. These in-water work windows may be modified and extended if regulatory agencies determine during the permitting process that work outside of these windows may occur without significant risk to fish. Implementation of this measure shall be required in the contract Cal Maritime establishes with its construction contractors.

MITIGATION MEASURE 3.3-2L: REDUCE CONSTRUCTION IMPACTS ON MARINE MAMMALS

In addition to implementation of Mitigation Measure 3.3-2h: Pile Driving Methods and Monitoring, the project shall implement the following additional measures to reduce impacts to marine mammals from in-water construction.

- ▶ Cal Maritime shall consult with NMFS to obtain a marine mammal harassment authorization for any potential project related harassment of marine mammals.
- ▶ During all construction work where materials are being actively placed below the water line, a marine mammal monitor shall be present to observe and document marine mammal presence.
- ▶ During pile driving, if a marine mammal is within the buffer distance shown in Table 3.3-4, or within distances determined by NMFS based on future updated construction drawings and contractor input, the marine mammal monitor shall inform the construction crew and work shall temporarily halt until the animal has passed outside of the disturbance buffer.

Table 3.3-4 Distances to Marine Mammal Onset Post-Traumatic Stress by Pile and Hammer Type

Pile Material	Pile Size	Hammer Type	Hammer Strikes Per Day (Impact) or Drive Time Per Day (Vibratory)	Buffer Distance (feet)
Steel shell ¹	42-inch	Impact	10,000 strikes	598.7
Steel shell	42-inch	Vibratory	480 minutes	114.6
Steel shell ¹	36-inch	Impact	10,000 strikes	459.6
Steel shell	36-inch	Vibratory	480 minutes	39.1

Pile Material	Pile Size	Hammer Type	Hammer Strikes Per Day (Impact) or Drive Time Per Day (Vibratory)	Buffer Distance (feet)
Steel shell ¹	30-inch	Impact	10,000 strikes	1,154.5
Steel shell	30-inch	Vibratory	480 minutes	114.6
Steel shell ¹	24-inch	Impact	10,000 strikes	1,134.6
Steel shell	24-inch	Vibratory	480 minutes	53.2
Steel shell ¹	18-inch	Impact	10,000 strikes	990.2
Steel shell	18-inch	Vibratory	480 minutes	23.9
Sheetpile	—	Impact	10,000 strikes	990.2
Sheetpile	—	Vibratory	480 minutes	211.8

¹ For calculation of the buffers distances above it is assumed a bubble curtain would be deployed to reduce the overall decibels by 5.

Source: WRA 2026.

2.5 ARCHAEOLOGICAL, HISTORICAL, AND TRIBAL CULTURAL RESOURCES

The Waterfront Master Plan EIR analyzed archaeological, historical, and tribal cultural resources in Section 3.4, Archaeological, Historical, and Tribal Cultural Resources. The Waterfront Master Plan EIR concluded that Phase One would not result in impacts related to a substantial adverse change in the significance of a historical or archeological resource (2024 EIR Impacts 3.4-1 and 3.4-2). Because Phase One would focus on upgrades to in-water infrastructure, the Marine Yard, and expansion of site-serving utilities, historic resources or known historic era archaeological resources including the existing boathouse and *Contra Costa* shipwreck would not be demolished or modified during this phase. Therefore, the Waterfront Master Plan EIR found that Phase One would result in no impacts on a historical or known archaeological resource, and these impacts were not discussed further.

The project modifications and refinements affect only in-water work during Phase One of the Waterfront Master Plan, and do not include changes to the project that would result in impacts to historical or archeological resources, such as the existing boathouse or *Contra Costa* shipwreck. Thus, consistent with the 2024 EIR, the project modifications and refinements to Phase One activities would have no impact or a substantial adverse change in the significance of a historic resource or known historic era archaeological resource (2024 EIR Impacts 3.4-1 and 3.4-2). Therefore, the proposed project modifications and refinements would not introduce new or more severe impacts related to historic resources or known historic era archaeological resources compared to what was previously determined in the Waterfront Master Plan EIR.

Impact 3.4-3: Cause a Substantial Adverse Change in the Significance of Previously Undiscovered Archaeological Resources

The Waterfront Master Plan EIR analyzed impacts to a previously undiscovered archaeological resource. The 2024 EIR determined that Phase One of the Waterfront Master Plan could have the potential to result in a significant impact to undiscovered archeological resources due to ground-disturbing construction activities associated with the upgrades to in-water infrastructure, the Marine Yard, and expansion of site-serving utilities of Phase One. However, this impact was reduced to a less-than-significant level following implementation of 2024 EIR Mitigation Measure 3.4-3, which would require a Worker Environmental Awareness Program to be developed by a qualified archaeologist. Additionally, Mitigation Measure 3.4-3 would further require that in the event that precontact or historic-era subsurface archaeological features or deposits are discovered during construction, all ground-disturbing activities within 100 feet of the resource shall be halted and a qualified professional archaeologist shall be retained to assess the significance of the find.

Project modifications and refinements associated with Phase One would extend and modify the Phase One in-water construction work window such that in-water construction could be completed in 2026 or 2027, allow for up to three limited 20-day continuous dredging events, and clarify the methods for improving the existing trestle. Project modifications to the Phase One in-water work schedule associated with pile removal, pile driving and dredging would allow construction to be completed in staggered work windows, including two LIWWs. The first LIWW would only allow vibratory hammer driving between June 1, 2026 and June 15, 2026. The first PWV would occur between June 16, 2026 and December 15, 2026 and would allow for impact hammer driving, vibratory driving/removal of piles, and dredging. The second LIWW would only allow vibratory pile driving/removal and dredging between December 16, 2026 and January 31, 2027. The last PWV would occur between July 1, 2027 and November 30, 2027 when impact hammer driving, vibratory driving/removal of piles, and dredging could occur. Additionally, improvements to the existing trestle would involve pressure-washing piles, wrapping the pile with a HDPE protective sleeve, and filling the sleeve internally with a non-toxic epoxy grout. Project modifications and refinements, updates to biological resources Mitigation Measure 3.3-2I, are associated with in-water work only and would not involve or introduce new ground disturbing activities that could result in potential impacts to an undiscovered archeological resource. Therefore, mitigation would not be required for the project modifications and project modifications and refinements would not introduce new or more severe impacts related to an undiscovered archaeological resource compared to what was previously determined in the Waterfront Master Plan EIR.

Impact 3.4-4: Cause a Substantial Adverse Change in the Significance of Tribal Cultural Resource

The Waterfront Master Plan EIR analyzed impacts to tribal cultural resources. The 2024 EIR determined that due to ground-disturbing construction activities occurring during Phase One, there is potential for the discovery or damage of a yet undiscovered tribal cultural resource, resulting in a significant impact. However, with implementation of Mitigation Measures 3.4-4a, 3.4-4b, and 3.4-4c, which require a Worker Environmental Awareness Program for tribal cultural resource, construction monitoring conducted by a qualified Native American monitor, and preferred treatment for tribal cultural resources, the Waterfront Master Plan EIR found that impacts would be reduced to a less-than-significant level.

As mentioned above, project modifications and refinements associated with Phase One would extend and modify the Phase One in-water construction work window, allow for up to three limited 20-day continuous dredging events, and clarify the methods for improving the existing trestle. As discussed above, these activities are associated with in-water work only and would not involve ground disturbing activities or new activities not previously discussed and analyzed in the 2024 EIR. Moreover, updates to biological resources Mitigation Measure 3.3-2I included as part of this addendum involve changes to the number and size of piles to be installed as well as an increase in the permitted pile strikes per day and would not adversely affect a tribal cultural resource. Therefore, mitigation would not be required for the project modifications and refinements and project modifications and refinements would not introduce new or more severe impacts related to tribal cultural resources compared to what was previously determined in the Waterfront Master Plan EIR.

Impact 3.4-5: Disturb Human Remains

The Waterfront Master Plan analyzed impacts to human remains. The 2024 EIR determined that due to ground-disturbing construction activities occurring during Phase One, there is potential for previously unknown human remains to be uncovered. However, through project compliance with the California Health and Safety Code Section 7050.5 and PRC Section 5097, which would provide an opportunity to avoid or minimize the disturbance of human remains and to appropriately treat any remains that are discovered, the Waterfront Master Plan EIR found that this impact would be less than significant.

Project modifications and refinements are associated with in-water work only and would not involve or introduce new ground disturbing activities. Through the Waterfront Master Plan's compliance with California Health and Safety Code Section 7050.5 and PRC Section 5097, impacts associated with the project modifications and refinements would be

less than significant. Thus, project modifications and refinements would not introduce new or more severe impacts related to human remains compared to what was previously determined in the Waterfront Master Plan EIR.

2.6 ENERGY

The Waterfront Master Plan EIR analyzed evaluated the wasteful, inefficient, or unnecessary consumption of energy during project construction or operation, along with the project conflicting with plans for renewable energy or energy efficiency in Section 3.5, Energy. The Waterfront Master Plan EIR concluded that the Waterfront Master Plan would have less-than-significant impacts on energy consumption and plans.

Impact 3.5-1: Wasteful, Inefficient, or Unnecessary Consumption of Energy, During Project Construction or Operation

Energy use would be required during construction of each phase of the Waterfront Master Plan implementation, with the primary energy consumption being associated with off-road equipment, marine equipment, and the transport of equipment and materials using on-road haul trucks (Table 2.6-1). The energy needs for construction would be spread throughout the project site and over the course of implementation of the Waterfront Master Plan. Construction activities would be a one-time energy expenditure required to construct new/modernized facilities and would not include atypical construction-related energy demand.

Table 2.6-1 Construction Energy Consumption by Source

Source	Diesel (Total Gallons)	Gasoline (Total Gallons)
Equipment	135,476	—
Marine Vessels	174,339	—
Trucks	4,401	—
Workers	—	63,611
Total	314,217	63,611

Source: Calculations by Ascent in 2023.

University operations as a result of Waterfront Master Plan implementation would not result in additional energy consumption, as the project would not increase student enrollment or employment. While an increase in energy would be needed for the operation of the NSMV, the increase would not be substantial.

According to Appendix F of the State CEQA Guidelines, the means to achieve the goal of conserving energy include decreasing overall per capita energy consumption, decreasing reliance on oil, and increasing reliance on renewable energy sources. Construction and operation under the Waterfront Master Plan would not involve activities that conflict with goals of decreasing per capita energy consumption, reliance on fossil fuels (gasoline and diesel), or increasing uses of renewable energy sources, or that would result in wasteful, inefficient, or unnecessary consumption of energy.

The project modifications and refinements would not develop uses or involve activities that would conflict with goals of decreasing per capita energy consumption, reliance on oil (petroleum), or increasing uses of renewable energy sources, or that would result in wasteful, inefficient, or unnecessary consumption of energy. Although the project modifications and refinements have the potential to result in the overall increase in consumption of energy resources during construction due to the extended schedule of in-water construction and an increase in the daily limit of pile strikes, the construction activities would be a one-time energy expenditure and would not include atypical construction-related energy demand. Additionally, because the limited continuous dredging events would not change the dredge footprint or the amount of sediment to be dredged under Phase One of the project, no substantial increase in consumption of energy resources is anticipated for this project modification. Thus, the in-water construction activities and improvements to the existing trestle piles would not result in new or more severe impacts

related to energy compared to the project analyzed in the 2024 EIR and the usage of energy for construction and operation of the project would not be considered wasteful, inefficient, or unnecessary.

Impact 3.5-2: Conflict with or Obstruct a State or Local Plan for Renewable Energy or Energy Efficiency

With regard to Appendix G of the CEQA Guidelines and conflicts with plans for renewable energy or energy efficiency, relevant plans that pertain to the efficient use of energy include the state's 2022 Scoping Plan, the Energy Efficiency Action Plan, and the CSU Sustainability Policy. The Waterfront Master Plan includes onsite renewable energy and energy efficiency through efficient building design. The Waterfront Master Plan would ensure various energy conservation and generation features incorporated into new development including the installation of renewable energy features, installation of energy efficient appliances, or other similar CSU standards. Thus, it was determined that the Waterfront Master Plan would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. The project modifications and refinements would not result in a change to building design or features incorporated into new development with the purpose of increasing on-site renewable energy generation or energy efficiency.

As discussed above, although implementation of in-water construction activities and improvements to the trestle piles would have potential to result in the overall increase in consumption of energy resources during construction, implementation of the project modifications and refinements would not conflict with relevant plans for energy efficiency. Therefore, the project modifications and refinements would not introduce new or more severe impacts related to energy plans compared to what was previously determined in the Waterfront Master Plan EIR.

2.7 GEOLOGY, SOILS, AND MINERAL RESOURCES

The Waterfront Master Plan EIR analyzed geology, soils, and mineral resources in Section 3.6, Geology, Soils, and Mineral Resources. The Waterfront Master Plan EIR concluded that the Waterfront Master Plan would have no impact related to mineral resources, potential fault rupture, or septic tanks. In the EIR, it was determined that the project site is not located within a mapped mineral resource zone, is not located in an Alquist-Priolo Earthquake Fault Zone and no known mapped fault rupture traces are present on site, and no septic tanks or other alternative wastewater disposal systems would be used for the project. Thus, these impacts were not further addressed in the 2024 EIR.

Impact 3.6-1: Expose People or Structures to Seismic Hazards, Including Ground Shaking, Seismic-Related Ground Failure, Liquefaction and Lateral Spreading, and Tsunami

The Waterfront Master Plan EIR analyzed potential impacts for seismically related hazards. The 2024 EIR determined that in-water improvements would be exposed to ground shaking in the event of a future earthquake. However, the new pier and trestle extension would be new (or rehabilitated) structures and built to follow current CBC and CSU seismic requirements. Additionally, Phase One work would primarily be in-water work and would not alter the ground surface in manner that exacerbates risks. Phase One would not be expected to expose people or structures to substantial risks associated with seismic hazards and this impact was found to be less than significant.

Project modifications and refinements to the in-water construction schedule, up to three limited 20-day continuous dredging events, methods for repairs and improvements to the existing trestle piles, and updates to biological resources Mitigation Measure 3.3-2I would not alter the design and material standards set forth in the current CBS and CSU seismic policy. The in-water work and trestle repairs would continue to comply with CBC and CSU seismic requirements to reduce or eliminate the effects of seismic hazards, and there would not be a substantial change from the previous conclusions in the Waterfront Master Plan EIR. Thus, impacts associated with the project modifications

would continue to be less than significant and would not introduce new or more severe impacts related to seismically related hazards compared to what was previously determined in the Waterfront Master Plan EIR.

Impact 3.6-2: Cause Damage to Structures or Result in Injury or Death from Development on Expansive Soils

The Waterfront Master Plan EIR analyzed potential impacts from expansive soils. As mentioned, while Phase One would result in landside upgrades to the Marine Yard, Phase One primarily consists of in-water activities and there is little potential for soil hazards to interact with this phase of the project. Additionally, consistent with CSU seismic policy, a geotechnical engineering report was required and prepared prior to the start of Phase One construction. The report provides recommendations for construction of marine structures with which Cal Poly Maritime is required to comply (Fleming 2024). Compliance with these recommendations would avoid impacts related to expansive soils. Thus, this impact was found to be less than significant. Because the modifications and refinements are associated with in-water activities and marine structures, the modifications and refinements would continue to be subject to the recommendations in the geotechnical engineering report, and there would not be a substantial change from the previous conclusions in the Waterfront Master Plan EIR. Thus, impacts associated with the project modifications would continue to be less than significant.

Potential impacts of the Waterfront Master Plan related to paleontological resources were also analyzed. The Waterfront Master Plan EIR found that because Phase One focuses on the arrival of the NSMV and primarily consists of in-water activities, Phase One activities would not result in excavations in previously undisturbed geological units and this impact was found to be less than significant. The project modifications and refinements are associated with in-water work only and would not involve or introduce new ground disturbing activities. These project modifications and refinements would not introduce any new landside excavation activities, thus, project modifications and refinements would not introduce new or more severe impacts related to expansive soils compared to what was previously determined in the Waterfront Master Plan EIR.

2.8 GREENHOUSE GAS EMISSIONS

The Waterfront Master Plan EIR analyzed impacts related to greenhouse gas (GHG) emissions in Section 3.7, Greenhouse Gas Emissions and Climate Change. The 2024 EIR analyzed project generated GHG emissions by analyzing construction activities by phase, and then a qualitative discussion regarding operational GHGs, below.

Impact 3.7-1: Generate Significant GHG Emissions

Phase One of the Waterfront Master Plan would involve construction activities associated with demolition and reconstruction of the main pier, reinforcement and possible replacement of the existing trestle, boat basin and floating docks, Marine Yard, existing vessels, and utility systems. Emissions from the construction activities are summarized in Table 2.8-1 below.

Table 2.8-1 Summary of Construction-Related GHG Emissions by Project Phase

Project Phase	MTCO ₂ e ¹
Phase One	1,230
Phase Two	905
Phase Three	1,652
Total	3,786

Notes: MTCO₂e= metric tons of carbon dioxide equivalent.

¹ Emissions include harbor craft exhaust, on-land offroad (equipment) exhaust, and on-land on road mobile sources.

The 2024 EIR noted that Cal Poly Maritime and construction contractors would employ the following construction BMPs during construction activities:

- ▶ use US EPA SmartWay certified trucks for deliveries and equipment transport;
- ▶ reduce electricity use in construction offices by using LED bulbs, powering off computers every day, and using high-efficiency heating and cooling units;
- ▶ recycle or salvage nonhazardous construction and demolition debris with the goal of recycling at least 15 percent more by weight than the diversion requirements in the most current version of Title 24, at the time of construction;
- ▶ use locally sourced or recycled materials for construction materials (goal of at least 20 percent based on costs for building materials and based on volume for roadway, parking lot, sidewalk and curb materials). Wood products used should be certified through a sustainable forestry program; and
- ▶ use low-carbon concrete, minimize the amount of concrete used and produce concrete on-site if it is more efficient and lower emitting than transporting ready-mix.

The 2024 EIR discussed consistency with the BAAQMD's adopted qualitative thresholds. Projects that demonstrate consistency would also be determined to be consistent with the GHG reduction objectives outlined in the California Air Resources Board's (CARB) 2022 Scoping Plan and would not result in a substantial increase in GHG emissions. The EIR found that the Waterfront Master Plan, including Phase One, would not result in a student population or campus employment increase that could result in an increase in natural gas consumption associated with existing buildings or an increase in operational mobile-source GHG emissions. The Waterfront Master Plan EIR found that the project, including Phase One, would be consistent with the BAAQMD's thresholds, as well as the 2022 Scoping Plan and CSU's overarching sustainability policies. Thus, this impact was found to be less than significant.

Project modifications and refinements to the in-water work window, up to three limited 20-day continuous dredging events, improvements of the trestle piles, and updates to biological resources Mitigation Measure 3.3-2I would involve the use of heavy-duty construction equipment, which would produce exhaust emissions. As shown in Table 2.8-1, above, Phase One construction activities would emit approximately 1,230 MTCO_{2e}. While project modifications and refinements may increase GHG emissions through extending the in-water work window to 2027, increasing the pile strike daily limit, and introducing pumping equipment for the repair and upgrades required to structurally improve the existing trestle, construction contractors would be required to employ the construction BMPs listed above during construction activities to limit emissions. Moreover, while this addendum includes up to three limited 20-day continuous dredging events, this temporary change in dredging operations would not result in an increase in the amount of sediment to be dredged under Phase One as compared to the 2024 EIR. Project modifications and refinements would not result in operational changes, as they are only associated with construction activities. With implementation of construction BMPs, this impact would be less than significant, and project modifications and refinements would not introduce new or more severe impacts related to the generations of GHG emissions compared to what was previously determined in the Waterfront Master Plan EIR.

2.9 HAZARDS AND HAZARDOUS MATERIALS

The Waterfront Master Plan EIR analyzed impacts related to hazards and hazardous materials in Section 3.8, Hazards and Hazardous Materials. The Waterfront Master Plan EIR determined that there would be no impacts on schools or airports, as the nearest school is approximately 0.65 mile away from the project site, and the nearest airport is approximately 10 miles away from the project site. Additionally, the project site is not listed on the Cortese List pursuant to Government Code Section 65962.5. Thus, these impacts were found not to be significant, and they were not discussed further in the 2024 EIR.

Impact 3.8-1: Expose Workers or the Public to Hazardous Substances from Routine or Upset Conditions

The Waterfront Master Plan EIR analyzed impacts related to the exposure of hazardous substances. The 2024 EIR identifies that of the three phases, Phase One involves activities that are the most substantial and potentially disruptive with respect to the use of and potential exposure to hazardous materials. During pier construction and facility demolition activities, there would be a temporary increase in the use, storage, and disposal of hazardous materials commonly used at construction sites and in heavy equipment used for demolition. Storage, transportation, and use of hazardous materials carried out in completion of Phase One activities are regulated by several federal, state, and local agencies that address hazards and potential chemical exposure to individuals employed in implementing the project. Regulations include those of Occupational Safety and Health Administration (OSHA), US Department of Transportation (DOT), California Occupational Safety and Health Administration (Cal/OSHA), California Department of Toxic Substances Control (DTSC), State Water Resources Control Board (SWRCB), California Highway Patrol, Caltrans, and the Solano County Office of Emergency Services. All hazardous waste would be stored and handled in compliance with applicable federal and state laws and regulations. With compliance with federal and state regulations and implementation of Cal Poly Maritime plans and programs related to the use, storage, transport, and disposal of hazardous materials, implementation of the project would not expose the public or environment to substantial quantities of hazardous materials. Thus, the Waterfront Master Plan EIR found that this impact would be less than significant.

Phase One project modifications and refinements would extend and modify the Phase One in-water construction work window such that in-water construction could be completed in 2026 or 2027, allow for up to three limited 20-day continuous dredging events, clarify the methods for improving the existing trestle, and update biological resources Mitigation Measure 3.3-2I. The modifications to the in-water construction schedule involve staggered work windows, including two LIWWs, which limit the types of work that may occur at various times of the year beyond the originally approved July 1 through November 30, 2025 work window. Temporary changes to dredging activities would allow for up to three continuous 24-hour dredging operations events for a limited period of 20 days per event. The first 20-day continuous operations event would start during the currently authorized dredge window starting July 1, 2026. The second 20-day continuous dredging operations event could occur during the second LIWW between December 16, 2026 through January 31, 2027. The third continuous dredging operations event could occur during the 2027 PWW between July 1, 2027 through November 30, 2027. Improvements to the trestle piles would include pressure-washing piles and wrapping the pile with an HDPE protective sleeve secured in place with a bolted flange and then filled internally with a non-toxic epoxy grout. The updates to biological resources Mitigation Measure 3.3-2I involve minor refinements to reflect changes to the number and size of piles to be installed as well as an increase in the permitted pile strikes per day. The use of construction equipment needed to complete in-water work and improvements to the trestle piles could result in exposure of hazardous materials. However, all hazardous materials would be stored, handled, and disposed of according to the manufacturers' recommendations and in compliance with federal, state, and local regulations. Consistent with the 2024 EIR, in-water construction associated with the project modifications and refinements would be required to continue to comply with and implement regulations of OSHA, DOT, Cal/OSHA, DTSC, SWRCB, California Highway Patrol, Caltrans, and the Solano County Office of Emergency Services, ensuring that all hazardous waste would be stored and handled in compliance with applicable federal and state laws and regulations. Through compliance with these regulations, this impact would be less than significant and would not introduce new or more severe impacts related to the exposure of hazardous substances compared to what was previously determined in the Waterfront Master Plan EIR.

Impact 3.8-2: Result in Release of Hazardous Substances during In-Water Activities

The Waterfront Master Plan EIR also analyzed impacts related to the release of hazardous substances. Phase One of the Waterfront Master Plan would include sediment-disturbing activities, such as dredging, pile removal and installation, and breakwater demolition and replacement, could encounter contaminated sediment and result in the

release of contaminants into the environment, exposing the public to hazardous substances. As described in 2024 EIR Section 3.9.1, "Hydrology and Water Quality," (page 3.9-4) dredging must occur in compliance with the Long Term Management Strategy (LTMS) Management Plan for the management of dredge materials. As part of this process, the following permits would be required for the construction of Phase One: BCDC Major Permit; U.S. Army Corps of Engineers Section 404 Permit; and Section 401 Water Quality Certification issued by the RWQCB, as managed via the Dredged Material Management Office (DMMO) and individual permitting agencies. Implementation of BMPs along with the permit conditions would minimize the potential release of contaminants and sediments contained in dredge materials and associated with dredge operations. Project-related dredging would not proceed until all permits (and applicable consultations for biological resources) are complete. Other in-water work proposed as part of Phase One would also potentially result in the disturbance of buried contaminated sediment. With implementation of 2024 EIR Mitigation Measure 3.3-2g, which would require preparation of an assessment according to DMMO sediment sampling requirements to sample and analyze sediments within areas proposed to be dredged, the Waterfront Master Plan EIR found that impacts would be reduced to a less-than-significant level by requiring assessment of sediments and a Dredge Operations Plan.

As described above, project modifications and refinements would extend and modify the Phase One in-water work window, allow for up to three limited 20-day continuous dredging events, clarify the methods for improving the existing trestle, and update biological resources Mitigation Measure 3.3-2l to reflect changes to regulatory agency permits. The project modifications and refinements would not introduce new activities that were not previously analyzed in the 2024 EIR. Phase One in-water work would involve sediment-disturbing activities including pile removal, pile driving and dredging activities as well as installation of HDPE sleeves for trestle structural support. As mentioned in the Waterfront Master Plan EIR, Phase One is required to and has obtained several permits, such as the Bay Conservation and Development Commission (BCDC) Major Permit, U.S. Army Corps of Engineers Section 404 Permit, and Section 401 Water Quality Certification issued by the Regional Water Quality Control Board (RWQCB), as well as comply with the LTMS Management Plan for the management of dredge materials. Project modifications and refinements would continue to be subject to and comply with the applicable permits already obtained, as well as BMPs to minimize the potential release of contaminants. However, 2024 EIR Mitigation Measure 3.3-2g, which would require preparation of an assessment according to DMMO sediment sampling requirements to sample and analyze sediments within areas proposed to be dredged, would continue to be applicable to the project modifications and refinements to reduce exposure to contaminated sediments. Through compliance with the applicable permits, BMPs, and 2024 EIR Mitigation Measure 3.3-2g, this impact would be less than significant and would not introduce new or more severe impacts related to the release of hazardous substances during in-water activities compared to what was previously determined in the Waterfront Master Plan EIR.

Impact 3.8-3: Impair Implementation of or Physically Interfere with an Adopted Emergency Response Plan

The Waterfront Master Plan EIR analyzed impacts related to interference with an adopted emergency response plan. Phase One of the Waterfront Master Plan could potentially require temporary closure of roadways or traffic lanes to accommodate construction access. Multiple parking lots and pedestrian walkways would be affected during construction of the project, and the waterfront section of Morrow Cove Drive would be subject to temporary closures. If deemed necessary, the project contractor would submit a Traffic Construction Plan (TCP), prior to each phase, to the City of Vallejo for approval that would demonstrate appropriate traffic handling and safety procedures that would be implemented during construction activities. Because there are no designated evacuation routes in the project area, in the event of an emergency, evacuation routes would be designated by campus and police services and/or the Emergency Operations Center to avoid areas of temporary road closures as identified in the construction traffic management plan. The Waterfront Master Plan EIR found that Phase One would not impair implementation of or physically interfere with an adopted emergency response plan, because it would not affect the emergency management framework or procedural guidance or otherwise affect plans for campus evacuation. Thus, this impact would be less than significant.

The Phase One project modifications and refinements to in-water work activities and improvements to the trestle piles may require temporary closure of roadways or traffic lanes to accommodate construction access that were previously anticipated for Phase One in the 2024 EIR. The in-water work window extension would extend construction activities to, at the latest, November 2027 which could result in closures of roadways or traffic lanes for a longer period of time than originally anticipated. However, roadway closures related to the extended in-water work window and the improvements to the trestle piles would be temporary and would not introduce a new activity than what was not previously analyzed in the EIR. Additionally, and consistent with the Waterfront Master Plan EIR, the project modifications could be subject to preparation of a TCP if deemed necessary by the City of Vallejo. Marine vessel activities associated with the limited continuous dredging events and the updates to biological resources Mitigation Measure 3.3-2I would not require temporary road closures. The project modifications and refinements would not result in interference with an adopted emergency response plan, and this impact would be less than significant. Thus, project modifications and refinements would not introduce new or more severe impacts related to the interference with an adopted emergency response plan compared to what was previously determined in the Waterfront Master Plan EIR.

Impact 3.8-4: Expose People or Structures to the Risk of Loss, Injury, or Death Involving Wildland Fires

The Waterfront Master Plan EIR analyzed impacts related to wildland fire risk. Phase One would result in utility upgrades which could result in fire risks. However, the proposed utility infrastructure would be planned to be underground and therefore would not exacerbate fire risks. As evaluated in "Transportation," the project would not impair implementation of an adopted emergency response plan. All development would be located in already-developed areas and would therefore avoid areas with steep slopes with difficult firefighting terrain or the potential for postfire hazards, such as flooding and landslides. Thus, the Waterfront Master Plan EIR found that this impact would be less than significant.

Phase One project modifications and refinements would extend the in-water construction work window to 2027, allow for up to three limited 20-day continuous dredging events, improve existing trestle piles, and update Mitigation Measure 3.3-2I to reflect changes to pile driving activities. The project modifications and refinements would not result in any changes to planned utility upgrades previously analyzed in the 2024 EIR. These project modifications and refinements would be related to in-water construction activities and would not be located in areas with steep slopes with difficult firefighting terrain or the potential for postfire hazards. Thus, impacts from the project modifications and refinements would be less than significant and would not introduce new or more severe impacts related to wildland fire risk compared to what was previously determined in the Waterfront Master Plan EIR.

Applicable 2024 EIR Mitigation Measures

Implement Mitigation Measure 3.3-2g (see Section 2.4, "Biological Resources," above).

2.10 HYDROLOGY AND WATER QUALITY

The Waterfront Master Plan EIR analyzed impacts related to hydrology and water quality in Section 3.9, Hydrology and Water Quality.

Impact 3.9-1: Violate Any Water Quality Standards or Waste Discharge Requirements or Otherwise Degrade Surface or Ground Water Quality

The Waterfront Master Plan EIR analyzed impacts related to water quality. Phase One would include dredging and in-water work construction activities that would disturb sediments in the Bay, which could affect water quality through increased turbidity. Turbidity from pile removal and driving would be limited to a small area and would dissipate within an hour or be swept away and diluted by tidal exchange. Additionally, project-generated dredging would be localized and temporary, and is not anticipated to increase local or regional turbidity beyond that present under baseline conditions. Therefore, impacts related to sediment disturbance were found to be less than significant. In-water construction would require the use of specialized mechanical equipment that can be toxic to aquatic ecosystems if fuels or lubricants are spilled or introduced accidentally. Similarly, debris from construction or demolition of in-water structures can enter the aquatic environment and may itself be contaminated with lubricants or preservatives. The release of contaminants is also present during dredging activities, which is also discussed above under "Hazards and Hazardous Materials". Dredging must occur in compliance with the LTMS Management Plan for the management of dredge materials, which requires that all dredging activities be approved through the DMMO's permitting process. Future maintenance dredging would follow the same procedures, permits, and best practices as under current operational conditions. Potentially significant impacts associated with future dredging from Phase One operations would be the same as those associated with Phase One construction. Through implementation of 2024 EIR Mitigation Measures 3.3-2d, and -2f through -2h, which would require implementation of spill prevention and control, implement dust and debris control, implement sediment testing and dredging controls, and require the use appropriate creosote pile removal and disposal methods, the Waterfront Master Plan found that this impact would be reduced to a less than significant level by implementing spill prevention practices and cleanup procedures, catchment systems for over-water areas, and dust control, requiring measures to reduce the likelihood that contaminants from dredging and creosote pile removal, and by following the Stormwater Management Plan implemented by the campus.

Phase One project modifications and refinements would extend and modify the in-water construction work window, allow for up to three limited 20-day continuous dredging events, clarify the methods for improving the existing trestle, and update Mitigation Measure 3.3-2i to reflect changes to the number and size of piles to be installed as well as an increase in the permitted pile strike daily limit. The project modifications would allow construction to be completed in staggered work windows, including two LIWWs, which limit the types of work that may occur at various times of the year beyond the originally approved July 1 through November 30, 2025 work window. Temporary changes to dredging activities would allow for up to three continuous 24-hour dredging operations for a limited period of 20 days per event. The first 20-day continuous operations event would start during the currently authorized dredge window starting July 1, 2026. The second 20-day continuous dredging operations event could occur during the second LIWW between December 16, 2026 through January 31, 2027. The third continuous dredging operations event could occur during the 2027 PWW between July 1, 2027 through November 30, 2027. Phase One in-water construction work involves dredging and in-water construction activities that would disturb sediments, however, these activities were previously identified and analyzed in the EIR. Under the project modifications, pile driving activities associated with the in-water construction work would be staggered and would be limited to a small area. No other changes to dredging operations are proposed, including no increase in the dredge area or amount of sediment to be dredged under Phase One of the project. Moreover, all dredging activities would occur within the approved in-water work windows and entirely within the existing boat basin. Because in-water activities would be localized and temporary, impacts to sediment disturbance would not be significant.

In-water construction would require equipment for the pile driving, dredging, and improvements to the trestle which may result in toxic substances being accidentally introduced or spilled. Improvements to the trestle piles would include a non-toxic epoxy grout to avoid potential toxic effects to aquatic ecosystems. Dredging would continue to be required to comply with the LTMS Management Plan and the DMMO's permitting process in order to reduce potential impacts. 2024 EIR Mitigation Measures 3.3-2d and -2f through -2h, which would require implementation of spill prevention and control, implement dust and debris control, implement sediment testing and dredging controls,

and require the use appropriate creosote pile removal and disposal methods, would be applicable to project modifications and refinements in order to reduce impacts related to water quality standards, waste discharge requirements, and surface or ground water quality from in-water construction activities and trestle improvements. This impact would be less than significant would not introduce new or more severe impacts related to water quality compared to what was previously determined in the Waterfront Master Plan EIR.

Impact 3.9-2: Substantially Decrease Groundwater Supplies or Interfere Substantially with Groundwater Recharge such that the Project May Impede Sustainable Groundwater Management of the Basin

The Waterfront Master Plan EIR analyzed impacts related to groundwater resources. The project site does not overlie any regional groundwater basins; therefore, the project would not interfere with groundwater recharge. Phase One would primarily consist of in-water infrastructure work that would not alter the drainage pattern of the landside of the campus. There would be no introduction of new impervious surfaces and there would be no impediment of groundwater recharge. Thus, the Waterfront Master Plan EIR found that Phase One would result in a less than significant impact on groundwater supply and recharge.

Phase One project modifications and refinements would be associated with in-water construction activities and would not occur on the landside of the campus. These project modifications and refinements would not introduce new impervious surfaces. Thus, project modifications and refinements would not result in a substantial impact to groundwater supply and recharge, and would not introduce new or more severe impacts compared to what was previously determined in the Waterfront Master Plan EIR.

Impact 3.9-3: Substantially Alter the Existing Drainage Pattern of the Site or Area, including through the Alteration of the Course of a Stream or River, in a Manner that Would Result in Substantial Erosion, Siltation or Flooding On- or Off-site; Create or Contribute Runoff Water that Would Exceed the Capacity of Existing or Planned Stormwater-Drainage Systems or Provide Substantial Additional Sources of Polluted Runoff; or Impede or Redirect Flood Flows

The Waterfront Master Plan EIR analyzed impacts to the existing drainage patterns. Phase One of the Waterfront Master Plan would primarily be in-water infrastructure work and would not alter the drainage pattern of the landside campus. Construction of Phase One and the operation of the pier and boat basin would not generate, impede, or redirect flood flows. A Coastal Evaluation of San Pablo Bay was prepared for Phase One of the project (WSP 2023). The study found that while Phase One improvements would result in some minor and localized changes to sediment dynamics, flow patterns, and wave energy, the changes would not result in any adverse effects due to erosion of the shoreline or changes to sediment bed dynamics. The new pier and improved/replaced trestle would be elevated above existing elevations to accommodate projected sea level rise. During future project phases, the design of shoreline improvements would incorporate design criteria to ensure that these areas are able to serve the function as the campus's first line of defense against sea level rise. Thus, the Waterfront Master Plan EIR found that Phase One would result in a less than significant impact on drainage patterns.

Phase One project modifications and refinements would be related to in-water construction activities and would not alter landside drainage patterns. No modifications to the proposed design of the new pier and trestle would occur and the pier and trestle would still be elevated to accommodate projected sea level rise. Thus, the Phase One modifications and refinements would not result in a substantial impact to drainage patterns, and would not introduce new or more severe impacts compared to what was previously determined in the Waterfront Master Plan EIR.

Impact 3.9-4: In Flood Hazard, Tsunami, or Seiche Zones, Risk Release of Pollutants due to Project Inundation

The Waterfront Master Plan EIR analyzed impacts to the release of pollutants due to project inundation. Under current conditions of Phase One, both landside and in-water infrastructure carry the risk of contributing pollutants to the Bay during a flood or tsunami. If project site flooding were to occur during construction, sediments and equipment contaminants have the potential to enter bay waters. Pier improvements associated with Phase One would improve the storage and control of potential pollutant sources, compared to current conditions by reorienting utilities to the top of the pier, providing better access for monitoring and maintenance, and through the addition of cisterns to pier stormwater infrastructure. For these reasons, the Waterfront Master Plan EIR found that Phase One would result in a less than significant impact with regard to the release of pollutants resulting from flood or tsunami.

Phase One project modifications and refinements would extend and modify the Phase One in-water construction work window such that in-water construction could be completed in 2026 or 2027, allow for up to three limited 20-day continuous dredging events, clarify the methods for improving the existing trestle, and update Mitigation Measure 3.3-2l to reflect changes to the number and size of piles to be installed as well as an increase in the permitted pile strike daily limit. The project modifications would not increase or exacerbate the project's potential to contribute pollutants to the Bay if a flood or tsunami event were to occur during construction activities. Impacts associated with the introduction of pollutants are discussed above and within "Hazards and Hazardous Materials" above. As analyzed in the 2024 EIR, pier improvements associated with Phase One would improve the storage and control of potential pollutant sources compared to current conditions, as utilities would be reoriented to the top of the pier, providing better access for monitoring and maintenance, and pier stormwater infrastructure would be improved with the addition of cisterns. Thus, consistent with the Waterfront Master Plan EIR, this impact would be less than significant and project modifications and refinements would not introduce new or more severe impacts related to the release of pollutants due to project inundation compared to what was previously determined in the Waterfront Master Plan EIR.

Impact 3.9-5: Conflict with or Obstruct Implementation of a Water Quality Control Plan or Sustainable Groundwater Management Plan

The Waterfront Master Plan EIR analyzed impacts related to conflicts with a water quality control plan or sustainable groundwater management plan. There is no sustainable groundwater management plan in effect for the project site. As discussed above, Phase One has the potential to result in significant impacts to water quality during construction and operation. While the project would not result in the introduction of facilities that increase the potential for significant water quality impacts or require modifications to the Basin Plan prior to approval, the potential for degradation of water quality during both construction and operation would result in a significant impact. Through implementation of 2024 EIR Mitigation Measures 3.3-2d, -2f through -2h, which would require implementation of spill prevention and control, implement dust and debris control, implement sediment testing and dredging controls, and require the use appropriate creosote pile removal and disposal methods, the Waterfront Master Plan EIR found that impacts would be reduced to a less than significant level by implementing spill prevention practices and cleanup procedures, catchment systems for over-water areas, and dust control, requiring sediment testing, the use of silt curtains, and fragment retrieval for pile removal, and implementing MS4 permit requirements and following the Stormwater Management Plan implemented by the campus.

Phase One project modifications and refinements would not involve new activities that would substantially increase the nature and magnitude of impacts on water quality during in-water construction compared to those analyzed in the 2024 EIR. The project modifications and refinements would extend the in-water work window through LIWWs which limit the types of work that may occur at various times of the year and clarify the methods for improving the existing trestle. Temporary changes to dredging activities would allow for up to three continuous 24-hour dredging operations for a limited period of 20 days per event. The first 20-day continuous operations event would start during the currently authorized dredge window starting July 1, 2026. The second 20-day continuous dredging operations event could occur during the second LIWW between December 16, 2026 through January 31, 2027. The third

continuous dredging operations event could occur during the 2027 PWW between July 1, 2027 through November 30, 2027. No other changes to dredging operations are proposed including no increase in the dredge area or the amount of sediment to be dredged under Phase One of the project. All dredging activities would occur within the approved in-water work windows and entirely within the existing boat basin. As discussed above, 2024 EIR Mitigation Measures 3.3-2d and -2f through -2h, which would require implementation of spill prevention and control, implement dust and debris control, implement sediment testing and dredging controls, and require the use appropriate creosote pile removal and disposal methods, would be applicable to project modifications and refinements in order to reduce impacts by implementing spill prevention practices and cleanup procedures, catchment systems for over-water areas, and dust control, requiring sediment testing, the use of silt curtains, and fragment retrieval for pile removal, and implementing MS4 permit requirements and following the Stormwater Management Plan implemented by the campus. Through continued implementation of these mitigation measures, this impact would be less than significant and project modifications and refinements would not introduce new or more severe impacts related to the conflict of a water quality control plan or sustainable groundwater management plan compared to what was previously determined in the Waterfront Master Plan EIR.

Applicable 2024 EIR Mitigation Measures

Implement Mitigation Measure 3.3-2d, -2e, -2f, -2g, and -2h (see Section 2.4, "Biological Resources," above).

2.11 LAND USE AND PLANNING

The Waterfront Master Plan EIR analyzed impacts related to land use and planning in Section 3.10, Land Use and Planning. The 2024 EIR determined that the Waterfront Master Plan would not physically divide an existing community because it would not create structures that could physically divide an established community and the proposed off-site improvements would be located within the existing waterfront. Thus, this impact was not further discussed in the Waterfront Master Plan EIR.

Impact 3.10-1: Cause a Significant Environmental Impact Due to a Conflict With Any Land Use Plan, Policy, or Regulation Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect

The Waterfront Master Plan EIR analyzed impacts related to conflict with plans, policies, and regulations established to avoid or mitigate environmental impacts. As part of the CSU, Cal Poly Maritime is not subject to municipal regulations of surrounding local governments, such as the City of Vallejo General Plan or land use designations, for uses on property owned or controlled by Cal Poly Maritime that are in furtherance of its education purposes. Therefore, potential project conflicts with these policies are discussed for informational purposes. Phase One would be required to comply with the Bay Plan and Suisun Marsh Protection Plan, incorporating Bay Plan policies aimed to mitigate potential environmental harm on biological resources from activities such as dredging and pile driving. More specifically, Phase One of project development would comply with Bay Plan Shoreline Protection Policy 5, Recreation Policy 3, Public Access Policies 2, 6, 7, 8, 9, and 10, Appearance, Design, and Scenic Views Policy 2, Other Uses of the Bay and Shoreline Policy 2. With adherence to existing plans, policies, and regulations, the Waterfront Master Plan EIR found that impacts would be less than significant.

The project modifications and refinements would involve an extension to the in-water work window to allow in-water construction activities to be completed in 2026 or 2027, allow for up to three limited 20-day continuous dredging events, clarify the methods for improving the existing trestle, and update Mitigation Measure 3.3-2l to reflect changes to the number and size of piles to be installed as well as an increase in the permitted pile strikes per day. In order to minimize effects on migratory fish, Phase One in-water work involving pile driving and dredging would be completed in staggered work windows, including two LIWWs, which limit the types of work that may occur at various times of the year, beyond the originally approved July 1 through November 30, 2025 work window. The first LLW would only

allow vibratory hammer driving between June 1, 2026 and June 15, 2026. The first PWW would occur between June 16, 2026 and December 15, 2026 and would allow for impact hammer driving, vibratory driving/removal of piles, and dredging. The second LIWW would only allow vibratory pile driving/removal and dredging between December 16, 2026 and January 31, 2027. The last PWW would occur between July 1, 2027 and November 30, 2027 when impact hammer driving, vibratory driving/removal of piles, and dredging could occur. Staggering work this way would allow crews to focus the PWWs on impact hammer driving so that crews can remove any remaining templates, drive small piles, and finish dredging. Construction during these modified work windows have been strategically planned to minimize disturbances to ensure that critical habitat for threatened and endangered fish species would continue to function as a migratory corridor. The Phase One project modifications and refinements would be consistent with the applicable Bay Plan policies, as the policies focus on limitations to dredging and pile driving to minimize associated environmental impacts, including adverse effects on biological resources. With adherence to the policies stated above, Phase One and the proposed project modifications would avoid conflicts with applicable plans, policies, and regulations. Thus, the project modifications and refinements would not introduce new or more severe impacts related to conflict with applicable land use plans, policies, and regulations compared to what was previously determined in the Waterfront Master Plan EIR.

2.12 NOISE

The Waterfront Master Plan EIR analyzed impacts related to noise and vibration in Section 3.11, Noise and Vibration. The Waterfront Master Plan EIR found that there would be no impacts associated with airport noise, operational vibration, or traffic noise. In regard to airport noise, the Napa County Airport and Buchanan Field Airport are both approximately 10 miles from the project site, thus the project would not expose people to excessive noise levels associated with airport activity. Additionally, the Waterfront Master Plan would not result in substantial changes to existing operations within the campus and there would be no sources of excessive groundborne vibration associated with operation of the campus. The project would not generate levels of what could be considered excessive groundborne vibration. Additionally, the project would not result in a change to campus population growth, and the project would not result in an increase in operation-related traffic or associated traffic noise. For these reasons, the Waterfront Master Plan found there would be no impacts and these issues were not discussed further.

Impact 3.11-1: Create Substantial Temporary (Construction) Noise and Impact 3.11-2: Create Substantial Temporary (Construction) Vibration Levels

The Waterfront Master Plan EIR analyzed impacts related to temporary construction noise. Construction activities associated with the project would take place during permissible hours of Monday through Friday from 7:00 a.m. to 6:00 p.m., and on Saturdays from 9:00 a.m. to 6:00 p.m. The types of heavy equipment used during project construction would include dozers, excavators, cranes, concrete mixing trucks, tugboats, barges, and workboats. Construction activity would not involve landside pile driving or blasting. The 2024 EIR discussed that construction noise could be characterized based on the type of activity and associated equipment needed and, in the analysis, is evaluated by considering noise levels associated with the likely combination of construction equipment required for each phase of project construction. The combined noise levels generated by construction activity would fluctuate depending on the type, number, and duration of use of vehicles and equipment. The maximum noise generated under Phase One of the Waterfront Master Plan is shown in Table 2.12-1, below.

Table 2.12-1 Noise Levels by Construction Phase at Each Receptor

Construction Phase ¹	Receptor ²	Distance (feet)	dBA L _{eq}	Applicable Threshold dBA L _{eq} ⁵	Exceeds Applicable Threshold?
Phase One (Marine Yard)	Lower Residential Hall	1,330	56.3	90	No
	Upper Residential Hall	1,470	55.5	90	No
	Staff Housing	1,810	53.6	90	No
	Northwest Residences	2,060	52.5	60	No
	Eastern Residences	1,600	54.7⁴	60	No
	Campus Library	870	60.0	90	No
	Campus Laboratory Building	630	62.8 ³	90	No
Phase One (Pier/Trestle)	Lower Residential Hall	1,330	57.5	90	No
	Upper Residential Hall	1,450	56.5	90	No
	Staff Housing	1,815	54.6	90	No
	Northwest Residences	1,920	54.1⁴	60	No
	Eastern Residences	1,965	53.9	60	No
	Campus Library	860	61.1	90	No
	Campus Laboratory Building	725	62.5 ³	90	No

Notes: dBA = A-weighted decibels; L_{eq} = hourly-average noise level; L_{max} = maximum instantaneous noise levels.

¹ Loudest and closest subphases were presented.

² On-campus receptors include Lower Residential Hall, Upper Residential Hall, staff housing, campus library, and campus laboratory building. Off-campus receptors include northwest residences and eastern residences.

³ Italicized noise levels = loudest L_{eq} at on-campus receptor for that phase.

⁴ Bolded noise levels = loudest L_{eq} at off-campus receptor for that phase.

⁵ Applicable construction noise standards for the northwest and eastern residences are the City of Vallejo construction thresholds of 60 L_{eq} dBA. Applicable construction noise standards for the Lower and Upper Residential Halls, staff housing, and campus labs and library are the FTA construction standards of 90 dBA L_{eq} (day) and 80 dBA L_{eq} (night) for residential land uses and 100 dBA L_{eq} (day and night) for commercial/industrial land uses.

Source: Modeled by Ascent in 2023.

As shown in Tabel 2.12-1, the maximum noise generated at the Marine Yard would be up to 62.8 dBA L_{eq}. The nearest off-campus receptors are the residences approximately 1,600 feet to the east (Waterview Terrace). Construction activities would generate noise levels of up to 54.7 dBA L_{eq} at these residences. The pier/trestle construction activities would generate a maximum noise level of up to 62.5 dBA L_{eq}. The nearest on-campus receptor to the pier/trestle is the campus laboratory building and the nearest off-site receptor are the residential uses to the northwest along Jade Circle, approximately 1,920 feet away. The Waterfront Master Plan EIR found that the construction generated noise levels would not exceed the Federal Transit Administration (FTA) or the Vallejo Municipal Code (VMC) construction noise thresholds, and this impact was found to be less than significant.

The Waterfront Master Plan EIR analyzed impacts related to substantial temporary construction vibration levels. As discussed in the Waterfront Master Plan EIR, construction activities generate varying degrees of temporary ground vibration, depending on the specific construction equipment used and activities involved. The piece of equipment that could generate the greatest level of ground vibration would be an excavator for Phase One. Table 2.12-2 shows the attenuated vibration levels at the nearest vibration sensitive receptors for Phase One.

Table 2.12-2 Vibration Levels by Construction Phase

Phase	Equipment	Nearest Structure	Distance (feet)	PPV (in/sec)	VdB
One	Excavator	Boathouse	130	0.008	65.5

Notes: ft = feet; in/sec = inches per second; PPV = peak particle velocity; VdB = vibration decibels.

Source: FTA 2018.

As shown in Table 2.12-2, the boathouse is the nearest structure to Phase One construction activities, located approximately 130 feet northwest of where construction activities would occur. The EIR found that construction vibration levels associated with Phase One would not exceed FTA thresholds, and this impact would be less than significant.

None of the Phase One project modifications and refinements would introduce new elements or construction activities that would substantially alter or increase the nature and magnitude of impacts related to construction noise and vibration compared to those analyzed in the 2024 EIR. The project modifications and refinements would extend and modify the in-water work window through a series of LIWWs which limit the types of work that may occur at various times of the year and clarify the methods for improving the existing trestle. These changes would allow for a variation in the timing of in-water construction and clarification of construction methods and would not increase the noise and vibration effects of the project.

Temporary changes to dredging activities would allow for up to three continuous 24-hour dredging operations for a limited period of 20 days per event. The first 20-day continuous operations event would start during the currently authorized dredge window starting July 1, 2026. The second 20-day continuous dredging operations event could occur during the second LIWW between December 16, 2026 through January 31, 2027. The third continuous dredging operations event could occur during the 2027 PWW between July 1, 2027 through November 30, 2027. No other changes to dredging operations are proposed, including no increase in the dredge footprint or amount of sediment to be dredged under Phase One of the project. All dredging activities would occur within the approved in-water work windows and entirely within the existing boat basin. Continuous dredging events would be similar to previous continuous maintenance dredging operations which have historically occurred at the university since 1987, including the most recent maintenance dredging event in 2019. Construction noise for dredging activities was modeled using the location provided in the dredging plan (GHD Inc. 2026) and equipment noise data from both the FTA Transit Noise and Vibration Impact Assessment manual and the Epsilon Hudson River PCBs Superfund Site: Phase 1 Final Design Report. The nearest sensitive receptor to the center of dredging activities would be the campus labs located approximately 650 feet north. At this distance, construction noise would attenuate to 53.8 dBA L_{eq} which would not exceed the FTA's nighttime construction noise threshold of 80 dBA L_{eq} (Ascent 2026). Construction noise would attenuate to lower noise levels at greater distances, meaning noise levels experienced by nearby off-campus sensitive receptors would also not exceed FTA's nighttime construction noise threshold.

In addition, minor updates to Mitigation Measure 3.3-2I are included in this addendum to reflect changes to the number and size of piles to be installed as well as an increase in the permitted pile strikes per day. These updates would not result in an increase in construction noise or vibration. As discussed above under "Biological Resources", the project modifications and refinements would still be required to implement applicable mitigation measures, specifically Mitigation Measures 3.3-2i and modified Mitigation Measure 3.3-2I, to reduce vibration and noise impacts to biological resources.

Because project modifications and refinements are focused on temporary in-water construction activities, clarifying the methods of improvements to the trestle piles, and updating the number of piles and pile strikes that would occur, project modifications and refinements would not introduce new activities that would increase or create new sources of noise and vibration levels. Therefore, the project modifications and refinements would not result in an exceedance of FTA thresholds that would affect landside receptors and would not introduce new or more severe impacts related to temporary construction noise and vibration levels compared to what was previously determined in the Waterfront Master Plan EIR.

Impact 3.11-3: Create a Substantial Increase in Operational On-Site Noise

The Waterfront Master Plan EIR analyzed impacts related to a substantial increase in operational on-site noise. Noise sources associated with the project include HVAC systems in the utility room at the Vallejo Flood and Wastewater District (VFWD), replacing/upsizing the pumps at the VFWD, sanitary sewer pump station in the new multiuse building, and increased vessel and marine activities (more ship movement, docking, idling) associated with an increase in the number of docking stations. The 2024 EIR analyzed noise levels for three sanitary sewer pumps, operating simultaneously, which would produce a combined noise level of 78.8 dBA at a distance of 50 feet. The nearest off-site sensitive receptor to the utility upgrades and new pump would be the residences along Waterview Terrace, approximately 1,550 feet east of the new pumping location. Noise levels from the three pumps would attenuate to 49 dBA L_{eq} at 1,550 feet. The 2024 EIR also analyzed noise generation levels for two HVAC units, operating simultaneously, which would produce noise levels of 81 dBA L_{eq} . The nearest off-campus receptors are single-family residences located along Waterview Terrace, approximately 1,550 feet west of the nearest of the two HVAC systems at which noise levels would attenuate to 27 dBA L_{eq} . The nearest on-campus receptor is the laboratory building approximately 650 from the nearest HVAC units. At 650 feet HVAC noise levels would attenuate to 32 dBA L_{eq} . Although the Waterfront Master Plan would introduce the NSMV, associated noise would replace that associated with the existing training vessel, noise levels would not substantially increase over existing conditions. The Waterfront Master Plan EIR concluded that noise generated from new and additional HVAC systems, pump stations, and ship activity in Morrow Cove would not exceed noise standards or generate noise levels louder or greater than existing conditions. This impact was found to be less than significant.

Phase One project modifications and refinements would be associated with temporary in-water construction activities and would not result in new noise sources or new noise-generating activities during long-term operation. Thus, project modifications and refinements would not result in impacts related to long-term operational noise compared to what was previously determined in the Waterfront Master Plan EIR.

2.13 POPULATION AND HOUSING

As described in Chapter 6, Effects Not Found to be Significant, of the Waterfront Master Plan EIR, the project does not include any elements that involve the construction of additional student housing or propose an increase in projected student enrollment or would otherwise facilitate or induce population growth. Implementation of the Waterfront Master Plan would prepare the campus waterfront for the arrival and operation of the NSMV and upgrade infrastructure and facilities to support other campus and public waterfront-dependent program needs. Implementation of the Waterfront Master Plan would not result in an increase in the local population, no new demand for housing and no direct or indirect impacts to population and housing would occur. The 2024 EIR determined that impacts would be less than significant and this topic was not discussed further in the 2024 EIR. The project modifications and refinements do not propose construction of additional housing or other features that would propose an increase in student enrollment. Therefore, the project modifications and refinements would not result in new or more severe impacts related to population and housing compared to what was previously determined in the Waterfront Master Plan EIR.

2.14 PUBLIC SERVICES AND RECREATION

The Waterfront Master Plan EIR analyzed impacts related to public services and recreation in Section 3.12, Public Services and Recreation. The 2024 EIR determined that the Waterfront Master Plan would not induce any population growth that would impact the local public schools or the public library system. Thus, this impact was not discussed further in the 2024 EIR.

Impact 3.12-1: Result in Substantial Adverse Physical Construction-Related Impacts Associated with the Provision of or the Need for New or Physically Altered Fire and Police Facilities, to Maintain Acceptable Service Ratios

The Waterfront Master Plan EIR analyzed impacts to fire and police facilities. Phase One of the project would involve improvements to in-water infrastructure, the Marine Yard, and other elements essential to prepare the campus' readiness for the arrival of the NSMV. The current main pier would be demolished, a new, longer, wider pier would be constructed to complement the size of the new NSMV, and structural upgrades or extension of the existing trestle would be required. Because operation of the facilities under Phase One would not result in a substantial increase in the campus population or workforce, no increase in the demand for local public services would occur. This impact was found to be less than significant.

Project modifications and refinements are associated with temporary in-water construction activities. These project modifications and refinements would not introduce elements that would result in a substantial increase in the campus population or workforce. Thus, project modifications and refinements would not introduce new or more severe impacts to fire and police facilities compared to what was previously determined in the Waterfront Master Plan EIR.

Impact 3.12-2: Result in Substantial Deterioration of Neighborhood and Regional Parks, or Require Construction or Expansion of Recreational Facilities

The Waterfront Master Plan EIR also analyzed impacts to recreational facilities. Phase One of the project would involve improvements to in-water infrastructure, the Marine Yard, and other elements essential to prepare the campus for the arrival of the NSMV. The Phase One activities could cause temporary impacts related to interrupted access to the San Francisco Bay Trail during construction. Phase One would require temporary road closures along the campus waterfront, which may result in inaccessibility to the San Francisco Bay Trail. However, a construction traffic management plan would be prepared to minimize traffic impacts, and such disruptions would be temporary. Once construction activities are complete, Phase One would not restrict access to or affect the use of the San Francisco Bay Trail. As discussed above, Phase One would not induce population growth and as a result, impacts associated with the deterioration of existing residential facilities are not expected to occur. Therefore, the Waterfront Master Plan EIR found that impacts on recreational facilities would be less than significant.

Project modifications and refinements would extend in-water construction activities until 2027. As discussed below in Section 2.15, Transportation, this extension of in-water work could require temporary closure of roadways or traffic lanes to accommodate construction access and may cause interrupted access to the San Francisco Bay Trail for a longer period of time than initially anticipated. However, these activities would be temporary and access to the San Francisco Bay Trail would be restored after construction is complete. Marine vessel activities associated with the three limited continuous dredging events and the updates to biological resources Mitigation Measure 3.3-2I would not require temporary road closures. Additionally, as discussed above, the proposed project modifications and refinements would not induce population growth that could cause the deterioration of existing recreational facilities. Therefore, project modifications and refinements would not introduce new or more severe impacts to recreational facilities compared to what was previously determined in the Waterfront Master Plan EIR.

2.15 TRANSPORTATION

The Waterfront Master Plan EIR analyzed impacts related to transportation in Section 3.17, Transportation. The 2024 EIR determined that because the Waterfront Master Plan would not result in an increase in enrollment, student capacity, or staff and faculty employment, and is anticipated to generate less than 110 new vehicle trips per day, there would not be a substantial increase in VMT. Additionally, the 2024 EIR determined that the project would be

compliant with all applicable emergency requirements, reviewed by all appropriate responsible emergency service agencies, and would be required to follow the State University Administrative Manual, which requires the State Fire Marshal to review all projects before they are implemented. For these reasons, the EIR found that there would be no impacts, and these issues were not discussed further.

Impact 3.13-1: Conflict with a Program, Plan, Ordinance, or Policy Addressing the Circulation System, Including Transit, Roadway, Bicycle, and Pedestrian Facilities

The Waterfront Master Plan EIR analyzed impacts related to conflict with a program, plan, ordinance, or policy addressing the circulation system. Phase One of the project focuses on upgrades to in-water infrastructure, the Marine Yard, and other elements essential to meeting Cal Poly Maritime's readiness for the arrival of the NSMV. Temporary berth accommodations would be facilitated at the Suisun Bay Reserve Fleet (SBRF) to accommodate Phase One improvements and avoid any disruption in hands-on training and other shipboard programs. A shuttle or other form of transportation would be arranged to transport cadets and faculty/staff between the main campus and temporary mooring at SBRF. Phase One of the project would not modify existing off-site bicycle facilities or conflict with existing bicycle facilities. Additionally, the project would not interfere with the implementation of any planned bicycle facilities in the vicinity of the project site. Overall, the Waterfront Master Plan would not change vehicular access to the project site and it would improve internal vehicular and pedestrian circulation, being consistent with the 2017 Cal Maritime Physical Master Plan and CSU's Sustainability Policy. As mentioned throughout the 2024 EIR, Phase One would not result in population growth, and would thus not generate any additional transit ridership. The EIR concluded that Phase One would not physically disrupt an existing facility or interfere with implementation of a planned facility, including bicycle, pedestrian, and transit facilities. This impact was found to be less than significant.

The project modifications and refinements to the in-water work window and improvements to the trestle piles may require temporary closure of roadways or traffic lanes to accommodate construction access. Marine vessel activities associated with the three limited continuous dredging events and the updates to biological resources Mitigation Measure 3.3-2I would not require temporary road closures. However, because the project modifications and refinements are associated with in-water work and repairs to the existing trestle piles, they would not result in a change to existing transportation facilities, nor would they result in population growth. The project modifications and refinements would not result in conflict with a program, plan, ordinance, or policy addressing the circulation system, and this impact would be less than significant. Thus, project modifications and refinements would not introduce new or more severe impacts related to conflict with a program, plan, ordinance, or policy addressing the circulation system compared to what was previously determined in the Waterfront Master Plan EIR.

Impact 3.13-2: Substantially Increase Hazards due to a Geometric Design Feature (e.g., Sharp Curves or Dangerous Intersections) or Incompatible Uses (e.g., Farm Equipment)

The Waterfront Master Plan analyzed impacts related to hazards due to a design feature or incompatible use. Phase One construction activities would result in personal vehicles of construction workers, vehicles delivering equipment, vehicles hauling material, and other construction-related traffic entering and leaving the construction areas daily. Large construction vehicles and equipment, as well as haul trips and operation of heavy vehicles occurring along roadways with constrained rights-of-ways may temporarily increase risk of hazards on roadways in the vicinity of the project site. Project contractors would be required to prepare and implement a TCP to address anticipated impacts on public rights-of-ways as identified in the City's Traffic Control Plan Requirements. The TCP would be submitted and reviewed for approval by the City of Vallejo Public Works Department, minimizing transportation hazards during construction of Phase One. Implementation of Phase One would not involve altering or redesigning any existing roadways or pedestrian facilities in a manner that would increase hazards. California law dictates that all physical

improvements to facilities in the state, including buildings and public areas located on the Cal Poly Maritime campus, require the issuance of a building permit before construction, ensuring that all applicable safety standards are met. For these reasons, the Waterfront Master Plan EIR found that Phase One would not substantially increase hazards related to a geometric design feature or incompatible use, and this impact would be less than significant.

The project modifications and refinements related to the in-water work window and improvements to the trestle piles would involve several types of vehicles entering and leaving construction areas, including possibly large construction vehicles and equipment. However, the project modifications and refinements would still be required to comply with the TCP for Phase One activities as needed to ensure that proper precautions are met during the construction activities. Additionally, there would be no changes to existing roadways or pedestrian facilities as a result of the project modifications and refinements. Marine vessel activities associated with the three limited continuous dredging events and the updates to biological resources Mitigation Measure 3.3-2I would not affect roadway hazards. Thus, the project modifications and refinements would not result in increased hazards during construction or operations, and this impact would be less than significant. Project modifications and refinements would not introduce new or more severe impacts related to hazards due to a design feature or incompatible use compared to what was previously determined in the Waterfront Master Plan EIR.

2.16 UTILITIES AND SERVICE SYSTEMS

The Waterfront Master Plan EIR analyzed impacts related to utilities and service systems in Section 3.14, Utilities and Service Systems. The 2024 EIR determined that there would be no impact related to the relocation or construction of utility infrastructure. Project infrastructure improvements would be limited to on-site improvements. While the operation of the NSMV would require the construction of a new substation adjacent to the existing substation, along with improvements to associated electrical equipment, impacts associated with this infrastructure is analyzed throughout the other sections of the Waterfront Master Plan EIR. Thus, this impact was not addressed further.

Impact 3.14-1: Result in Insufficient Water Supplies and Impact 3.14-2: Result in Impacts on Available Wastewater Treatment Capacity

The Waterfront Master Plan EIR analyzed impacts related to water supply. Phase One would require water usage in the upland areas for construction workers, minor dust control, and other incidental uses during construction activities. Construction water usage would be minimal and would not adversely impact water supply since the total upland disturbance area would be less than 2,500 square feet and limited to the Maintenance Yard. To minimize water use during project construction, the project would comply with CSU Sustainability Policy and City of Vallejo goals and policies related to water conservation to the extent feasible. As mentioned throughout the 2024 EIR, the Waterfront Master Plan would not induce a population growth and would not result in an increase demand for local public services. While the NSMV would be able to accommodate more students than the TSGB, the water required to fill NSMV water storage tanks would come from water supply no longer needed on campus and would not generate greater demand for water. Thus, the 2024 EIR found that there would be no substantial change in water use from existing conditions, and this impact would be less than significant.

Additionally, the Waterfront Master Plan EIR analyzed impacts related to wastewater treatment capacity. Phase One could result in a minor increase in wastewater generation associated with water usage during construction. Although the NSMV would accommodate a greater number of cadets and crew, the operation would not result in increased wastewater generation. As described above, water demand would not be increased overall because any increase in use associated with the NSMV would be balanced by an associated reduction in use on other parts of the campus. With no overall increase in campus population, overall wastewater generation associated with the operation of Phase One would be similar to existing conditions on the campus. Phase One would not generate a substantial increase in wastewater during construction or operation and therefore, the 2024 EIR found that Phase One would result in less than significant impacts related to wastewater treatment requirements.

Phase One project modifications and refinements to the in-water work window and improvements to the trestle piles would potentially require a minor increase in water usage during construction activities, but the increase in water usage would not be substantial. Construction activities would be required to comply with CSU Sustainability Policy and City goals and policies related to water conservation to the extent feasible. Temporary in-water construction activities associated with the three limited continuous dredging events and the updates to biological resources Mitigation Measure 3.3-2I would not affect water supplies or wastewater treatment capacity. Additionally, Phase One modifications and refinements would not result in population growth that would increase demand for local public services or increase wastewater generation. Thus, these impacts would be less than significant, and the project modifications and refinements would not introduce new or more severe impacts related to water supply or wastewater treatment capacity compared to what was previously determined in the Waterfront Master Plan EIR.

Impact 3.14-3: Result in Impacts on Solid Waste Facilities and Compliance with Regulations Related to Solid Waste

The Waterfront Master Plan EIR analyzed impacts related to solid waste facilities. Phase One construction activities would create solid waste during construction, particularly during demolition activities. Phase One improvements would generate a total of approximately 4,000 tons of solid waste from construction. Approximately 200 trucks would be used to import and export materials for each phase, with the assumption that all 200 trucks would include soil and demolition waste hauling, as well as material import. This would equate to approximately 8.7 tons of solid waste generated per day over the 21-month construction period. As mentioned, Phase One would not result in an increase in population and would therefore not result in increased generation of solid waste. The project would comply with CSU Sustainability Policy and, to the extent feasible, City General Plan policies and actions to minimize impacts related to solid waste disposal capacity. The Waterfront Master Plan EIR found that neither construction nor operation of Phase One improvements would generate solid waste that would be in excess of State or local standards or in excess of the capacity of the local infrastructure, and this impact would be less than significant.

Phase One project modifications and refinements are focused on temporary in-water construction activities and clarifying the methods for improving the existing trestle. These modifications would not introduce new construction activities or methods that would generate additional solid waste compared to what was analyzed in the 2024 EIR. The project would continue to comply with and implement CSU Sustainability Policy and City General Plan policies and actions to minimize impacts related to solid waste disposal capacity during construction activities. Additionally, Phase One modifications and refinements would not result in population growth that would increase generation of solid waste. With continued compliance of existing policies to reduce solid waste, this impact would be less than significant, and the project modifications and refinements would not introduce new or more severe impacts on solid waste facilities or regulations related to solid waste compared to what was previously determined in the Waterfront Master Plan EIR.

2.17 WILDFIRE

The Waterfront Master Plan EIR analyzed impacts related to wildfire in Section 3.15, Wildfire. This analysis evaluates potential impacts from wildfire fires, post-fire flooding, or landslides, and conflict with an adopted emergency response plan.

Impact 3.15-1: Expose People or Structures to the Risk of Loss, Injury, or Death Directly from Wildland Fires or Post-Fire Flooding or Landslides

Phase One of the Waterfront Master Plan would construct a new main pier, new floating and training docks at the boat basin, improvement or replacement of the existing trestle, expansion and upgrading of the Marine Yard, utility upgrades, and maintenance dredging of the existing boat basin and new dredging in the expanded boat basin. Utility upgrades would be necessary to meet the requirements of in-water enhancements associated with the main pier,

NSMV, and planned shoreline buildings. Utility upgrades that would occur during Phase One include relocation of the existing substation and transformer facilities; relocation of some electrical utility lines; potable water line expansion to the main pier and associated expansion of existing fire hydrant and back-check valves; installation of a shore power transformer, switch gear, and cable management system; relocation, rerouting, and potential expansion or removal of the existing dock boiler, gas supply, and metering; and sitewide lighting upgrades. Utility infrastructure is planned to be underground, including replacement of existing aboveground infrastructure in order to not exacerbate fire risks. The Waterfront Master Plan would be designed, constructed, and maintained to comply with applicable local, regional, state, and federal requirements related to emergency access and evacuation. All development would be located in already-developed areas and would therefore avoid areas with steep slopes with difficult firefighting terrain or the potential for postfire hazards, such as flooding and landslides. Thus, the Waterfront Master Plan EIR found that impacts related to wildland fire hazards would be less than significant.

As discussed above in Section 2.9, Hazards and Hazardous Materials, project modifications and refinements would extend the in-water construction work window to 2027, allow for up to three limited 20-day continuous dredging events, clarify the methods for improving the existing trestle, and update biological resources Mitigation Measure 3.3-2I. The project modifications and refinements would not result in any changes to planned utility upgrades previously analyzed in the 2024 EIR and would not conflict with applicable local, regional, state, and federal requirements related to emergency access and evacuation. The project modifications and refinements are related to in-water construction activities and would not be located in areas with steep slopes or potential for postfire hazards. Thus, impacts from the project modifications and refinements would be less than significant and would not introduce new or more severe impacts related to wildland fire hazards compared to what was previously determined in the Waterfront Master Plan EIR.

Impact 3.15-2: Substantially Impair an Adopted Emergency Response Plan or Evacuation Plan

As mentioned above, Phase One would construct a new main pier, new floating and training docks at the boat basin, improvement or replacement of the existing trestle, expansion and upgrading of the Marine Yard, utility upgrades, and maintenance dredging of the existing boat basin and new dredging in the expanded boat basin. Cal Poly Maritime would update the existing Emergency Management Plan, which provides a management tool to facilitate timely, effective, and coordinated emergency response and recovery activities, to reflect implementation of the project. Therefore, development of upgraded and new Cal Poly Maritime campus facilities would not affect the emergency management framework or procedural guidance or otherwise affect plans for campus evacuation. As mentioned above, Phase One of the Waterfront Master Plan could potentially require temporary closure of roadways or traffic lanes to accommodate construction access. In Section 3.13, "Transportation," of the 2024 EIR (page 3.13-10) it is discussed that the project contractor would be required to prepare and implement a TCP and submit it to the City of Vallejo Public Works Department for review and approval. In the event of an emergency, evacuation routes would be designated by campus and police services and/or the Emergency Operations Center to avoid areas of temporary road closures as identified in the construction traffic management plan. Additionally, Morrow Cove Drive is not identified as an evacuation route and therefore, temporary closure of roadways would not impair or otherwise affect evacuation procedures on the project site or campus. Although the Solano County General Plan identifies State Route 29 (SR)/Sonoma Boulevard and I-80 as evacuation routes which may be temporarily impacted by construction traffic, impacts would be minimal and temporary. The 2024 EIR determined that these impacts would not affect traffic along these routes beyond normal levels of travel that are experienced around campus. Ultimately, the 2024 EIR found that the Waterfront Master Plan would not interfere with an adopted emergency response plan and that this impact would be less than significant.

The project modifications and refinements would not introduce new construction activities or generate additional construction traffic compared to what was evaluated in the 2024 EIR. The in-water work window extension would extend construction activities to 2027 which could result in temporary closure of roadways or traffic lanes for a longer period of time than originally anticipated. However, the project modifications and refinements would not result in a

change to the Emergency Management Plan, the TCP, or the construction traffic management plan. Additionally, the project modifications and refinements would not affect any designated evacuation routes in the project area. Additionally, the project modifications and refinements would not result in a conflict with an adopted emergency response plan and this impact would be less than significant. Thus, project modifications and refinements would not introduce new or more severe impacts related to an adopted emergency response or evacuation plan compared to what was previously determined in the Waterfront Master Plan EIR.

This page is intentionally left blank.

3 REFERENCES AND PREPARERS

3.1 REFERENCES CITED

- Aarreberg, Arn. Environmental Scientist. California Department of Fish and Wildlife, Santa Rosa, CA. May 7, 2026—email to Bianca Clarke, Senior Regulatory Permitting Specialist at WRA, regarding 24-hour continuous dredging operations.
- Ascent. 2026. Construction Equipment Average Noise Levels. CSU Maritime Academy Waterfront MP.
- Azat, Sara. Fish Biologist. NOAA Fisheries – West Coast Region, Santa Rosa, CA. May 21, 2025—email to Kelly O'Reilly, Environmental Protection Specialist at the Department of Transportation Maritime Administration, regarding updates to the scope of work for the California State University Maritime Academy Waterfront Master Plan Project (NMFS No: WCRO-2024-00175).
- Azat, Sara. Fish Biologist. NOAA Fisheries – West Coast Region, Santa Rosa, CA. May 7, 2026—email to Bianca Clarke, Senior Regulatory Permitting Specialist at WRA, regarding 24-hour continuous dredging operations.
- Fleming, Gannett. 2024 (April). *Draft Geotechnical Report California State University Maritime Academy Boat Basin and Pier Extension Project*. Firm Project No: 075807.
- Federal Transit Administration. 2018 (September). *Transit Noise and Vibration Impact Assessment Manual*. Available: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf. Accessed August 9, 2023.
- FTA. See Federal Transit Administration.
- GHD, Inc. 2026 (May). Boat Basin – Dredging. Project No. 12630339. May 4, 2026.
- National Oceanic and Atmospheric Administration Fisheries. 2014 (October). *California Eelgrass Mitigation Policy and Implementing Guidelines*. Available: <https://www.fisheries.noaa.gov/resource/document/california-eelgrass-mitigation-policy-and-implementing-guidelines>. Accessed December 1, 2023.
- NMFS. See. National Oceanic and Atmospheric Administration Fisheries.
- Squires, Kim. Section 7 Division Manager. US Fish and Wildlife Service, Sacramento, CA. May 8, 2026—email to Bianca Clarke, Senior Regulatory Permitting Specialist at WRA, regarding 24-hour continuous dredging operations.
- WRA. 2023 (August). *Pre-Construction Eelgrass Survey for the Cal Maritime Overwater Geotechnical Surveys Project in Vallejo, Solano County, California*.
- WRA. 2025. CMA Pile Strike Model Results – 10,000 daily strikes.
- WRA. 2026 (April). *California State University Maritime Academy Waterfront Master Plan Phase 1 Project Section 7 Biological Assessment*.
- WSP. 2023 (October). *Coastal Evaluation of San Pablo Bay to Support Design of Waterfront Improvements at Cal Maritime*. Submitted to: Cordoba Corporation

3.2 LIST OF PREPARERS

California State University

Anne Collins-Doehne Director of Land Use Planning & Environmental Review, CSU Office of the Chancellor

California Polytechnic State University, San Luis Obispo—Solano Campus

Scott Bloom Campus Planner, Facilities Planning & Capital Projects

Ascent (CEQA Compliance)

Sydney Coatsworth Principal

Greta Brownlow Project Manager

Tanya Jones Assistant Project Manager

Jacklyn Bottomley Environmental Planner

Gaiety Lane Publishing Specialist