

DRAFT
SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT
State Clearinghouse Number: 2006012092

OAKLAND ARMY BASE AUTO MALL PROJECT

PREPARED FOR:
CITY OF OAKLAND



PREPARED BY:
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APRIL 2006

CITY OF OAKLAND



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**OAKLAND ARMY BASE AUTO MALL PROJECT
NOTICE OF RELEASE AND AVAILABILITY OF
DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT (DRAFT SEIR)
AND
NOTICE OF PUBLIC HEARING**

TO: All Interested Parties

SUBJECT: Notice of Release/Availability of Draft Environmental Impact Report for the former Oakland Army Base (OARB) Auto Mall Project and Notice of Public Hearing on the same

REVIEW PERIOD: April 17, 2006 –May 31, 2006

CASE NO.: ER 06-0002 (State Clearinghouse Number 2006012092)

PROJECT SPONSOR: Oakland Redevelopment Agency (ORA)

PROJECT LOCATION: The Project site is located on 30-acres at the former Oakland Army Base and within the OARB Redevelopment Area, bounded by West Grand Avenue on the south, by the Union Pacific Railroad right-of-way on the east, and by the East Bay Municipal Utility District (EBMUD) wastewater treatment facility to the north. An expanded Option B area includes the Project site plus approximately 30 acres of additional land located to the south of West Grand Avenue and east of Maritime Street.

PROJECT DESCRIPTION: The Project generally consists of redevelopment of approximately thirty (30) acres of land in the North Gateway portion of the former Oakland Army Base to provide space for four or five automobile dealerships on separate parcels of approximately 4-5 acres each, plus associated roadways and infrastructure improvements. The ORA (as Project sponsor) has identified one additional project option (referred to as Option B) that the City wishes to also be evaluated. Option B is a larger redevelopment effort on a total of approximately sixty (60) acres of land in the North Gateway and East Gateway portions of the former Oakland Army Base that includes the Project as described above, plus three additional 5-acre automobile dealerships and one approximately 12 to 15-acre site for "big box" retail use, plus associated roadways and infrastructure improvements.

Implementation of the Project is anticipated to require approval of an amendment to the OARB Reuse Plan, approval of re-designation or relocation of Ancillary Maritime Support uses, issuance of Disposition and Development Agreements for individual developments, approval of a tentative tract map, and approval of subsequent demolition, grading and building permits, infrastructure improvements and environmental remediation activities. These actions will be considered after certification of the SEIR.

PUBLIC HEARING:

Wednesday, May 17, 2006 at 6:30 p.m. City Planning Commission, Hearing Room 1, City Hall, One Frank H. Ogawa Plaza (Draft SEIR comments and comments on the Project)

ENVIRONMENTAL REVIEW: The Initial Study for this Project (City of Oakland, January 2006), evaluated all of the potential environmental topic areas as required by CEQA and determined that a Subsequent or Supplemental EIR needed to be prepared that focused only on the topic areas of traffic and circulation, and air quality because all other topic areas were adequately analyzed in the OARB Redevelopment EIR that was previously certified in July 2002. A Draft Supplemental Environmental Impact Report (Draft SEIR) has been prepared under the requirements of the California Environmental Quality Act (CEQA), pursuant to Public Resources Code Sections 21090 and 21166 and CEQA Guidelines sections 15180 and 15163. The Draft SEIR focuses on the topic areas of traffic and circulation, and air quality, as well as responds to scoping session comments by the public and City Planning Commission.

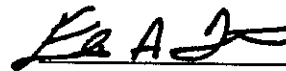
Copies of the Draft SEIR are available for review or distribution to interested parties at no charge at the Community and Economic Development Agency, Planning Division, 250 Frank H. Ogawa Plaza, Suite 3315, Oakland, CA 94612, Monday through Friday, 8:30 a.m. to 5:00 p.m. Additional copies are available for review at the Oakland Public Library, Social Science and Documents, 125 14th Street, Oakland, CA 94612 and at the West Oakland Branch Library, 1801 Adeline St # 1, Oakland, CA 94607. The Draft SEIR may also be reviewed on the City's website at:

www.oaklandnet.com/government/ceda/revised/planningzoning/majorProjectsSection/environmentaldocuments.html

Copies of the previously certified OARB Redevelopment EIR may also be reviewed on the City's website at:

www.oaklandnet.com/government/ceda/revised/planningzoning/majorProjectsSection/environmentaldocuments.html

The City of Oakland, as the Lead Agency, is hereby releasing this Draft SEIR, finding it to be accurate and complete and ready for public review. Members of the public are welcome to attend the hearing and provide comments focusing on whether the Draft SEIR is sufficient in discussing possible impacts to the environment as a result of this Project and ways those impacts may be avoided or minimized through mitigation measures. All comments received will be considered by the City prior to finalizing the EIR and to taking any further action pertaining to the Project. Comments **must be received no later than 4:00 p.m. on Wednesday, May 31, 2006**, and should be sent to the attention of Elois A. Thornton, Planner IV, City of Oakland, Community and Economic Development Agency, Planning Division, 250 Frank H. Ogawa Plaza, Suite 3315, Oakland, California 94612; telephone: (510) 238-6284; e-mail: eathornton@oaklandnet.com. If you challenge the environmental document or other potential actions pertaining to the Project in court, you may be limited to raising only those issues raised at the public hearings described above or in written correspondence received by the Community and Economic Development Agency on or prior to May 31, 2006.



Elois A. Thornton
Planner IV

Date of Notice: April 17, 2006

File No. ER06-0002

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INTRODUCTION AND EXECUTIVE SUMMARY

INTRODUCTION

PURPOSE OF THE DRAFT SUPPLEMENTAL EIR

An Environmental Impact Report for the Oakland Army Base (OARB) Area Redevelopment Plan and Reuse Plan (OARB Redevelopment EIR) was certified by the City of Oakland in July of 2002 (SCH# 2001082058). That EIR described and disclosed the potential environmental consequences associated with adoption by the City of Oakland, the Oakland Base Reuse Authority (OBRA) and the Port of Oakland of a Redevelopment Plan for an area comprising about 1,800 acres, including and surrounding the 430-acre former OARB. The Redevelopment Plan as evaluated in the 2002 OARB Redevelopment EIR anticipated redevelopment throughout the entire approximately 1,800-acre Redevelopment Area, including:

1. The approximately 430-acre former Oakland Army Base sub-district. The OARB sub-district is further subdivided into two development areas;
 - the 170-acre City of Oakland's Gateway Development Area, and
 - the 235-acre Port of Oakland's Port Development Area
2. The approximately 1,290-acre Maritime sub-district, and
3. The approximately 41-acre 16th/Wood sub-district.

The City is now considering implementation of a portion of the OARB Redevelopment Plan and Reuse Plan on an approximately 30 acre site within the Oakland Gateway Development Area with construction of an auto mall (the Project). The auto mall consists of five separate automobile dealerships plus associated roadways and infrastructure improvements (the Project). The City has also elected to study a larger, 60-acre option consisting of a total of 8 automobile dealerships and a "big box" retail use (referred to herein as Option B). The land uses proposed under the Project or Option B were not specifically anticipated in the OARB Reuse Plan or the OARB Redevelopment EIR. These Project land uses could potentially result in different environmental impacts than were analyzed in the OARB Redevelopment EIR.

An Initial Study was prepared and distributed for this Project with a Notice of Preparation on January 19, 2006. The Initial Study evaluated potential environmental impacts associated with

the change in land uses proposed under the Project. The Initial Study determined that the previous OARB Redevelopment EIR analyzed, disclosed, and mitigated where possible the majority of environmental impacts that would result from the Project. However, because the proposed land uses could result in higher levels of traffic than assumed under the previous OARB Redevelopment EIR, and because some of the assumptions regarding development of the surrounding areas have changed, it was determined that a Supplemental or Subsequent EIR needed to be prepared, but that it only needed to address the environmental topics of air quality and transportation/circulation. Public comments on the NOP suggested that certain land use compatibility issues, adequacy of truck parking, and alternatives also be more fully explored in this SEIR.

This document is a Draft Supplemental Environmental Impact Report (SEIR). Pursuant to Public Resources Code Sections 21090 and 21166 and CEQA Guidelines sections 15180 and 15163, this Draft SEIR augments the previously certified OARB Redevelopment Plan EIR (OARB Redevelopment EIR, City of Oakland, 2002) to the extent necessary to address the changed conditions and circumstances of the Project, and to examine mitigation and project alternatives accordingly. With the exception of the supplemental chapters included in this Draft SEIR, the OARB Redevelopment EIR would wholly cover and fully apply to the Project. As such, all applicable mitigation measures from the OARB Redevelopment EIR would apply to the Project.

- The Traffic and Air Quality chapters of this Draft Supplemental EIR recommended additional or supplemental mitigation measures intended to reduce or avoid potentially significant impacts that could occur as a result of this specific Project (or Option B). These are summarized in Table 1-1 at the end of this Chapter.
- Appendix A includes a similar table, summarizing impacts and mitigation measures from the OARB Redevelopment EIR that are applicable to the Project (or Option B).

This Draft Supplemental EIR is intended to be used to provide decision makers and the general public with relevant environmental information to use in considering approval of the following anticipated implementation efforts:

- approval of an amendment to the OARB Reuse Plan,
- approval of re-designation or relocation of Ancillary Maritime Support uses from the location currently identified in the Reuse Plan,
- issuance of Disposition and Development Agreements for individual developments,
- approval of a tentative tract map,
- approval of subsequent demolition, grading and building permits, infrastructure improvements and environmental remediation activities.

BACKGROUND AND CONTEXT

Oakland Army Base Closure

During the late 1980s and the 1990s, the U.S. government closed and/or realigned (transferred the functions of) numerous military facilities. Through the closure process, all or a portion of these military bases were then made available to their respective local cities or counties for community reuse. In this manner, local communities are able to re-capture the loss of jobs that occurred when a base was closed. Planning for reuse of these bases generally occurs under the guidance of a Local Reuse Authority, an entity established specifically for the purpose of planning transitional and ultimate reuse, and managing the assets of the base during the military-to-community transitional or “interim” period. In 1995, the Base Realignment and Closure (BRAC) Commission recommended closure and realignment of the Oakland Army Base (OARB). In July 1995 the President of the United States approved the BRAC Commission’s recommendation, Congress reviewed the recommendation, and it became law on September 28, 1995. The Oakland Base Reuse Authority (OBRA) was formed and designated as the Local Reuse Authority primarily responsible for negotiating conveyance of the Base from the Department of the Army, and for implementing the activities highlighted above.

Redevelopment Plan, Reuse Plan, and Previous EIR

On July 11, 2000, the City adopted and approved, via Ordinance No. 12259 C.M.S., the *Redevelopment Plan for the Oakland Base Redevelopment Project* (City of Oakland 2000), and established a redevelopment project area. The Redevelopment Plan provides the Oakland Redevelopment Agency (ORA) with powers, duties, and obligations to implement and further a program of redevelopment, rehabilitation, and revitalization of the redevelopment area as broadly defined in the Plan. The ORA is responsible for the project area’s redevelopment. As the Redevelopment Plan states:

Because of the long term nature of this Plan and the need to retain in the [ORA] the flexibility to respond to market and economic conditions, developer interests, and opportunities from time to time presented for redevelopment, this Plan does not present a precise plan or establish specific projects for the redevelopment, rehabilitation, and revitalization of any area within the Project Area, nor does this Plan present specific proposals in an attempt to solve or alleviate the concerns and problems of the community relating to the Project Area. Instead, this Plan presents a process and a basic framework within which specific plans will be presented, specific projects will be established, and specific solutions be proposed and by which tools are provided to the [ORA] to fashion, develop, and proceed with such specific plans, projects, and solutions. (Redevelopment Plan, p.1)

While the Redevelopment Plan includes the OARB, the OARB is only a part of the Redevelopment Area. As a separate component of the OARB Redevelopment Plan, the OBRA published the *Final Reuse Plan for the Oakland Army Base* (“Reuse Plan”, Oakland Base Reuse Authority April 2001, as amended in July 2002) as a plan for reuse of the base. The Reuse Plan is necessarily broad and flexible.

The Reuse Plan provides an estimate of buildout of the former OARB by 2020. This long term buildout horizon is coupled with the need of the OBRA to flexibly respond to fluctuating market and economic conditions. The Reuse Plan involves replacing existing uses within the

OARB, some in derelict condition, with a variety of new uses termed the “Flexible Alternative” which included office/R&D, light industry, warehouse/distribution and retail use.

An EIR for the Redevelopment Plan and Reuse Plan (OARB Redevelopment EIR) was certified in July of 2002 (SCH# 2001082058). That EIR described and disclosed the potential environmental consequences associated with adoption by the City of Oakland, the Oakland Base Reuse Authority (OBRA) and the Port of Oakland of a Redevelopment Plan for an area comprising about 1,800 acres (including the Reuse Plan for the 430-acre former OARB).

Changed Conditions

The land uses currently proposed under the Project or Option B were not specifically anticipated in the OARB Reuse Plan or the OARB Redevelopment EIR. These Project land uses require amendments to the Reuse Plan and could potentially result in different environmental impacts than were analyzed in the OARB Redevelopment EIR.

This Draft Supplemental EIR evaluates the impact of changes as previously evaluated in the 2002 OARB Redevelopment Plan Area EIR. The Initial Study and this Draft Supplemental EIR considered the various changes since the certification of the OARB Redevelopment EIR:

The changed project characteristics which include:

- Changes in proposed land use for the Project site that may result in increased automobile trips; and

The changed circumstances of the project which include:

- A major portion of the OARB Redevelopment District, the 16th and Wood Street subarea, has since been approved for a development project known as the Wood Street Project.
- All portions of West Oakland not located in a previously established redevelopment area or the OARB Redevelopment Area have since been included into the West Oakland Redevelopment Area.
- Developers have expressed interest in developing projects in portions of the OARB Redevelopment Area other than at the project site. Although no final plans for these areas have been developed and no applications filed, the City does consider the potential for these projects as reasonable and feasible such that they should be included in a new cumulative projection of land uses for the area.
- The OBRA and the Port of Oakland have conducted minor land transfers in the vicinity of the Project for purposes of facilitating more accessible access and rail yard configurations.
- Realignment of Maritime Street as described in the OARB Redevelopment EIR may no longer be the preferred option for the Port of Oakland property so realignment cannot be assumed.
- Hazardous materials clean-up operations have been initiated in several portions of the OARB, including the removal of Building #1 and the hazardous substances at that site

pursuant to the approved OARB Remedial Action Plan/Risk Management Plan (RAP/RMP).

- The U.S. Army Reserves have completed transfer of their former land ownerships within the former OARB to OBRA.
- The OBRA, Port of Oakland, and the City of Oakland and State Lands Commission are in the process of exchanging the designation of lands subject to Tidelands Trust.

These changed circumstances are anticipated to change the projections for future growth and development as used in forecasting cumulative traffic and cumulative air quality conditions.

SCOPE OF THE SEIR

Not all CEQA Checklist environmental topics will be discussed in this Supplemental EIR. Together, the OARB Redevelopment EIR (April 2002), and the Initial Study for this Project (January 2006), evaluated all of the potential environmental topic areas as required by CEQA. The OARB Redevelopment EIR evaluated these topic areas for the entire Redevelopment Area, while the 2006 Initial Study evaluated the topic areas for the 30-acre Project site and the 60-acre Option B site. The OARB Redevelopment EIR included mitigation measures for environmental impacts that retain relevance and would be required under implementation of the proposed Project; these were included in the Initial Study and are included for reference in Appendix A of this document. Certain topic areas have undergone additional analysis due to the nature of the proposed Project and its potential to incur environmental impacts that were not evaluated in the OARB Redevelopment EIR. The City of Oakland determined that a Supplemental EIR needed to be prepared to fully evaluate the impacts on the following topic areas:

- Traffic and Circulation, and
- Air Quality.

This Draft Supplemental EIR does not further evaluate topic areas including: aesthetics, agricultural resources, biological resources, cultural resources, geology and soils, hazardous materials, hydrology, land use, mineral resources, noise, population, public services, and utilities. The Initial Study determined these topic areas were adequately analyzed in the OARB Redevelopment EIR. However, this Draft Supplemental EIR does respond to Planning Commission and Public comments made during the scoping session which requested more information on land use compatibility, truck parking, and alternatives.

EIR REVIEW PROCESS

This document is a Draft Supplemental EIR and as such references and relies upon analysis contained in the OARB Redevelopment EIR. The Draft and Final OARB Redevelopment EIR is available at the City of Oakland Planning Division office and at the following website link:

<http://www.oaklandnet.com/government/ceda/revised/planningzoning/MajorProjectsSection/environmentaldocuments.html>

This Draft Supplemental EIR is intended to enable City decision makers, public agencies and interested citizens to evaluate the specific environmental issues associated with the project revisions and changed circumstances of the proposed Project in the impacted topic areas of Traffic and Air Quality. In accordance with California law, the Supplemental EIR on the Project must be certified before any action on the Project can be taken. During the review period for this Draft Supplemental EIR, interested individuals, organizations and agencies may offer their comments on its evaluation of project impacts. The comments received during this public review period will be compiled and presented together with responses to these comments in a forthcoming Final Supplemental EIR. The Draft Supplemental EIR and the Final Supplemental EIR (including the response to comments) together will constitute the SEIR for the Project. The Oakland Planning commission will review the Supplemental EIR documents, and will determine whether or not the Supplemental EIR provides a full and adequate appraisal of the Project and its alternatives.

In reviewing the Draft Supplemental EIR, readers should focus on the sufficiency of the document in identifying and analyzing the possible Traffic and Air Quality impacts associated with the revisions and changed circumstances of the Project, as well as the potential future impacts associated with these changes. Readers are also encouraged to review and comment on ways in which significant impacts associated with the changes might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate significant environmental impacts. Reviewers should explain the basis for their comments and, whenever possible, should submit data or references in support of their comments.

EXECUTIVE SUMMARY

SUMMARY OF PROJECT

Project Overview, Location, and Existing Uses

The Oakland Redevelopment Agency (as the Project Sponsor) and the City of Oakland (as the Lead Agency) have identified one Project for review, as well as one additional Project option, referred to in this document as Option B, that the City wished to also be evaluated:

- The Project generally consists of redevelopment of approximately thirty (30) acres of land in the North Gateway portion of the former Oakland Army Base to provide space for 4 to 5 (4-5) automobile dealerships on five (5) separate parcels of approximately 4 to 5 acres each, plus associated roadways and infrastructure improvements.
- Option B is a larger redevelopment effort on a total of approximately sixty (60) acres of land in the North Gateway and East Gateway portions of the former Oakland Army Base, including the Project as described above plus three (3) additional 5-acre automobile dealerships and one (1) approximately 12 to 15-acre site for “big box” retail use and associated roadways and infrastructure improvements.

The Project is located on a 30-acre site at the former Oakland Army Base and within the OARB Redevelopment Area, bounded by West Grand Avenue on the south, by the Union Pacific

Railroad right-of-way on the east, and by an East Bay Municipal Utility District (EBMUD) wastewater treatment facility to the north. Option B includes the Project site as described above plus approximately 30 acres of additional land, referred to in this document as the expanded Option B area or site, located to the south of West Grand Avenue and east of Maritime Street. This expanded Option B site is also a portion of the former Oakland Army Base and within the OARB Redevelopment Area.

The western portion of the Project site is currently being used for outdoor sorting and storage of gravel and other rock. The eastern portion of the Project site is currently unused and fenced although it had been temporarily leased on an earlier occasion to truck parking tenants. On the expanded Option B site, the former Army Base buildings are being used on a temporary interim basis primarily for Port-related storage and logistics activities.

Land uses to the north of the Project site include the EBMUD Wastewater Treatment Plant and the Interstate-80 approach to the San Francisco Bay Bridge. Land uses on the west side of Maritime Street and to the south are comprised largely of Port-related activities such as cargo ship berths and container storage. Land uses on the east consist of a series of railroad tracks principally used by the Port for cargo distribution. The Port of Oakland plans to continue to use and expand these tracks along the site's eastern boundary for railroad car storage and a turnaround facility, consistent with the use of these lands as envisioned under the OARB Redevelopment Plan and as analyzed in the OARB Redevelopment EIR.

A more detailed Project Description can be found in Chapter 2: Project Description of this document.

Project Objectives

The applicant's stated Project Objectives are:

- Implement the adopted OARB Redevelopment Plan in the North Gateway (Project) and East Gateway (expanded Option B area)
- Alleviate economic and social degradation due to closure of OARB
- Eliminate blighting influences
- Strengthen retail and economic base
- Maintain and increase sales tax revenue
- Allow for job creation
- Allow for the retention of automobile sales and service uses, and attraction of new automobile sales and service uses
- Attract Big Box retail

CONTENT AND ORGANIZATION OF THE EIR

This document is a Draft Supplemental EIR to the 2002 OARB Redevelopment EIR and as such focuses on changed conditions and circumstances and the identified impacted topic areas of Traffic and Air Quality. Following this brief description of the proposed Project, the document's ensuing chapters include the following:

- Chapter 2: Project Description
- Chapter 3: Traffic and Circulation
- Chapter 4: Air Quality
- Chapter 5: Other CEQA Issues
- Chapter 6: References
- Appendix A: Summary Table A-1 of Applicable OARB Redevelopment EIR Significant Impacts and Mitigation Measures
- Appendix B: Notice of Preparation, Initial Study, Comments on Notice of Preparation
- Appendix C: Traffic Analysis

SUMMARY OF TRAFFIC AND AIR QUALITY IMPACTS AND MITIGATION MEASURES

The Traffic and Air Quality analyses in Chapters 3 and 4 of this document provide a description of the existing setting, potential impacts of Project implementation, and recommended mitigation measures to reduce or avoid potentially significant impacts that could occur as a result of Project implementation. The following Table 1-1 lists a summary statement of each impact and corresponding mitigation measure(s), as well as the level of significance after mitigation. Refer to Chapters 3 and 4 of this document for more detailed discussion of these impacts and mitigation measures.

Appendix A includes a similar summary table, listing impacts and mitigation measures from the OARB Redevelopment EIR that are applicable to the Project (or Option B).

Because Option B wholly incorporates the Project, mitigation measures for the Project would also apply to Option B, with the exception of Impact Traf-4 and Mitigation Measure Traf-4 which discuss the access road cul-de-sac that would instead become continuation of that road under Option B. A number of impacts and mitigation measures apply only to the larger Option B and are signified by shading of the row in the table below.

Significant impacts require the implementation of mitigation measures, or alternatives, or a finding by the Lead Agency that the measures are infeasible for specific reasons. For some of the Significant Impacts, mitigation measures may not be effective in reducing the impacts to a less than significant level. These impacts are designated Significant and Unavoidable.

TABLE 1-1
EXECUTIVE SUMMARY OF IMPACTS AND MITIGATION MEASURES
FOR THE PROJECT AND OPTION B¹

Potential Project Impact	Mitigation Measure	Resulting Level of Significance
SIGNIFICANT AND UNAVOIDABLE		
Cumulative Impact Traf-6: At the West Grand Avenue / Maritime Street intersection, Option B would increase traffic in 2025 and would cause the average vehicle delay to increase by more than two (2) seconds where the future baseline level of service would be LOS F during the p.m. peak and Saturday peak hours.	Cumulative MM Traf-6: As part of the cumulative growth of the OARB Area Redevelopment Plan, the Project Sponsors shall fund a fair share of the following modifications at the West Grand Avenue / Maritime Street intersection: <ul style="list-style-type: none"> • Revise the northbound Maritime Street lanes to provide one left turn lane, one combination left-through lane, and two right turn lanes with overlap signal phasing (green arrow) • Revise the southbound Maritime Street lanes to provide one left turn lane, one combination through-right lane, and one right turn lane • Revise eastbound West Grand Avenue exit ramp to provide one left turn lane, two through lanes, and one right turn lane with a receiving third southbound lane south of the intersection (free right) • Revise westbound West Grand Avenue to provide one left turn lane, one combination left-through lane, and one combination through-right lane • Provide split signal phasing for east and westbound traffic movements on West Grand Avenue Design plans for all public facilities shall be consistent with City standards and are subject to the approval of the City of Oakland Public Works Agency.	Option B: Significant and Unavoidable

¹ Option B includes the Project in its entirety, therefore, all the impacts and mitigation measures for the Project would also apply to Option B. Because Option B is a larger project on a larger area, there are additional impacts and mitigation measures that would apply only to Option B and not to the smaller Project.


 Shaded impacts and mitigation measures denote those that apply to Option B only, and not to the Project.

TABLE 1-1
EXECUTIVE SUMMARY OF IMPACTS AND MITIGATION MEASURES
FOR THE PROJECT AND OPTION B¹

Potential Project Impact	Mitigation Measure	Resulting Level of Significance
Cumulative Impact Traf-7: At the West Grand Avenue / I-880 Frontage Road intersection, both the Project and Option B would increase traffic in 2025 and both development options would cause the average vehicle delay to increase by more than two (2) seconds where the future baseline level of service would be LOS F during the a.m. peak, p.m. peak, and Saturday peak hours.	This cumulative impact was considered <i>significant but mitigated</i> in the OARB Redevelopment Plan EIR. However, subsequent City of Oakland EIRs (Uptown and Wood Street Project) have re-examined the feasibility of the mitigation necessary at this location and concluded that costs of the identified improvements were so prohibitively high that the mitigation was not feasible and the impacts was considered <i>significant and unavoidable</i> .	Significant and Unavoidable (NEW)
Cumulative Impact Traf-10: At the 7th Street / Maritime Street intersection, both the Project and Option B would increase traffic in 2025 and would cause the average vehicle delay to increase by more than two (2) seconds where the future baseline level of service would be LOS F during both the a.m. and p.m. peak hours.	Cumulative MM Traf-10: As part of the cumulative growth of the OARB Area Redevelopment Plan, the Project Sponsors shall fund a fair share of the following modifications at the 7th Street / Maritime Street intersection: <ul style="list-style-type: none"> • Revise the northbound Maritime Street lanes to provide one left turn lane, one combination left-through lane, one through lane, and one right turn lane with overlap signal phasing (green arrow) • Revise the southbound Maritime Street lanes to provide one left turn lane, one combination left-through lane, and one combination through-right turn lane • Revise the eastbound 7th Street lanes to provide one left turn lane, two through lanes, and one right turn lane with overlap signal phasing (green arrow) • Revise the westbound 7th Street lanes to provide two left turn lanes, two through lanes and one right turn lane with overlap signal phasing (green arrow) • Provide split phasing for the north and southbound traffic movements. Design plans for all public facilities shall be consistent with City standards and are subject to the approval of the City of Oakland Public Works Agency.	Significant and Unavoidable (NEW)

TABLE 1-1
EXECUTIVE SUMMARY OF IMPACTS AND MITIGATION MEASURES
FOR THE PROJECT AND OPTION B¹

Potential Project Impact	Mitigation Measure	Resulting Level of Significance
Cumulative Impact Traf-17: Both the Project and Option B would increase traffic on study area freeways in 2025 and would cause freeway segments to operate at LOS F.	Cumulative MM Traf-17: As part of the cumulative growth of the OARB Area Redevelopment Plan, the Project Sponsors shall fund a fair share of a transportation demand management program established by the City for the Redevelopment Area to reduce the demand for single-occupant, peak hour trips, and to increase access to transit opportunities.	Significant and Unavoidable
Impact Air-1: Permanent Regional Impacts. Additional trips to and from the project would result in new air pollutant emissions within the air basin. This would be a less than significant impact for the Project which would result in emissions below significance thresholds, and significant for Option B.	MM Air-1: Transportation Control Measures. If Option B is developed, major developers shall fund on a fair share basis BAAQMD-recommended feasible Transportation Control Measures (TCMs) for reducing vehicle emissions from commercial, institutional, and industrial operations, as well as all CAP TCMs the BAAQMD has identified as appropriate for local implementation.	Option B: Significant and Unavoidable
Cumulative Impact Air-5: As part of the cumulative growth of the OARB Area Redevelopment Plan, the Project or Option B, together with anticipated future development in the area, could result in long-term traffic increases and could cumulatively increase regional air pollutant emissions. This would be a less than significant impact for the Project which would result in emissions below significance thresholds, and significant for Option B.	Mitigation Measure Air-1, requiring fair share funding of feasible Transportation Control Measures (TCMs) would apply to the Project and Option B.	Significant and Unavoidable

TABLE 1-1
EXECUTIVE SUMMARY OF IMPACTS AND MITIGATION MEASURES
FOR THE PROJECT AND OPTION B¹

Potential Project Impact	Mitigation Measure	Resulting Level of Significance
LESS THAN SIGNIFICANT WITH MITIGATION		
Impact Traf-3: At the N. Access Road / EBMUD Driveway intersection, both the Project and Option B would substantially increase traffic hazards to motor vehicles and perhaps bicyclists and pedestrians due to the configuration of the intersection.	MM Traf-3: The Project Sponsors shall work with the property owners to develop an access design that provides adequate levels of safety. One option would be to relocate the EBMUD driveway to connect as the north leg of the N. Access Road / E. Access Road intersection. If the driveway were relocated, the N. Access Road / E. Access Road intersection would operate in compliance with the City's level of service standards with all-way stop traffic control. Design plans for the project and all public facilities shall be consistent with City standards and are subject to the approval of the City of Oakland Public Works Agency.	Less than Significant
Impact Traf-4: Construction of the access road from the northern extension of Maritime Street would end in a cul-de-sac for the Project and could result in less than two emergency access routes for streets exceeding 600 feet in length.	MM Traf-4: Construct an emergency vehicle access to the east end of the Project. (Project only mitigation measure, not Option B)	Less than Significant
(Project only impact, not Option B) Cumulative Impact Traf-11: At the 7th Street / I-880 Northbound Ramp intersection, both the Project and Option B would increase traffic in 2025 and would cause the average vehicle delay to increase by more than four (4) seconds where the future baseline level of service would be LOS E during the p.m. peak hour. Option B would add more than five (5) percent of the cumulative traffic increase as measured by the difference between existing and cumulative (with Project) conditions.	Cumulative MM Traf-11: If Option B is developed, the Project Sponsors shall fund a fair share of the following modifications at the West Grand Avenue / I-880 Northbound Ramp intersection: <ul style="list-style-type: none"> • Revise the eastbound 7th Street lanes to provide one left turn lane, one combination left-through lane, and one through lane. • Provide split signal phasing for east and westbound traffic movements on 7th Street. Design plans for all public facilities shall be consistent with City standards and are subject to the approval of the City of Oakland Public Works Agency.	Option B: Less than Significant

TABLE 1-1
EXECUTIVE SUMMARY OF IMPACTS AND MITIGATION MEASURES
FOR THE PROJECT AND OPTION B¹

Potential Project Impact	Mitigation Measure	Resulting Level of Significance
Cumulative Impact Traf-15: At the S. Access Road / Maritime Street intersection, Option B would increase traffic in 2025 and would cause the future baseline LOS to operate at below LOS D at this new intersection.	Cumulative MM Traf-15: If Option B is developed, the Project Sponsors shall fund a fair share of the modifications at the S. Access Road / Maritime Street intersection to add a southbound right turn lane with southbound right turn overlap phasing (green arrow). Design plans for all public facilities shall be consistent with City standards and are subject to the approval of the City of Oakland Public Works Agency.	Option B: Less than Significant
Cumulative Impact Traf-16: At the Parcel I / Maritime Street intersection, Option B would increase traffic in 2025 and would cause the future baseline LOS to operate at below LOS D at this new intersection.	Cumulative MM Traf-16: If Option B is developed, the Project Sponsors shall fund a fair share of the modifications at the Parcel I / Maritime Street intersection to add a southbound right turn lane with southbound right turn overlap phasing (green arrow). Design plans for all public facilities shall be consistent with City standards and are subject to the approval of the City of Oakland Public Works Agency.	Option B: Less than Significant

TABLE 1-1
EXECUTIVE SUMMARY OF IMPACTS AND MITIGATION MEASURES
FOR THE PROJECT AND OPTION B¹

Potential Project Impact	Mitigation Measure	Resulting Level of Significance
LESS THAN SIGNIFICANT (NO MITIGATION WARRANTED)		
<p>Impact Traf-1: The Project and Option B would increase traffic at study area intersections but would not substantially impact access or traffic load and capacity of the street system.</p> <p>For both project options, the project would not cause significant impacts either because the level of service would comply with City standards or the project would not add enough new traffic to cause a significant increase in average vehicle control delay.</p>	Mitigation not warranted	Less than Significant
<p>Impact Traf-2: The Project and Option B would increase traffic at study area freeway segments but would not substantially impact traffic operations and level of service of the freeway system.</p> <p>For both project options, the project would not cause significant impacts either because the level of service would remain at LOS E or better, or the V/C ratio would increase by less than three (3) percent for a freeway segment that would operate at LOS F without the project.</p>	Mitigation not warranted	Less than Significant
<p>Impact Traf-5: The Project would increase the average ridership on AC Transit lines by more than three percent on transit lines serving the Project Area, but the average load factor with the Project would not exceed 125 percent over a peak 30-minute period.</p>	Mitigation not warranted	Less than Significant

TABLE 1-1
EXECUTIVE SUMMARY OF IMPACTS AND MITIGATION MEASURES
FOR THE PROJECT AND OPTION B¹

Potential Project Impact	Mitigation Measure	Resulting Level of Significance
Cumulative Impact Traf-8: At the West Grand Avenue / Mandela Parkway intersection, both the Project and Option B would increase traffic in 2025 and both development options would cause the average vehicle delay to increase by more than four (4) seconds where the future baseline level of service would be LOS E during the a.m. peak hour; and where both development options would cause the average vehicle delay to increase by more than two (2) seconds where the future baseline level of service would be LOS F during the p.m. peak hour. The Project and Option B would each add less than five (5) percent of the cumulative traffic increase as measured by the difference between existing and cumulative (with project) conditions. Therefore, the contribution of the Project or Option B to the cumulative impact at the West Grand Avenue / Mandela Parkway intersection would not be cumulatively considerable, and the incremental effect of the Project or Option B is considered a less-than-significant impact.	Mitigation not warranted	Less than Significant
Cumulative Impact Traf-9: At the West Grand Avenue / Market Street intersection, the level of service was shown to operate in compliance with City standards in 2025; however, in the Oak to Ninth Project DEIR, the intersection was shown to operate at an unacceptable level of service. Both the Project and Option B would increase traffic in 2025, but both the Project and Option B would add less than five (5) percent of the cumulative traffic increase as measured by the difference between existing and cumulative (with project) conditions. Therefore, the contribution of the Project or Option B	Mitigation not warranted	Less than Significant

TABLE 1-1
EXECUTIVE SUMMARY OF IMPACTS AND MITIGATION MEASURES
FOR THE PROJECT AND OPTION B¹

Potential Project Impact	Mitigation Measure	Resulting Level of Significance
to a potential cumulative impact at the West Grand Avenue / Market Street intersection would not be cumulatively considerable, and the incremental effect of the Project or Option B is considered a less-than-significant impact.		
Cumulative Impact Traf-12: At the 7th Street / Mandela Parkway intersection, both the Project and Option B would increase traffic in 2025 and would cause an increase in the average delay for a critical movement of four (4) seconds where the future baseline level of service would be LOS F during the p.m. peak hour. Both the Project and Option B would add less than five (5) percent of the cumulative traffic increase as measured by the difference between existing and cumulative (with project) conditions. Therefore, the contribution of the Project or Option B to the cumulative impact at the 7th Street / Mandela Parkway intersection would not be cumulatively considerable, and the incremental effect of the Project or Option B is considered a less-than-significant impact.	Mitigation not warranted	Less than Significant
Cumulative Impact Traf-13: At the 5th Street / Broadway intersection, both the Project and Option B would increase traffic in 2025 and would cause an increase in the average delay for a critical movement of four (4) seconds where the future baseline level of service would be LOS F during the p.m. peak hour. Both the Project and Option B would add less than five (5) percent of the cumulative traffic increase as measured by the difference between existing and cumulative (with project) conditions. Therefore, the contribution of the Project or Option B to the cumulative impact at the 5th Street / Broadway intersection would not be cumulatively considerable, and the incremental effect of the Project or Option B is considered a less-than-significant impact.	Mitigation not warranted	Less than Significant


TABLE 1-1
EXECUTIVE SUMMARY OF IMPACTS AND MITIGATION MEASURES
FOR THE PROJECT AND OPTION B¹

Potential Project Impact	Mitigation Measure	Resulting Level of Significance
<p>Cumulative Impact Traf-14: At the Powell Street / I-80 Northbound Ramps intersection, both the Project and Option B would increase traffic in 2025 and would cause an increase in the average delay for a critical movement of four (4) seconds where the future baseline level of service would be LOS F during the p.m. peak hour.</p> <p>Both the Project and Option B would add less than five (5) percent of the cumulative traffic increase as measured by the difference between existing and cumulative (with project) conditions. Therefore, the contribution of the Project or Option B to the cumulative impact at the Powell Street / I-80 Northbound Ramps intersection would not be cumulatively considerable, and the incremental effect of the Project or Option B is considered a less-than-significant impact.</p>	Mitigation not warranted	Less than Significant
<p>Cumulative Impact Traf-18: The Project and Option B would increase the average ridership on AC Transit lines in 2025 by more than three percent on transit lines serving the Project Area, but the average load factor with the Project would not exceed 125 percent over a peak 30-minute period.</p> <p>Although the Project and Option B would increase bus ridership on some routes, there would be enough available capacity on the AC Transit routes to accommodate the additional demand. Because the average load factor with the Project would not exceed 125 percent over a 30-minute period, this impact would be less than significant. Neither the Project nor Option B would generate BART ridership and would not affect BART line capacity or fare gate demand in 2025. There would be no impact with regard to BART operations.</p>	Mitigation not warranted	Less than Significant

TABLE 1-1
EXECUTIVE SUMMARY OF IMPACTS AND MITIGATION MEASURES
FOR THE PROJECT AND OPTION B¹

Potential Project Impact	Mitigation Measure	Resulting Level of Significance
<p>Impact Air-2: Permanent Local Impacts. Project and Option B traffic would add to carbon monoxide concentrations near streets and intersections providing access to the site.</p> <p>Since neither Project traffic nor traffic from Option B would not cause any new violations of the 8-hour standards for carbon monoxide, nor contribute substantially to an existing or projected violation, project impacts on local carbon monoxide concentrations are considered to be less-than-significant.</p>	Mitigation not warranted	Less than Significant
<p>Impact Air-3: The proposed project could result in a substantial increase in diesel emissions.</p> <p>The Project or Option B would contribute, however minimally, to the area diesel emissions. The incremental cancer risk from exposure to the concentrations generated by project-related truck diesel emissions are less than the BAAQMD significance threshold of 10 in a million, therefore, project impacts on increased diesel emissions are considered to be less-than-significant.</p>	Mitigation not warranted	Less than Significant
<p>Impact Air-4: Gasoline Fueling Station Emissions. The project could contain a gasoline fueling station, which would be a new source of a Toxic Air Contaminants.</p> <p>Existing regulations and procedures, already established and enforced as part of the permit review process, would ensure that any potential impacts due to gasoline vapor emissions would be less-than-significant.</p>	Mitigation not warranted	Less than Significant

¹ Option B includes the Project in its entirety, therefore, all the impacts and mitigation measures for the Project would also apply to Option B. Because Option B is a larger project on a larger area, there are additional impacts and mitigation measures that would apply only to Option B and not to the smaller Project.

 Shaded impacts and mitigation measures denote those that apply to Option B only, and not to the Project.

PROJECT DESCRIPTION

PROJECT OVERVIEW

The Oakland Redevelopment Agency (as the Project Sponsor) and the City of Oakland (as the Lead Agency) have identified one Project for review, as well as one additional Project option, referred to in this document as Option B, that the City wished to also be evaluated:

- The Project generally consists of redevelopment of approximately thirty (30) acres of land in the North Gateway portion of the former Oakland Army Base to provide space for automobile dealerships on five (5) separate parcels of approximately 5 acres each, plus associated roadways and infrastructure improvements.
- Option B is a larger redevelopment effort on a total of approximately sixty (60) acres of land in the North Gateway and East Gateway portions of the former Oakland Army Base, including the Project as described above plus three (3) additional 5-acre automobile dealerships and one (1) approximately 12 to 15-acre site for “big box” retail use.

PROJECT LOCATION AND SITE CONDITIONS

The Project is located on a 30-acre site at the former Oakland Army Base and within the OARB Redevelopment Area, bounded by West Grand Avenue on the south, by the Union Pacific Railroad right-of-way on the east, and by an East Bay Municipal Utility District wastewater treatment facility to the north. The site is specifically described as the North Gateway Development Sub-area (North Gateway). **Figure 2-1** shows the site vicinity, **Figure 2-2** shows the OARB Redevelopment District and Sub-districts. The Gateway sub-areas are shown in **Figure 2-3**. Access to the site is currently via Wake Avenue from Maritime Street and West Grand Avenue.

An expanded project option (Option B) is also evaluated in this Draft SEIR. Option B includes the Project site as described above plus approximately 30 acres of additional land, primarily to the south of West Grand Avenue and east of Maritime Street. This Option B site is also a portion of the former Oakland Army Base (OARB) and within the Oakland Army Base Redevelopment Area. The expanded site area is specifically described as the East Gateway Development Sub-area (East Gateway). See **Figures 2-1, 2-2 and 2-3**.

The portion of the Project site to the west of Wake Avenue is known as the Baldwin Yard and is currently being used for outdoor sorting and storage of gravel and other rock. The eastern portion of the Project site is known as the Subaru parcel and is currently unused and fenced although it had been temporarily leased on an earlier occasion to truck parking tenants. On the

Option B expanded site, the former Army Base buildings are being used primarily for Port-related storage and logistics activities.

Land uses to the north of the Project site include the EBMUD Wastewater Treatment Plant and the Interstate-80 approach to the San Francisco Bay Bridge. Land uses on the west side of Maritime Street and to the south are comprised largely of Port-related activities such as cargo ship berths and container storage. Land uses on the east consist of a series of railroad tracks principally used by the Port for cargo distribution. The Port of Oakland plans to continue to use these tracks along the site's eastern boundary for railroad car storage and a turnaround facility, consistent with the use of these lands as envisioned under the OARB Redevelopment Plan and as analyzed in the OARB Redevelopment EIR. See the aerial photograph, **Figure 2-4**.

The Project site is designated in the adopted City of Oakland Land Use and Transportation Element as "Business Mix" on the Subaru site (portion east of Wake Avenue) and "General Industrial/ Transportation" on the Baldwin Yard (portion west of Wake Avenue). The entire expanded Option B area is designated "Business Mix". The entire site is zoned M-40: Heavy Industrial.

PROJECT DESCRIPTION

PROJECT

The approximately 30-acre Project site (the North Gateway) is now potentially envisioned by the City for land uses that would include automobile dealerships arranged as an auto mall. (See Project Parcel Map, **Figure 2-5**, and Project Conceptual Development Plan, **Figure 2-6**)

Automobile Dealerships

Four or five separate automobile dealerships with sales and service operations would occupy five separate parcels of approximately 4 to 6 acres each (Parcels A through E). Each dealership would include 1- to 3-story building space to accommodate auto showrooms, sales space, and auto repair and service facilities. Each dealership would also include outdoor surface area for automobile storage, employee and customer parking and circulation. Gas pumps to service the dealerships (not available to the public) may be included as an ancillary use. These auto dealerships are expected to have total employment in the range of approximately 300 to 400 people.

Access Road and Utilities

Wake Avenue would be abandoned and instead Maritime Street would be extended north from the intersection of West Grand Avenue then continued to the east and south as a North Gateway access road. This road would carry traffic and provide access to auto dealership sites in the North Gateway. The access road would end in a cul-de-sac near the raised West Grand Avenue.

Additionally, utility infrastructure (water, sewer, storm drain, electricity, etc.) improvements would be completed as necessary and utility infrastructure would be extended to serve each of the dealership sites.

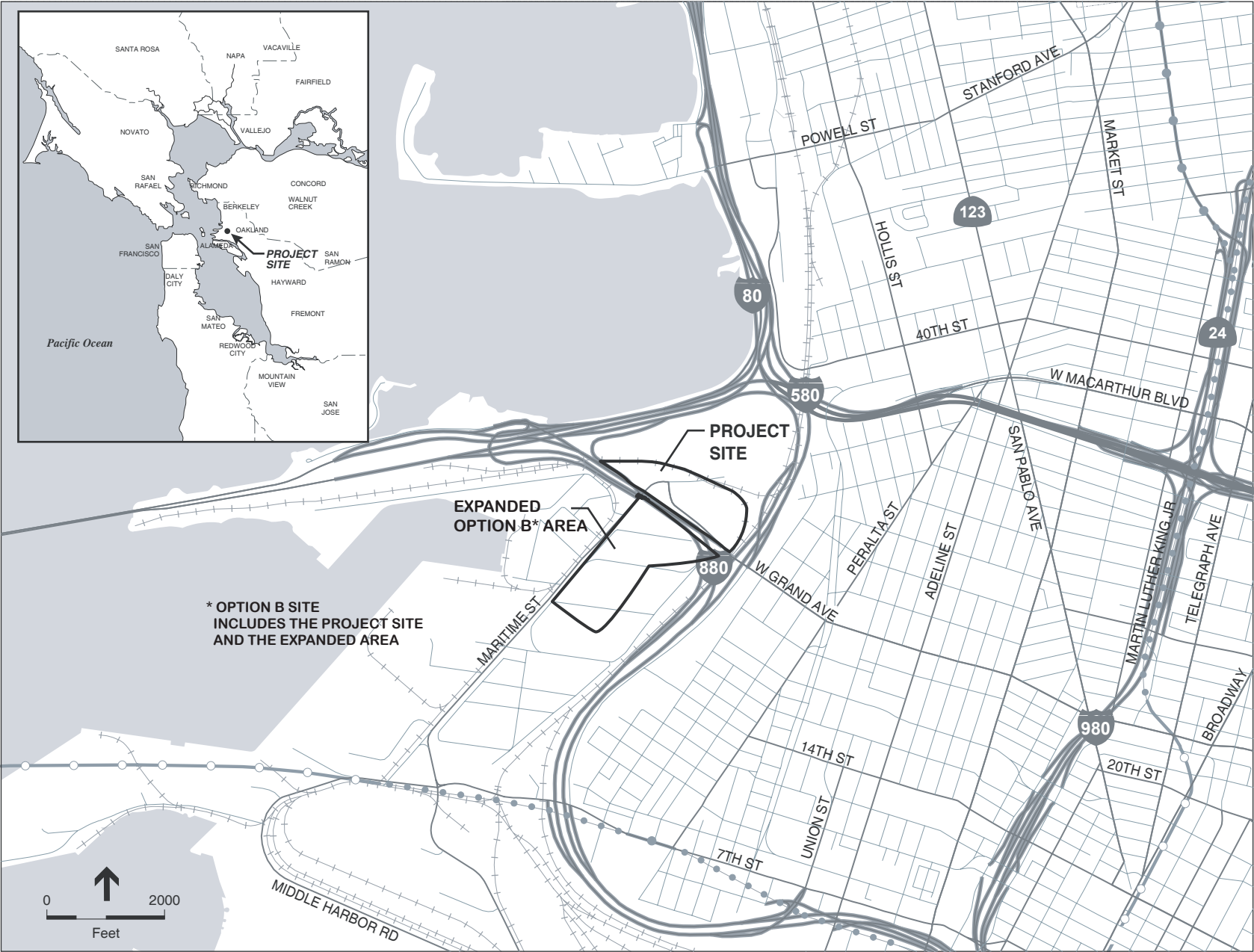



Figure 2-1: Project Site Vicinity

 SOURCE: Lamphier-Gregory

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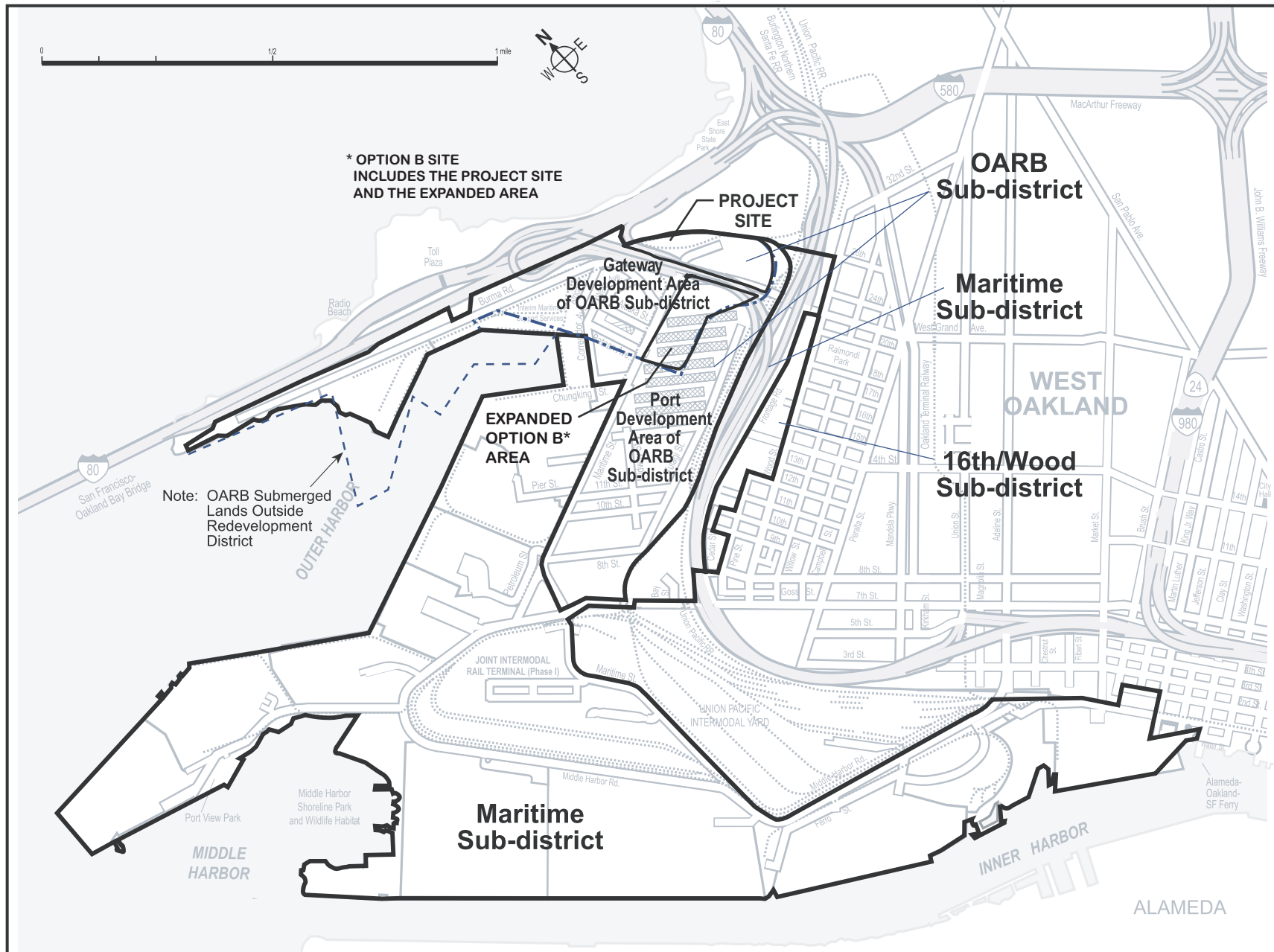


Figure 2-2: OARB Redevelopment District and Sub-districts

Source: OARB Redevelopment EIR
g. borchard & associates

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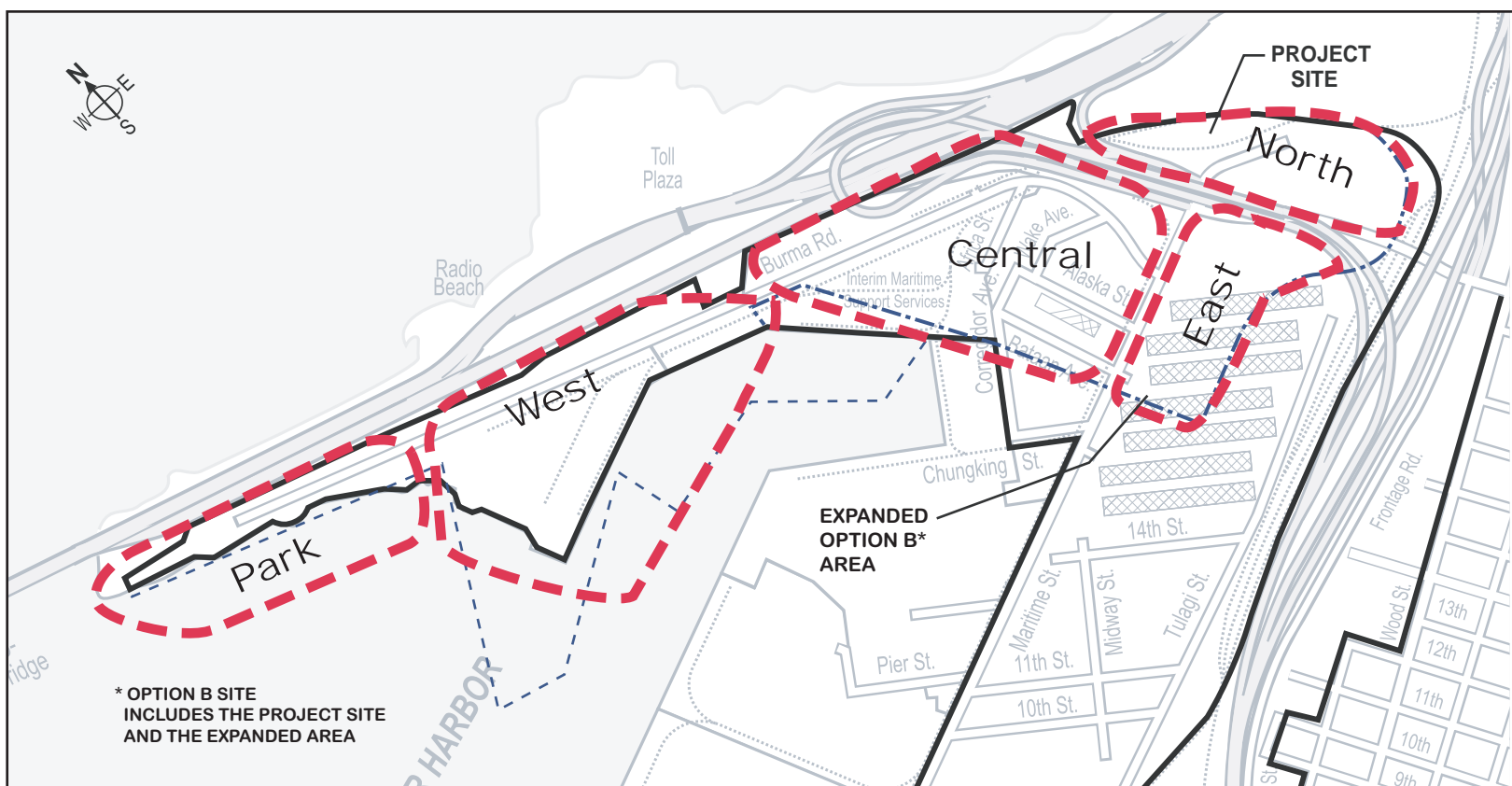


Figure 2-3: Gateway Development Area Sub-areas

Source: Modified from OARB Redevelopment EIR
g. borchard & associates

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Figure 2-4: Aerial Photograph



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Ancillary Maritime Support

Pursuant to the requirements of the Bay Conservation and Development Commission's (BCDC) *Bay Plan*, *Seaport Plan*, and Commission Resolution 16, the reuse and redevelopment of the OARB Redevelopment Area is required to include a total of 105 acres of ancillary maritime support (AMS) uses.¹ Ancillary maritime support uses include truck parking associated with Port usage and other related services. According to the OARB Redevelopment/Reuse Plan, a total of 15 acres of AMS uses were designated within the City Gateway Development Area and anticipated to be located on the Baldwin Yard in the North Gateway. With reconsideration of this site for auto dealership uses, the AMS land use designation will need to be relocated. The City of Oakland envisions transferring this AMS land use requirement to a 15-acre portion of the Central Gateway, at the southern boundary adjacent to the Port's Development Area or elsewhere in the Gateway Development Area.

OPTION B

As an additional option for consideration, the City of and ORA have also elected to study an expanded project. This expanded project (Option B) would include the Project as described above, plus an additional approximately 30-acre portion of the East Gateway immediately south of West Grand Avenue that would include an expanded auto mall and "big box" retail. (See Option B Parcel Map, **Figure 2-7**, and Option B Conceptual Development Plan, **Figure 2-8**)

Automobile Dealerships

Three additional separate automobile dealerships with sales and service would occupy three separate parcels of approximately 4 to 6 acres each (Parcels F, G and H). Each dealership would include 1- to 3-story building space to accommodate auto showrooms, sales space, and auto repair and service facilities. Each dealership would also include outdoor surface area for automobile storage, employee and customer parking and circulation. Gas pumps to service the dealerships (not available to the public) may be included as an ancillary use. These auto dealerships are expected to have total employment of approximately 200 people.

"Big Box" Retail

One approximately 12 to 15-acre site (Parcel I) for "big box" retail use, including approximately 150,000 square feet of building space, and customer and employee parking would occupy parcel I. The big box retail is expected to have total employment in the range of approximately 400 to 600 people.

Access Road and Utilities

The North Gateway access road cul-de-sac would be removed and the access road would be extended to the south and would reconnect to Maritime Street.

¹ As per Resolution 00-10 passed at the BCDC January 4th, 2001 meeting (minutes available at http://68.178.210.201/index.php?title=january_4_2001_commission_meeting_minute&more=1&c=1&tb=1&pb=1), the remaining 90 acres of Ancillary Maritime Support uses were or would be designated on Port property.

Additionally, utility infrastructure (water, sewer, storm drain, electricity, etc.) improvements would be completed as necessary and utility infrastructure would be extended to serve each of the dealership sites.

Construction of the uses described above for the expanded Option B would necessitate removal of four or five of the “800 Series” warehouses plus several smaller warehouses and associated structures. These buildings are part of the OARB Historic District. The removal of these structures, resulting in the loss of these historic resources, was fully analyzed and addressed in the OARB Redevelopment EIR. A Statement of Overriding Considerations was adopted by the City in 2002 along with the OARB Redevelopment EIR for this significant and unavoidable impact on historic resources.

A summary of the land uses anticipated under the Project and Option B is shown on **Table 2-1**.

Table 2-1					
OARB Auto Mall Project, Land Use Summary					
<u>Parcel</u>	<u>Use</u>	<u># of Buildings</u>	<u>Floors</u>	<u>Total Floor Area (sq.ft.)</u>	<u>Parcel Size (acres)</u>
Project, North Gateway					
A	Auto dealership	1	1	40,000	5.1
B	Auto dealership	1	2	160,000	6.0
C	Auto dealership	1	2	120,000	5.5
D	Auto dealership	2	1	40,000	3.8
E	Auto dealership	1	1	<u>30,000</u>	3.9
	Access Road				<u>5.7</u>
	Project Total	6		390,000	30
Option B Expanded Area, East Gateway					
F	Auto dealership	1	1	20,000	5.4
G	Auto dealership	1	1	15,000	4.0
H	Auto dealership	1	1	15,000	4.0
I	“Big Box” retail	1	1	<u>150,000</u>	12.0
	Access Road				<u>4.6</u>
	subtotal	4		200,000	30
	Option B Total (including Project and Expanded Area)	10		590,000	60.0

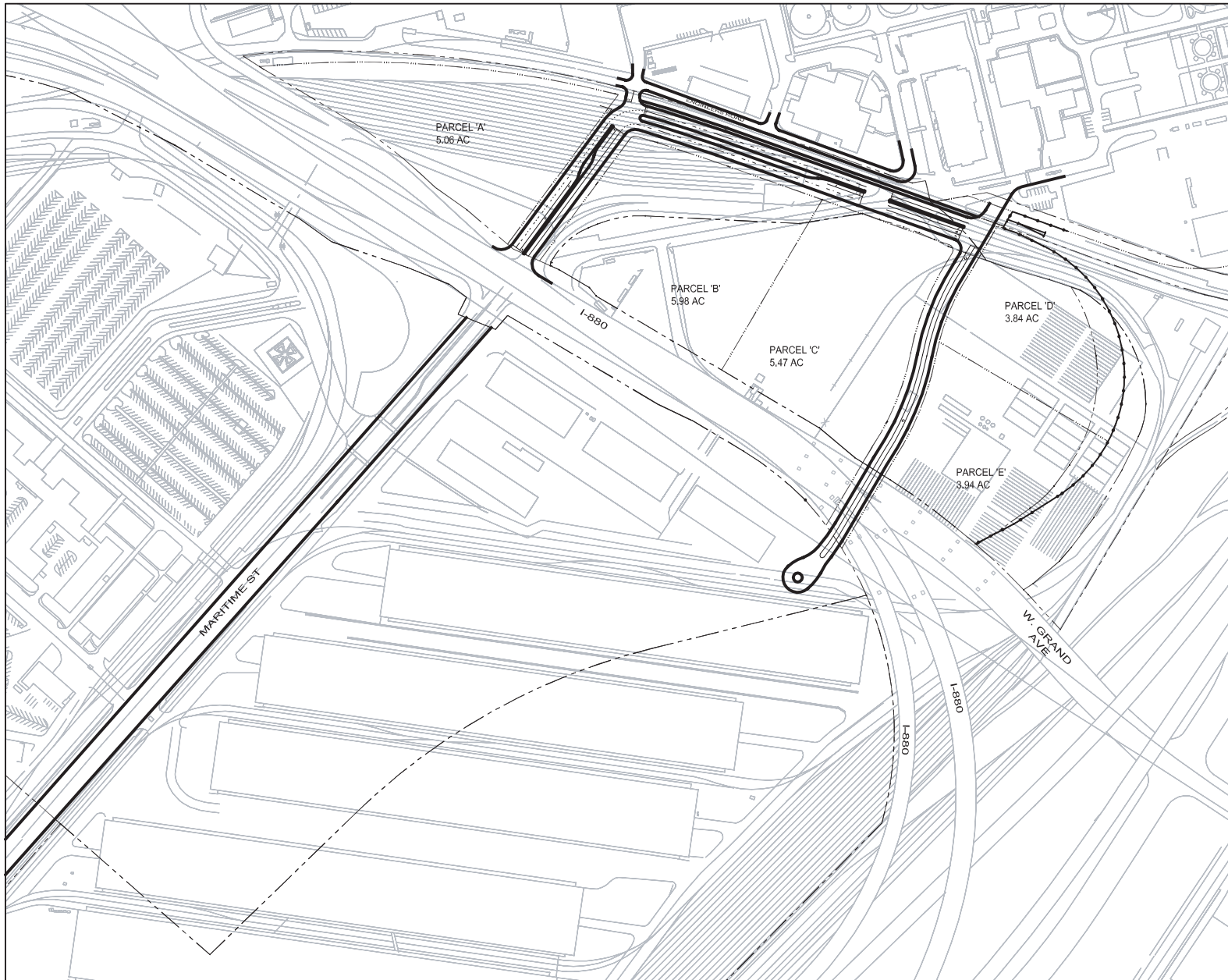


Figure 2-5: Project Tentative Tract Map (Existing buildings and roads shown in grey under plan)

Source: FME Architecture + Design

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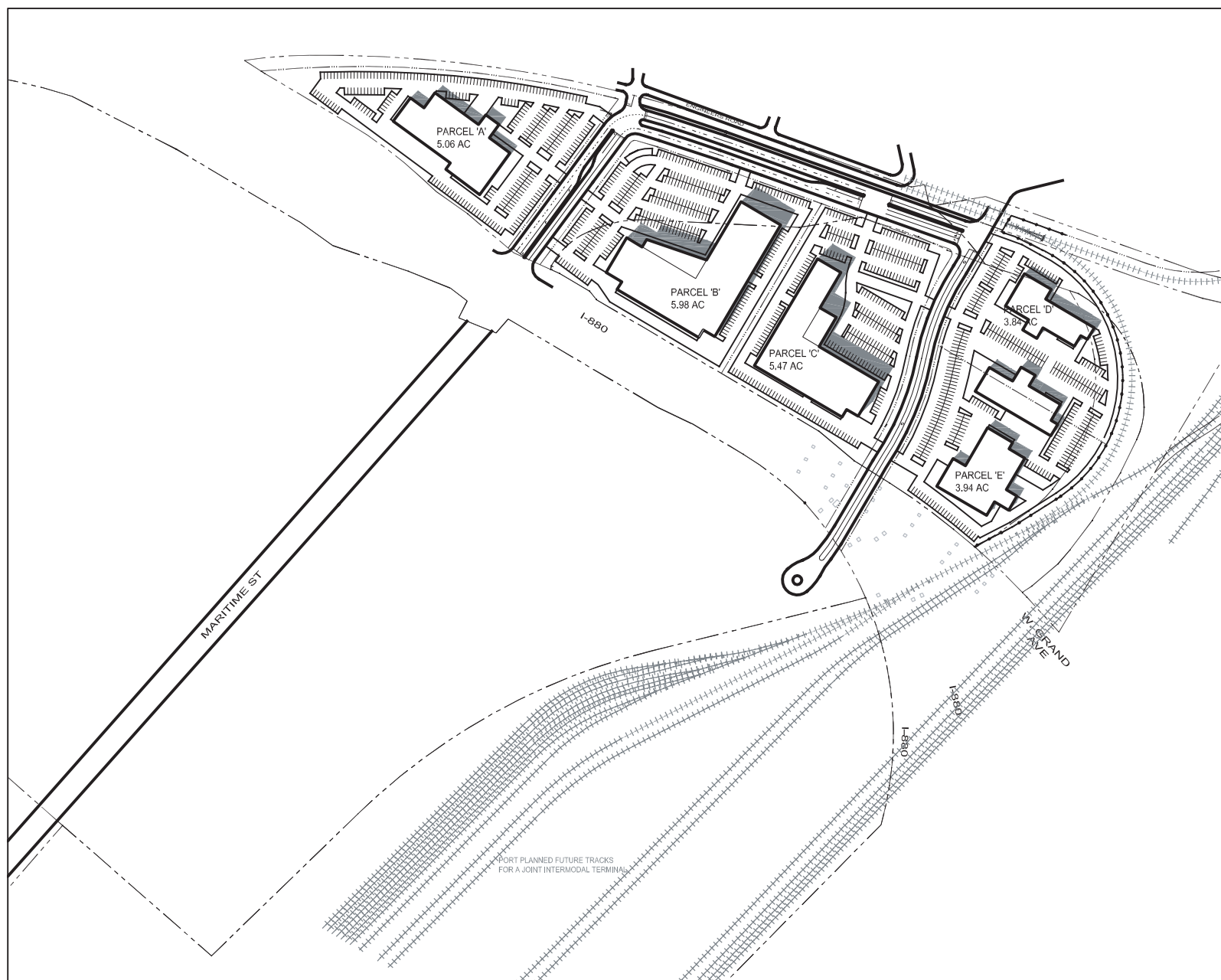


Figure 2-6: Project Conceptual Development Plan

Source: FME Architecture + Design

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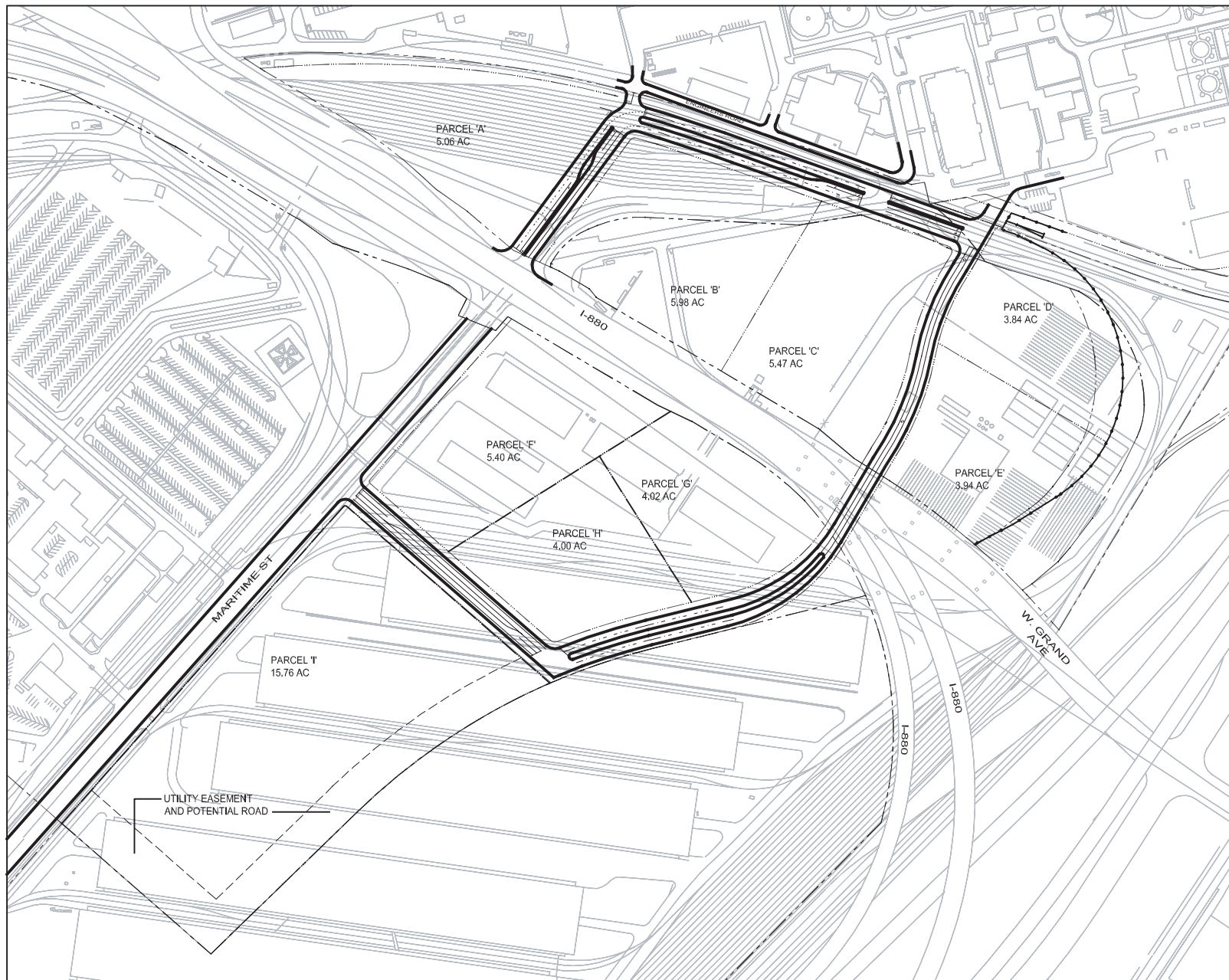


Figure 2-7: Option B Tentative Tract Map (Existing buildings and roads shown in grey under plan)

Source: FME Architecture + Design

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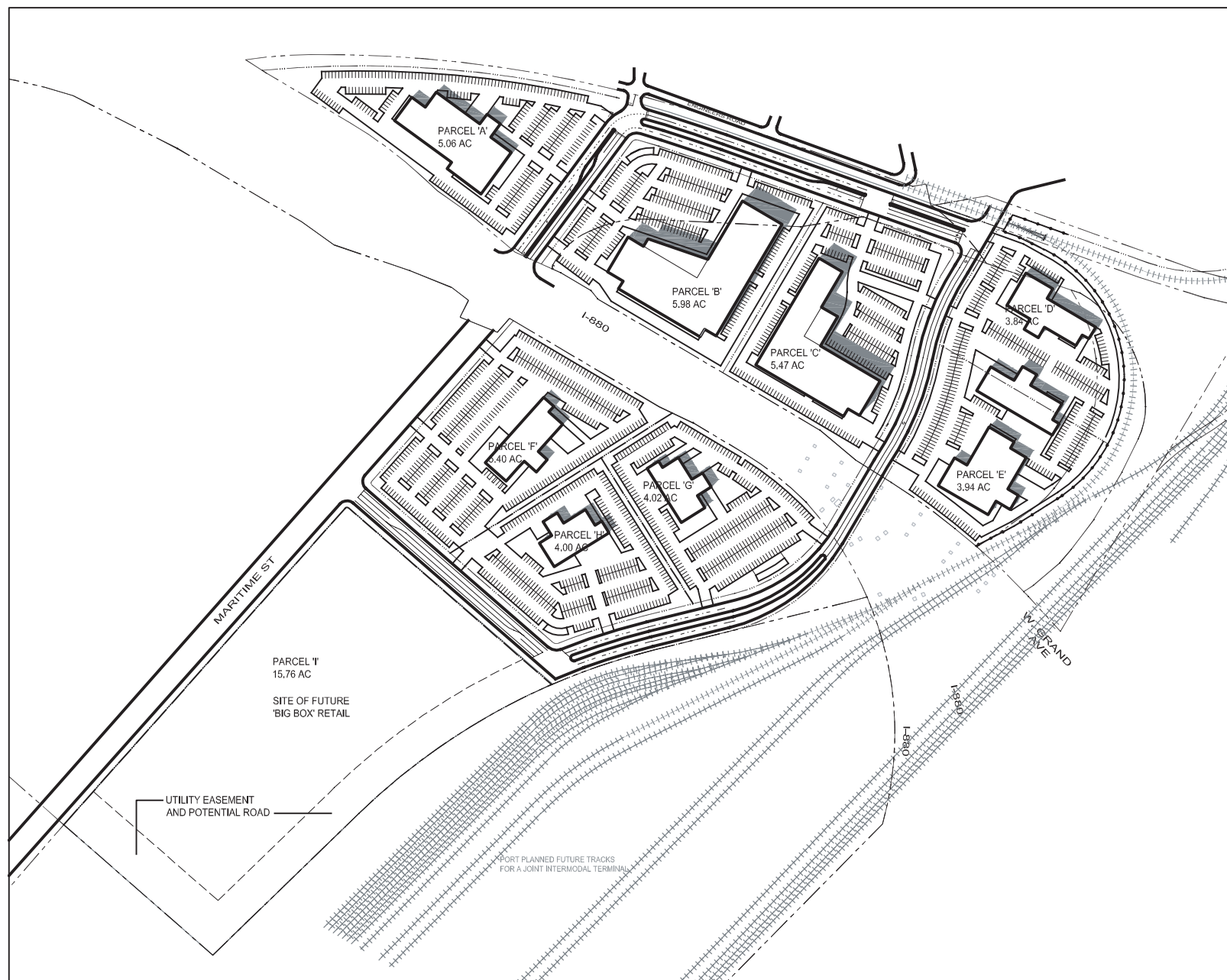


Figure 2-8: Option B Conceptual Development Plan

Source: FME Architecture + Design

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COMPARISON TO THE OARB REUSE PLAN AND OARB REDEVELOPMENT EIR

As described in the OARB Redevelopment EIR and Reuse Plan, the land uses envisioned for the approximately 30-acre Project site included approximately 300,000 square feet of warehouse and distribution facilities on the easterly portion of the site (known as the Subaru Site). It also anticipated providing 15 acres for ancillary maritime support (truck parking and associated uses) on the westerly portion of the site on property known as the Baldwin Yard.

Within the Option B expanded area south of West Grand Avenue, the OARB Redevelopment/Reuse Plan anticipated redevelopment of that approximately 30-acre area to contain approximately 390,000 square feet of light industrial/flex-office use (assuming an average FAR of 0.30 for these uses, as calibrated from the OARB Redevelopment EIR).

Table 2-2 shows a comparison of the land use summary for the Project as compared to the land use assumptions for the Project area as included in the OARB Reuse Plan and analyzed in the OARB Redevelopment EIR.

Table 2-2 Comparison of Land Use OARB Reuse Plan vs. Project and Project Option			
	<u>OARB</u> <u>Reuse Plan</u>	<u>Project</u>	<u>Project plus</u> <u>Option B</u>
North Gateway			
Warehouse/distribution	300,000 square feet	-	-
Ancillary maritime support	15 acres	-	-
Auto dealership	-	390,000 square feet	390,000 square feet
East Gateway			
Light Industrial/Flex-Office	390,000 square feet	390,000 square feet	-
Auto dealerships	-	-	50,000 square feet
Big Box retail	-	-	150,000 square feet
Note: 15 acres of Ancillary Maritime Support uses moved from North Gateway to elsewhere in the Gateway Development Area under the Project scenario and/or Option B			

REQUESTED ACTIONS AND REQUIRED APPROVALS

This Draft Supplemental EIR will provide decision makers and the general public with relevant environmental information to use in considering approval of the Project including all steps necessary to implement the Project, as well as other matters contemplated under the OARB Redevelopment Plan, including without limitation:

- Oakland Base Reuse Authority (OBRA) approval of an amendment to the OARB Reuse Plan to reflect the proposed land use change to include an auto mall (and potentially “big box” retail under Option B),
- Bay Conservation and Development Commission (BCDC) approval of re-designation of Ancillary Maritime Support uses from the North Gateway to the Central Gateway,
- Oakland Redevelopment Agency (ORA) issuance of Disposition and Development Agreements and any related documents as necessary for the individual developments,
- Planning Commission approval of a tentative tract map (see Figures 2-5 and 2-7) to subdivide the Project area into parcels appropriate for auto dealerships, and
- Administrative approval of subsequent demolition, grading and building permits, infrastructure improvements and environmental remediation activities.

The Project as proposed (auto sales and service use within the North Gateway area) and Option B (expanded auto sales and service and big box retail) are consistent with the current General Plan and zoning designations for the site.

TRANSPORTATION AND TRAFFIC

This chapter of the Draft SEIR evaluates the Project's potential impacts on freeways, local roadways, transit, as well as motor vehicle, bicycle, and pedestrian safety. Significance thresholds for transportation systems would be reached if the Project would result in an increased traffic demand that cannot be met by existing or planned transportation infrastructure or if the Project conflicts with adopted policies supporting transportation alternatives to the single-occupant automobile.

EXISTING SETTING

TRANSPORTATION NETWORK

The Project study area includes freeways surrounding or leading to the Project site. The freeways included are I-80, I-580, I-880, I-980, and State Route (SR) 24. Other potentially affected regional state routes include SR 123 (San Pablo Avenue). The regional roadway system is shown in **Figure 3-1**. The study area was selected to encompass areas within the regional transportation network that could be potentially affected by Project traffic. The transportation study area also includes local access routes as more fully discussed below.

Regional Highway System

Interstate-80 (I-80) is an eight- to ten-lane freeway serving San Francisco and the West Bay as well as East Bay destinations in West Contra Costa County, Sacramento, and points north and east. I-80 provides access to the Project site by freeway ramps that terminate at the West Grand Avenue/I-880 frontage road intersection. I-80 east has High Occupancy Vehicle (HOV) lanes and HOV ramp connections to I-580 and the Bay Bridge.

Interstate-880 (I-880) is an eight-lane freeway that serves West Alameda County, the South Bay and southern peninsula, and San Jose. I-880 connects to west I-80 at the Bay Bridge Toll Plaza. Interchange ramps connect I-880 to Maritime, 7th, Union, Adeline, and Market Streets. A connection to I-80 east is provided at the north end of a frontage road that extends from 7th Street to West Grand Avenue.

Interstate-580 (I-580) is an eight-lane freeway serving Northern Alameda County, Livermore, Stockton, Marin County north and I-5 south. Access to the Project Area is provided via interchanges at West MacArthur Boulevard and Market Street. The City of Oakland has placed a heavy truck (over 4.5 tons) restriction on I-580 between Grand Avenue and 106th Avenue.

Interstate-980 (I-980) is a six- to eight lane freeway that provides access to the Oakland downtown area. I-980 becomes State Route 24 (SR-24) at the northern end, providing access to

Contra Costa County via the Caldecott Tunnel, and provides a direct connection between I-580 and I-880.

State Routes

State Route 24 (SR 24) is an eight-lane freeway that connects the East Bay area with central and east Contra Costa County. SR 24 extends from I-980 to I-680 through the Caldecott tunnel.

State Route 123 (SR 123 - San Pablo Avenue) is a four-lane arterial roadway that extends from West MacArthur Boulevard north to Cutting Boulevard in El Cerrito. San Pablo Avenue is not designated as a State Route beyond MacArthur Boulevard on the south and Cutting Boulevard on the north. On the south, San Pablo Avenue extends into downtown Oakland; on the north end it extends through El Cerrito, Richmond, San Pablo, Pinole, and Hercules to its termination in unincorporated Contra Costa County.

Freeway Conditions

The following discussion of regional freeway conditions was taken from the 2004 Level of Service Monitoring Report prepared by the Alameda County Congestion Management Agency (CMA 2004). The CMA monitors congestion on freeways in the region by measuring the average travel speed during the p.m. peak period (4:00 to 6:00 p.m.). Freeway traffic conditions are then described in terms of level of service (LOS), a standard measure for traffic operations defined by the average number of seconds of delay per vehicle, with LOS A representing free-flow conditions and LOS F representing gridlocked conditions.

According to the CMA, traffic speeds of 49 miles per hour (mph) or higher on the freeway indicate LOS A through C. At LOS D, traffic operating conditions become unstable and speeds can drop as low as 41 mph. At LOS E, there are virtually no usable gaps in the traffic stream and speeds can drop as low as 30 mph. Below 30 mph, stop-and-go traffic operations often occur and the LOS is F.

As shown in **Table 3-1**, in 2004 during the p.m. peak hour, traffic congestion occurred on most routes leading away from the major employment centers. During the p.m. peak hour I-80 is congested in both directions. During this same time period, eastbound I-580 and eastbound SR 24 are congested and southbound I-880 is congested south of I-980.

During the a.m. peak period (7:00 to 9:00 a.m.), bottlenecks occur on many of the freeways leading to the major employment centers. Congestion regularly occurs on westbound I-80 at the I-580 split and on the approach to the Bay Bridge toll plaza. I-880 is congested northbound north of I-980 and I-980 is congested southbound. SR-24 is congested at its southbound connection to I-580.

Local Setting

This section describes the local transportation setting within the transportation study area.

Local Roadway System

Local vehicular access to the project site is provided primarily by West Grand Avenue, Maritime Street and 7th Street, as shown in **Figure 3-1**.



- Legend**
- Signalized intersection
 - All-way stop controlled intersection
 - Two-way stop controlled intersection
 - Intersection with one stop sign

Note: Intersections No. 26 through No. 35 do not currently exist. They will be created as part of the Proposed Project and/or Option B.

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Figure 3-1
Traffic Study Intersections

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TABLE 3-1
FREEWAY OPERATIONS IN 2004

Freeway Segment	A.M. Peak Hour ^a		P.M. Peak Hour	
	LOS	Speed (mph)	LOS	Speed (mph)
I-80 at the Bay Bridge				
Eastbound	-	-	D	43.2
Westbound	F	19.7	F	28.7
I-80 East of I-80/I-580 Split				
Eastbound	-	-	F	23.5
Westbound	D	47.6	F	20.9
I-580 East of I-980/SR-24				
Eastbound	-	-	F	29.6
Westbound	C	54.1	C	50.2
I-580 West of I-980/SR-24				
Eastbound	-	-	E	39.2
Westbound	B	58.3	E	33.3
I-880 south of I-980				
Northbound	D	43.9	C	54.8
Southbound	-	-	F	20.2
I-880 north of I-980				
Northbound	E	24.7	A	63.8
Southbound	-	-	B	57.3
I-980				
Northbound	-	-	D	45.3
Southbound	-	-	C	50.2
SR-24 East of I-580				
Eastbound	E	33.1	E	39.9
Westbound	B	55.9	B	58.7

Source:: Alameda County Congestion Management Agency 2004 Level of Service Monitoring Report.

Note:: Missing values (designated with a dash “-”) were not reported in the source document from the Alameda County Congestion Management Agency.

West Grand Avenue is an east/west arterial providing direct access to the downtown and San Francisco Bay Bridge. This four to six-lane facility has a median island and left-turn lanes.

Maritime Street is a four-lane arterial with a center two-way left-turn lane. It is heavily used by trucks and other traffic accessing the Oakland Army Base (OARB), the Port's Outer Harbor terminal, and the Union Pacific (UP) railyard. It is a primary access route to the Port of Oakland. On its north end Maritime Street is connected to the Cypress Freeway system at its intersection with West Grand Avenue, where freeway ramps provide access to I-80 west and I-580 east. On its south end, it connects to 7th Street where access to I-880 is provided.

7th Street is a public four-lane arterial that provides access to the Middle Harbor marine terminals and Port View Park. 7th Street also serves local and cross-town traffic for West Oakland between Middle Harbor Road and I-980/I-880. Freeway ramps connect 7th Street to I-880 south. A frontage road connects 7th Street to points north. Between the Port and the freeway, a substantial amount of traffic along 7th Street consists of truck traffic. 7th Street is designated as a local transit arterial.

Level of Service (LOS) Analysis

The efficiency of traffic operations at study area intersections was evaluated for existing conditions. Twenty-five existing intersections, identified as having the greatest potential for redevelopment traffic impacts, were selected for study (**Figure 3-1**). Additional intersections that would be created by the Proposed Project and/or Option B were also studied.

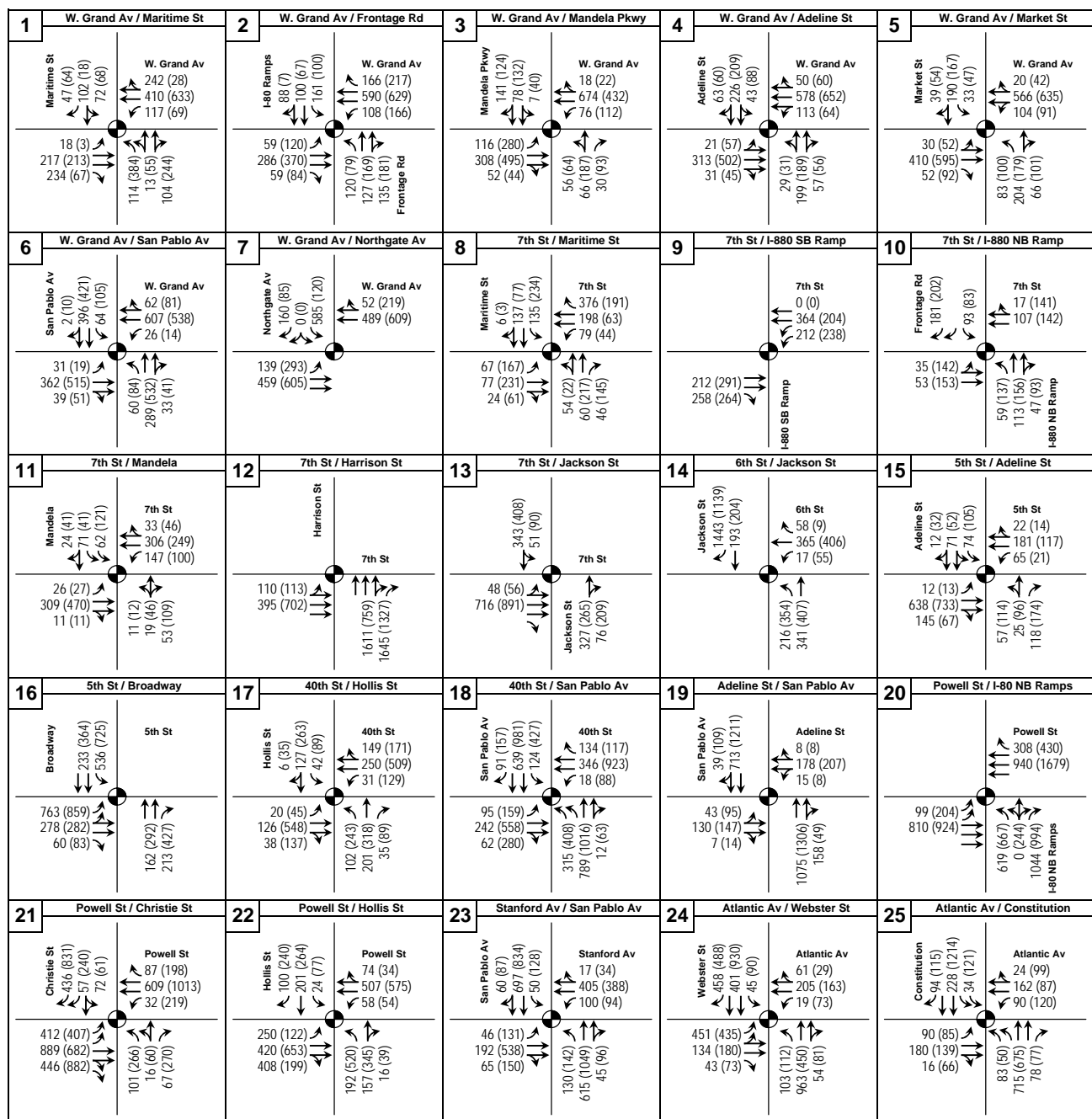
The LOS at study area intersections was analyzed for the a.m. and p.m. peak hours for all study intersections, using methodologies described in the Highway Capacity Manual (Transportation Research Board 1998). The intersections created by the project were also evaluated to determine potential traffic operations impacts during the Saturday peak hour.

The LOS for signalized and unsignalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, and lost travel time. Delay is a complex measure and is dependent upon a number of variables, including the number of vehicles in the traffic stream. For signalized intersections, delay is also dependent on the quality of signal progression, the signal cycle length, and the "green" ratio for each approach or lane group. For intersections with one or two stop signs, delay is dependent on the number of gaps available in the uncontrolled traffic stream. All the study intersections except seven of the intersections created by the project are controlled by traffic signals.

Existing a.m. and p.m. peak-hour traffic turning movement counts were collected at all of the study intersections within the last three years. New traffic counts were conducted in the fall of 2005 for intersections close to the project and intersections where the only data available were more than three years old. New Saturday traffic data were collected during the afternoon peak hour at the following intersections:

- West Grand Avenue / Maritime Street
- West Grand Avenue / I-880 Frontage Road

The intersection traffic volumes are shown in **Figure 3-2**.



KEY

31 (27) = AM (PM) peak hour traffic volume

● = Signalized intersection

↔ = Intersection approach lane

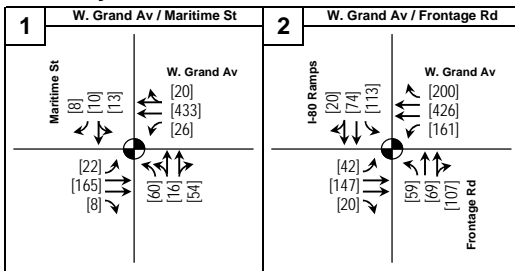
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Figure 3-2
Existing Traffic Volumes,
Lanes, and Traffic Controls

Saturday Traffic Volumes



KEY

- [44] = Saturday peak hour traffic volume
- = Signalized intersection
- ✓ = Intersection approach lane

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Figure 3-2
Existing Traffic Volumes,
Lanes, and Traffic Controls

Existing Conditions

The existing levels of service at study area intersections were determined for the a.m. and p.m. peak hours. Additionally, because the proposed uses as well as others in the immediate area would generate weekend traffic, Saturday afternoon peak hour levels of service were evaluated for the two study intersections closest to the project to determine that project impacts on Saturday would not be more severe than during the weekday. Other intersections farther from the project site are expected to experience worst levels of service during weekday peak hours and not be impacted on Saturday. The existing levels of service are shown in **Table 3-2**. Detailed LOS calculation worksheets are available on file with the City of Oakland. Three intersections would operate below the City of Oakland's LOS standard (LOS D outside of downtown and LOS E within downtown).

TABLE 3-2
INTERSECTION LEVELS OF SERVICE - EXISTING CONDITIONS

Intersection	AM Peak Hour		PM Peak Hour		Saturday Peak Hour	
	LOS ¹	Delay ²	LOS ¹	Delay ²	LOS ¹	Delay ²
1. West Grand Avenue / Maritime Street	C	32.4	C	33.2	C	26.7
2. West Grand Avenue / I-880 Frontage Road	C	29.8	C	28.7	C	27.9
3. West Grand Avenue / Mandela Parkway	B	11.4	B	13.4	na	na
4. West Grand Avenue / Adeline Street	B	12.2	B	11.9	na	na
5. West Grand Avenue / Market Street	B	12.8	B	12.6	na	na
6. West Grand Avenue / San Pablo Avenue	B	13.0	B	13.9	na	na
7. West Grand Avenue / Northgate Avenue ³	B	18.4	C	20.1	na	na
8. 7th Street / Maritime Street	C	29.2	C	32.8	na	na
9. 7th Street / I-880 Southbound Ramp	A	6.2	A	7.4	na	na
10. 7th Street / I-880 Northbound Ramp	B	18.8	B	19.7	na	na
11. 7th Street / Mandela Parkway	B	18.0	B	20.0	na	na
12. 7th Street / Harrison Street ³	B	12.0	A	9.8	na	na
13. 7th Street / Jackson Street ³	B	11.8	B	13.7	na	na
14. 6th Street / Jackson Street ³	B	11.1	B	12.6	na	na
15. 5th Street / Adeline Street	C	21.0	C	32.9	na	na
16. 5th Street / Broadway ³	C	25.0	E	59.6	na	na
17. 40th Street / Hollis Street	C	27.8	C	33.8	na	na
18. 40th Street / San Pablo Avenue	C	28.8	E	55.5	na	na
19. Adeline Street / San Pablo Avenue	B	14.8	B	16.7	na	na
20. Powell Street / I-80 Northbound Ramps	C	24.3	E	66.2	na	na
21. Powell Street / Christie Street	C	28.4	E	60.8	na	na
22. Powell Street / Hollis Street	C	25.2	C	32.8	na	na
23. Stanford Avenue / San Pablo Avenue	C	28.0	C	31.8	na	na
24. Atlantic Avenue / Webster Street	C	33.8	C	33.9	na	na
25. Atlantic Avenue / Constitution Way	B	19.3	B	18.3	na	na

Notes: Shaded values indicate traffic operations below the City of Oakland's LOS standard.

¹ LOS = Level of Service na = Not applicable. No analysis was performed as intersection is not expected to be impacted on Saturday.

² Average control delay in seconds per vehicle

³ Defined as a downtown intersection

⁴ The worst approach control delays and LOS are reported for side street stop-controlled intersections.

EXISTING TRANSIT SERVICE

Public Transit. Transit service in the study area is provided primarily by the Alameda-Contra Costa Transit District (AC Transit), Bay Area Rapid Transit (BART), the Oakland-Alameda Ferry, and Amtrak.

AC Transit provides bus service to residents and visitors along the east shore of the San Francisco Bay Area with an extensive network of local transit lines (Dowling Associates and GBA 1998). AC Transit Route 13 provides local service between the Oakland-Piedmont City Limits, Lake Merritt and OARB through downtown Oakland. The route generally follows Lakeshore, 14th, Mandela, 7th, and Maritime Streets. Weekday service is provided about every 20 minutes during peak periods and 30 minutes off peak, from 6:00 a.m. to 10:00 p.m. On weekends, buses operate once hourly between 10:30 a.m. to 6:00 p.m.

Route 19 connects North Berkeley BART with Fruitvale BART via downtown Oakland. This bus route travels along Peralta Street in the vicinity of the project. Daily service is provided about every 30 minutes throughout the day from 6:00 a.m. to 9:00 p.m.

Route 62 connects West Oakland with Fruitvale BART via downtown Oakland. Weekday service is provided about every 20 minutes during peak periods and every 30 minutes after 7:00 p.m. On weekends, buses operate every 30 minutes between 5:30 a.m. and midnight.

Route NL provides Transbay service from Eastmont Transit Center in Oakland, to Transbay Terminal in San Francisco, with a bus stop on West Grand Avenue at Mandela Parkway. Weekday service for eastbound is provided about every 30 minutes from 6:00 a.m. to 8:00 a.m., about every 15 minutes from 8:00 a.m. to 9:00 p.m., and once about every 30 minutes until midnight. For the westbound service, frequency is about 30 minutes from 5:00 a.m. to 6:00 a.m., and increases to every 15 minutes from 6 a.m. to 8:00 p.m., then reduces back to every 30 minutes until midnight. On weekends, services frequency is about 30 minutes on both directions with the eastbound to operate between 6:00 a.m. to midnight, and between 5:30 a.m. to 11:30 a.m. for the westbound service.

The **BART** system provides the West Oakland area with direct links to San Francisco and the metropolitan areas of Contra Costa and Alameda counties. BART operates between 4:00 a.m. and midnight Monday through Friday; 6:00 a.m. to midnight on Saturdays; and 8:00 a.m. to midnight on Sundays and major holidays. The West Oakland and 12th Street BART stations are the two BART stations closest to the OARB. The West Oakland BART station is located approximately 2 miles east of the Port's maritime area at the intersection of Mandela Parkway and 7th Street.

The Oakland-Alameda Ferry provides ferry service between Oakland and San Francisco. This service was initiated in October of 1989 after the Loma Prieta earthquake damaged the Bay Bridge. During the 1997 BART strike, the ferry served as a reliever for displaced transit riders. The MTC, the City of Alameda, and the Port of Oakland continue to plan routes for and fund the ferry service. Trip time between Oakland and San Francisco Ferry Building is 35 minutes during morning commute hours, and reduces to 30 minutes during midday and weekend trips. There are five service ferries from Oakland to San Francisco in the morning, and Ferry terminals are located along the Inner Harbor. On weekdays, the ferries currently make 25 trips between Oakland, Alameda, and San Francisco. Westbound, the ferries operate between 6:00 a.m. and 8:55 p.m. Eastbound, the service runs between 6:30 a.m. and 8:25 p.m. Additional service from

Oakland and Alameda is provided for Giants games during the baseball season. For weekday night and weekend games, these ferries go directly to PacBell Park. For weekday games, the ferries go to the Ferry Building on the San Francisco side, and passengers transfer to the streetcar for access to the park.

Amtrak uses UP's northern route through the project area to operate twelve daily round-trip "Capitol" and four daily "San Joaquin" passenger trains between the Bay Area and Sacramento and the Central Valley. An Amtrak maintenance facility is located in the study area near the 7th Street/Maritime Street intersection.

BICYCLE AND PEDESTRIAN FACILITIES

Bicycle and pedestrian access through the project area, particularly to the waterfront, has been recently improved, but remains only fair. Bay Trail spurs connect Portview Park and the Middle Harbor Shoreline Park to 7th Street and Middle Harbor Road. Bicycle access is provided to the east along 7th and 8th Streets to Mandela Parkway; however, the planned portion of the Bay Trail planned along Maritime Street has not been constructed nor has the proposed connections from Maritime Street to the Bay Bridge or Shellmound Street. The City of Oakland's *Bicycle Master Plan* (1999) is currently being updated and is expected to propose bike lanes on West Grand Avenue to connect the Maritime Street and Mandela Parkway Bay Trail corridors.

Sidewalks are available along the south side of West Grand Avenue and both sides of Maritime Street but no pedestrian facilities exist at the project site north of West Grand Avenue. Pedestrian signals and painted crosswalks are provided at the West Grand Avenue intersections with Maritime Street and the I-880 frontage road.

REGULATORY SETTING

FEDERAL

The Federal Highway Administration (FHWA) is the agency of the U.S. Department of Transportation (DOT) responsible for the federally funded roadway system, including the interstate highway network and portions of the primary state highway network. FHWA funding is provided through the Transportation Equity Act for the 21st Century (TEA-21). This act's legislation can be used to fund local transportation improvement projects, such as projects to improve the efficiency of existing roadways, traffic signal coordination, bikeways, and transit system upgrades.

STATE

The California Department of Transportation (Caltrans) is responsible for planning, design, construction, and maintenance of all state highways. Caltrans jurisdictional interest extends to improvements to roadways at the interchange ramps serving area freeways. Any federally funded transportation improvements would be subject to review by Caltrans staff and the California Transportation Commission.

LOCAL

The Metropolitan Transportation Commission

MTC is the regional organization responsible for prioritizing transportation projects in a Regional Transportation Improvement Program (RTIP) for federal and state funding. The process is based on evaluating each project for need, feasibility, and adherence to TEA-21 policies and the local Congestion Management Program (CMP). The CMP requires each jurisdiction to identify existing and future transportation facilities that would operate below an acceptable service level and provide mitigation where future growth would degrade that service level.

The Alameda County Congestion Management Agency

The Alameda County Congestion Management Agency (CMA) is responsible for ensuring local government conformance with the CMP: a seven-year program aimed at reducing traffic congestion. The CMA has review responsibility for proposed development actions expected to generate 100 or more p.m. peak-hour trips than otherwise would occur. The CMA reviews the adequacy of California Environmental Quality Act (CEQA) transportation impact analyses and measures proposed to mitigate significant impacts. The CMA maintains a Countywide Transportation Model, and has approval authority for the use of any local or subarea transportation models.

The City of Oakland

The City of Oakland has responsibility for constructing and maintaining non-state transportation facilities in West Oakland. The City has a traffic calming program in place that provides speed humps on many streets and truck prohibitions on all of the streets within an area bounded by Pine Street, 12th Street, Center Street, and 8th Street in the Prescott neighborhood.

IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

The project would have a significant impact on the environment if it would:

Cause an increase in traffic which is substantial in relation to the traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections), or change the condition of an existing street (i.e., street closures, changing direction of travel) in a manner that would substantially impact access or traffic load and capacity of the street system. Specifically,

- at a study, signalized intersection which is located **outside the Downtown**¹ area, the project would cause the level of service (LOS)² to degrade to worse than LOS D (i.e., E);
- at a study, signalized intersection which is located **within the Downtown** area, the project would cause the LOS to degrade to worse than LOS E (i.e., F);
- at a study, signalized intersection **outside the Downtown** area where the level of service is LOS E, the project would cause the total intersection average vehicle delay to increase by four (4) or more seconds, or degrade to worse than LOS E (i.e., F);
- at a study, signalized intersection for **all areas** where the level of service is LOS E, the project would cause an increase in the average delay for any of the critical movements of six (6) seconds or more, or degrade to worse than LOS E (i.e., F);
- at a study, signalized intersection for **all areas** where the level of service is LOS F, the project would cause (a) the total intersection average vehicle delay to increase by two (2) or more seconds, or (b) an increase in average delay for any of the critical movements of four (4) seconds or more; or (c) the volume-to-capacity (“V/C”) ratio exceeds three (3) percent (but only if the delay values cannot be measured accurately);
- at a study, unsignalized intersection for **all areas**, the project would add ten (10) or more vehicles and after project completion satisfy the Caltrans peak hour volume warrant;
- A project’s contribution to cumulative impacts is considered “considerable” when the project contributes five (5) percent or more of the cumulative traffic increase as measured by the difference between existing and future cumulative (with project) conditions;

¹ Downtown is defined in the Land Use and Transportation Element of the General Plan (page 67) as the area generally bounded by West Grand Avenue to the north, Lake Merritt and Channel Park to the east, the Oakland Estuary to the south and I-980/Brush Street to the west.

² LOS and delay calculations for local intersections were based on the *Highway Capacity Manual*, Transportation Research Board, National Research Council, 2000 edition.

- Cause a roadway segment on the Metropolitan Transportation System to operate at LOS F or increase the V/C ratio by more than three (3) percent for a roadway segment that would operate at LOS F without the project;
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;
- Substantially increase traffic hazards to motor vehicles, bicycles, or pedestrians due to a design feature (e.g., sharp curves or dangerous intersections) that does not comply with Caltrans design standards or incompatible uses (e.g., farm equipment);
- Result in less than two emergency access routes for streets exceeding 600 feet in length;
- Fundamentally conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle routes); or
- Generate added transit ridership that would
 - Increase the average ridership on AC Transit lines by three (3) percent at bus stops where the average load factor with the project in place would exceed 125% over a peak thirty minute period;
 - Increase the peak hour average ridership on BART by three (3) percent where the passenger volume would exceed the standing capacity of BART trains; or
 - Increase the peak hour average ridership at a BART station by three (3) percent where average waiting time at fare gates would exceed one minute.

PARKING (EVALUATED AS A NON-CEQA IMPACT)

The Court of Appeal has held that parking is not part of the permanent physical environment, that parking conditions change over time as people change their travel patterns, and that unmet parking demand created by a project need not be considered a significant environmental impact under CEQA unless it would cause significant secondary effects.³ Parking supply/demand varies by time of day, day of week, and seasonally. As parking demand increases faster than the supply, parking prices rise to reach equilibrium between supply and demand. Decreased availability and increased costs result in changes to people's mode and pattern of travel. However, the City of Oakland, in its review of the proposed project, wants to ensure that the project's provision of additional parking spaces along with measures to lessen parking demand (by encouraging the use of non-auto travel modes) would result in minimal adverse effects to project occupants and visitors, and that any secondary effects (such as on air quality due to drivers searching for parking spaces) would be minimized. As such, although not required by CEQA, parking conditions are evaluated in this document.

³ San Franciscans Upholding the Downtown Plan v. the City and County of San Francisco (2002) 102 Cal.App.4th 656.

Parking deficits may be associated with secondary physical environmental impacts, such as air quality and noise effects, caused by congestion resulting from drivers circling as they look for a parking space. However, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, shuttles, taxis, bicycles or travel by foot), may induce drivers to shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service, in particular, would be in keeping with the City's "Transit First" policy.

Additionally, regarding potential secondary effects, cars circling and looking for a parking space in areas of limited parking supply is typically a temporary condition, often offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts that might result from a shortfall in parking in the vicinity of the proposed project are considered less than significant.

This Draft SEIR evaluates if the project's estimated parking demand (both project-generated and project-displaced) would be met by the project's proposed parking supply or by the existing parking supply within a reasonable walking distance of the project site. Project-displaced parking results from the project's removal of standard on-street parking, City or Agency owned/controlled parking and/or legally required off-street parking (non-open-to-the-public parking which is legally required).

PROJECT IMPACT ANALYSIS METHODS

The methods for determining traffic impacts of the Proposed Project and Option B were based on the analytical procedures described in the previous section. The analysis of traffic operations at intersections was performed using the 2000 Highway Capacity Manual methods. For freeways, the analysis was performed using the methods described in the 1985 Highway Capacity Manual, as required by the Alameda County CMA.

The existing land uses on the project site would be replaced by the project. The assessment of traffic impacts was performed by first removing trips from existing land uses that would be displaced and then adding trips from the proposed land uses. No attempt was made to assess secondary impacts associated with the potential relocation of existing land uses or from the relocation of auto dealerships to the project site from other locations.

An 11-acre portion of the Project site, the Subaru Lot, had been used for truck parking at the time traffic counts were performed so is considered an existing use for purposes of the traffic analysis because that traffic volume needs to be removed from that expected with the Project (or Option B). The truck parking lease with the Port was terminated on February 28, 2006. The 11-acre Subaru Lot lease was replaced with an 11-acre interim lease operated by the Port on West Maritime property. Further discussion of truck parking can be found in Chapter 5: Other CEQA Considerations.

TRIP GENERATION

Trip generation for the proposed project is based upon information in Trip Generation, 7th Edition (Institute of Transportation Engineers 2003). Project trip generation is shown in **Table 3-3**.

**TABLE 3-3
PROJECT TRIP GENERATION**

Parcel	Use	Source	Amount	Trips Generated									
				Daily	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
					In	Out	Total	In	Out	Total	In	Out	Total
Project, North Gateway													
Proposed Project													
A	Auto Dealership	ITE (841)	40 KSF	1,334	61	21	82	38	60	98	61	58	119
B	Auto Dealership	ITE (841)	160 KSF	5,334	243	85	328	119	186	305	242	233	475
C	Auto Dealership	ITE (841)	120 KSF	4,001	182	64	246	92	144	236	182	174	356
D	Auto Dealership	ITE (841)	40 KSF	1,334	61	21	82	38	60	98	61	58	119
E	Auto Dealership	ITE (841)	30 KSF	1,000	46	16	62	32	49	81	45	44	89
Subtotal				13,003	592	208	800	319	499	818	591	567	1,158
Existing Project Site													
Maritime Support		ITE (030)	15 Acres	1,229	45	64	109	42	56	98	17	18	35
Net New Trips				11,774	547	144	691	277	443	720	573	550	1,123

**TABLE 3-3
PROJECT TRIP GENERATION**

Parcel	Use	Source	Amount	Trips Generated									
				Daily	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
					In	Out	Total	In	Out	Total	In	Out	Total
Option B, North and East Gateway													
A	Auto Dealership	ITE (841)	40 KSF	1,334	61	21	82	38	60	98	61	58	119
B	Auto Dealership	ITE (841)	160 KSF	5,334	243	85	328	119	186	305	242	233	475
C	Auto Dealership	ITE (841)	120 KSF	4,001	182	64	246	92	144	236	182	174	356
D	Auto Dealership	ITE (841)	40 KSF	1,334	61	21	82	38	60	98	61	58	119
E	Auto Dealership	ITE (841)	30 KSF	1,000	46	16	62	32	49	81	45	44	89
F	Auto Dealership	ITE (841)	20 KSF	667	30	11	41	25	39	64	30	29	59
G	Auto Dealership	ITE (841)	15 KSF	500	23	8	31	21	34	55	23	22	45
H	Auto Dealership	ITE (841)	15 KSF	500	23	8	31	21	34	55	23	22	45
I	"Big Box" Retail	ITE (813)	150 KSF	7,382	141	135	276	285	296	581	384	368	752
Subtotal				22,052	809	370	1,179	672	901	1,573	1,050	1,009	2,059
Existing Option B Site (North and East Gateway)													
	Maritime Support	ITE (030)	15 Acres	1,229	45	64	109	42	56	98	17	18	35
F	Warehousing	ITE (150)	78 Emp.	261	25	10	34	14	26	40	5	3	8
G	Warehousing	ITE (150)	59 Emp.	196	19	7	26	11	20	30	4	2	6
H	Warehousing	ITE (150)	59 Emp.	196	19	7	26	11	20	30	4	2	6
I	Warehousing	ITE (150)	587 Emp.	1,956	186	72	258	106	196	302	37	21	59
Subtotal				3,838	294	160	453	184	318	500	67	46	114
Net New Trips				18,214	515	210	726	487	584	1,073	983	963	1,945

Notes: Average trip generation rates are from *Trip Generation, 7th Edition*, Institute of Transportation Engineers, 2003.

Regression equations were used as recommended in *Trip Generation Handbook*, Institute of Transportation Engineers, 2004.

The project would result in the relocation of the existing ancillary maritime support services currently planned in the North Gateway area (north of West Grand Avenue) and existing on a temporary basis at the time of the traffic counts, though no longer on site at the time of writing of this Draft SEIR. Relocation of the maritime support services was assumed to be in the Central Gateway but may be relocated elsewhere in the Gateway Development Area. Access to the relocated maritime support services will be consistent with City standards and are subject to the approval of the City of Oakland Public Works Agency.

TRIP DISTRIBUTION

The distribution of Project trips was based on the distribution of traffic derived from the Alameda County Congestion Management Agency Countywide Transportation Model. The distribution of Project traffic is shown in **Table 3-4**.

TABLE 3-4		
DISTRIBUTION OF PROJECT TRIPS		
Route	Percent of Project Trips	
	Parcels A - H	Parcel I
I-80 West	11%	12%
I-80 East	18%	11%
SR 24	10%	12%
I-580 East	3%	2%
I-880 South	2%	4%
SR 24 Local	1%	0%
I-580 Local	20%	16%
I-880 Local	16%	24%
Grand Ave	4%	4%
7th St	1%	1%
MacArthur	4%	5%
I-80 Frontage Rd	2%	2%
San Pablo Ave	2%	2%
Ashby Ave	2%	2%
Powell St	2%	2%
Constitution	2%	2%
Webster	0%	1%
Total	100%	100%
Source: Dowling Associates and the Alameda Countywide Model 2006.		

INTERSECTION OPERATIONS

Impact Traf-1: The Project and Option B would increase traffic at study area intersections but would not substantially impact access or traffic load and capacity of the street system. This is a *less-than-significant* impact.

Significance: Less than Significant.

Mitigation: None required.

The Project would generate 691 new trips during the a.m. peak hour, 720 new trips during the p.m. peak hour, and 1,123 new trips during the Saturday peak hour. Option B would generate 726 new trips during the a.m. peak hour, 1,073 new trips during the p.m. peak hour, and 1,945 new trips during the Saturday peak hour.

For both project options, the project would not cause significant impacts either because the level of service would comply with City standards or the project would not add enough new traffic to cause a significant increase in average vehicle control delay. The impact of both project options on study area intersections is summarized in **Table 3-5**. Figures showing existing plus project turning movement traffic volumes are provided in Appendix C.

TABLE 3- 5
INTERSECTION LEVELS OF SERVICE - EXISTING CONDITIONS

Intersection	Traffic Control	Peak Hour	Existing		Project		Option B	
			LOS ¹	Delay ²	LOS ¹	Delay ²	LOS ¹	Delay ²
1. West Grand Avenue / Maritime Street	Signal	AM	C	32.4	D	50.7	D	48.4
		PM	C	33.2	D	47.6	D	47.6
		Saturday	C	26.7	D	53.9	D	47.6
2. West Grand Avenue / I-880 Frontage Road	Signal	AM	C	29.8	C	31.0	C	31.4
		PM	C	28.7	C	31.2	C	33.0
		Saturday	C	27.9	C	31.5	C	34.5
3. West Grand Avenue / Mandela Parkway	Signal	AM	B	11.4	B	11.7	B	11.7
		PM	B	13.4	B	13.4	B	13.4
4. West Grand Avenue / Adeline Street	Signal	AM	B	12.2	B	12.1	B	12.1
		PM	B	11.9	B	11.8	B	11.8
5. West Grand Avenue / Market Street	Signal	AM	B	12.8	B	12.7	B	12.7
		PM	B	12.6	B	12.5	B	12.5
6. West Grand Avenue / San Pablo Avenue	Signal	AM	B	13.0	B	13.0	B	13.0
		PM	B	13.9	B	13.9	B	13.9
7. West Grand Avenue / Northgate Avenue ³	Signal	AM	B	18.4	B	18.4	B	18.4
		PM	C	20.1	C	21.1	C	21.1
8. 7th Street / Maritime Street	Signal	AM	C	29.2	D	38.4	D	36.3
		PM	C	32.8	D	43.6	D	52.8
9. 7th Street / I-880 Southbound Ramp	Signal	AM	A	6.2	A	5.7	A	5.7
		PM	A	7.4	A	7.0	A	6.6
10. 7th Street / I-880 Northbound Ramp	Signal	AM	B	18.8	B	18.9	B	18.9
		PM	B	19.7	B	19.9	B	20.0

TABLE 3- 5
INTERSECTION LEVELS OF SERVICE - EXISTING CONDITIONS

Intersection	Traffic Control	Peak Hour	Existing		Project		Option B	
			LOS ¹	Delay ²	LOS ¹	Delay ²	LOS ¹	Delay ²
11. 7th Street / Mandela Parkway	Signal	AM PM	B B	18.0 20.0	B B	18.0 19.9	B B	18.0 19.9
12. 7th Street / Harrison Street ³	Signal	AM PM	B A	12.0 9.8	B A	12.0 9.8	B A	12.0 9.8
13. 7th Street / Jackson Street ³	Signal	AM PM	B B	11.8 13.7	B B	11.8 13.7	B B	11.8 13.7
14. 6th Street / Jackson Street ³	Signal	AM PM	B B	11.1 12.6	B B	11.1 12.6	B B	11.1 12.6
15. 5th Street / Adeline Street	Signal	AM PM	C C	21.0 32.9	C C	21.0 32.8	C C	21.0 32.8
16. 5th Street / Broadway ³	Signal	AM PM	C E	25.0 59.6	C E	25.0 60.6	C E	25.0 61.0
17. 40th Street / Hollis Street	Signal	AM PM	C C	27.8 33.8	C C	27.8 33.8	C C	27.8 33.8
18. 40th Street / San Pablo Avenue	Signal	AM PM	C E	28.8 55.5	C E	28.8 55.5	C E	28.8 55.5
19. Adeline Street / San Pablo Avenue	Signal	AM PM	B B	14.8 16.7	B B	15.2 17.2	B B	15.3 17.4
20. Powell Street / I-80 Northbound Ramps	Signal	AM PM	C E	24.3 66.2	C E	24.4 67.2	C E	24.4 67.7
21. Powell Street / Christie Street	Signal	AM PM	C E	28.4 60.8	C E	28.4 61.2	C E	28.4 61.3
22. Powell Street / Hollis Street	Signal	AM PM	C C	25.2 32.8	C C	25.2 33.0	C C	25.2 33.1
23. Stanford Avenue / San Pablo Avenue	Signal	AM PM	C C	28.0 31.8	C C	28.1 31.9	C C	28.1 32.0
24. Atlantic Avenue / Webster Street	Signal	AM PM	C C	33.8 33.9	C C	33.9 33.9	C C	33.9 33.9
25. Atlantic Avenue / Constitution Way	Signal	AM PM	B B	19.3 18.3	B B	19.3 18.3	B B	19.2 18.3
26. N. Access Road / Maritime Street	All-Way Stop Sign	AM PM Saturday	na na na	na na na	B B B	11.1 11.8 12.3	B B B	10.7 11.1 11.4
27. N. Access Road / EBMUD Driveway ⁴	Side Street Stop Sign	AM PM Saturday	na na na	na na na	D D E	31.4 27.5 35.6	D C D	28.4 23.2 28.6
28. N. Access Road / E. Access Road / Parcel D	All-Way Stop Sign	AM PM Saturday	na na na	na na na	A A A	7.4 7.8 7.9	A A A	7.4 7.7 7.8
29. Parcels C & D / E. Access Road ⁴	Side Street Stop Sign	AM PM Saturday	na na na	na na na	B B B	10.2 10.3 11.0	A A B	9.8 10.0 10.5
30. Parcels C & E / E. Access Road ⁴	Side Street Stop Sign	AM PM Saturday	na na na	na na na	A A A	9.4 9.5 9.7	A A A	9.3 9.4 9.7
31. Parcel G / E. Access Road ⁴	Side Street Stop Sign	AM PM Saturday	na na na	na na na	na na na	na na na	A A A	8.4 8.6 8.6

TABLE 3- 5
INTERSECTION LEVELS OF SERVICE - EXISTING CONDITIONS

Intersection	Traffic Control	Peak Hour	Existing		Project		Option B	
			LOS ¹	Delay ²	LOS ¹	Delay ²	LOS ¹	Delay ²
32. Parcel H / E. Access Road ⁴	Side Street Stop Sign	AM	na	na	na	na	A	8.4
		PM	na	na	na	na	A	8.7
		Saturday	na	na	na	na	A	8.7
33. S. Access Road / Parcels F & H ⁴	Side Street Stop Sign	AM	na	na	na	na	B	10.4
		PM	na	na	na	na	B	12.2
		Saturday	na	na	na	na	B	12.8
34. S. Access Road / Maritime Street	Signal	AM	na	na	na	na	B	10.4
		PM	na	na	na	na	B	14.3
		Saturday	na	na	na	na	B	15.3
35. Parcel I / Maritime Street	Signal	AM	na	na	na	na	A	8.4
		PM	na	na	na	na	B	11.7
		Saturday	na	na	na	na	B	14.6

Notes:

¹ LOS = Level of Service

na = Not applicable. Intersection does not exist.

² Average control delay in seconds per vehicle

³ Defined as a downtown intersection

⁴ The worst approach control delays and LOS are reported for side street stop-controlled intersections.

FREEWAY OPERATIONS

Impact Traf-2: The Project and Option B would increase traffic at study area freeway segments but would not substantially impact traffic operations and level of service of the freeway system. This is a *less-than-significant* impact.

Significance: Less than Significant.

Mitigation: None required.

For both project options, the project would not cause significant impacts either because the level of service would remain at LOS E or better, or the V/C ratio would increase by less than three (3) percent for a freeway segment that would operate at LOS F without the project. The impact of both project options on study area freeway segments is summarized in **Table 3-6**.

TABLE 3-6
FREEWAY LEVELS OF SERVICE - EXISTING CONDITIONS

Freeway Segment	Existing				Project				Option B			
	AM		PM		AM		PM		AM		PM	
	LOS ¹	V/C ²	LOS ¹	V/C ²	LOS ¹	V/C ²	LOS ¹	V/C ²	LOS ¹	V/C ²	LOS ¹	V/C ²
I-80 at the Bay Bridge												
Eastbound	C	0.584	F	1.134	C	0.592	F	1.138	C	0.591	F	1.141
Westbound	F	1.098	D	0.825	F	1.100	D	0.831	F	1.101	D	0.833
I-80 between I-880 and I-580												
Eastbound	B	0.465	D	0.902	B	0.469	D	0.917	B	0.472	D	0.922
Westbound	D	0.874	C	0.656	D	0.892	C	0.666	D	0.891	C	0.672
I-80 East of I-80/I-580 Split												
Eastbound	C	0.619	F	1.221	C	0.624	F	1.230	C	0.625	F	1.240
Westbound	F	1.165	D	0.888	F	1.180	D	0.896	F	1.180	D	0.902
I-880 Connector to I-80 East												
Northbound	C	0.684	C	0.633	C	0.694	C	0.664	C	0.699	C	0.673
Southbound	C	0.677	C	0.677	C	0.716	C	0.697	C	0.714	C	0.710
I-880 Connector to I-80 West												
Northbound	B	0.507	B	0.380	B	0.524	B	0.434	B	0.532	B	0.450
Southbound	A	0.248	B	0.426	A	0.314	B	0.459	A	0.310	B	0.483
I-880 North of 7th St.												
Northbound	D	0.794	C	0.675	D	0.794	C	0.675	D	0.794	C	0.675
Southbound	C	0.616	C	0.735	C	0.616	C	0.735	C	0.616	C	0.735
I-880 South of 7th St.												
Northbound	D	0.860	D	0.797	D	0.880	D	0.807	D	0.878	D	0.818
Southbound	C	0.734	C	0.680	C	0.739	C	0.697	C	0.742	C	0.703
I-880 North of I-980												
Northbound	D	0.850	D	0.788	D	0.870	D	0.798	D	0.868	D	0.809
Southbound	C	0.725	C	0.672	C	0.730	C	0.687	C	0.733	C	0.693
I-880 South of I-980												
Northbound	F	1.201	F	1.164	F	1.214	F	1.171	F	1.213	F	1.179
Southbound	E	0.970	F	1.171	E	0.974	F	1.182	E	0.976	F	1.186

TABLE 3-6
FREEWAY LEVELS OF SERVICE - EXISTING CONDITIONS

Freeway Segment	Existing				Project				Option B			
	AM		PM		AM		PM		AM		PM	
	LOS ¹	V/C ²	LOS ¹	V/C ²	LOS ¹	V/C ²	LOS ¹	V/C ²	LOS ¹	V/C ²	LOS ¹	V/C ²
I-880 North of I-238												
Northbound	F	1.208	F	1.171	F	1.209	F	1.172	F	1.209	F	1.173
Southbound	E	0.976	F	1.178	E	0.976	F	1.179	E	0.977	F	1.179
I-580 East of I-980/SH-24												
Eastbound	D	0.831	F	1.114	D	0.835	F	1.127	D	0.837	F	1.131
Westbound	F	1.025	D	0.919	F	1.041	D	0.927	F	1.041	E	0.933
I-580 West of I-980/SH-24												
Eastbound	C	0.760	F	1.174	C	0.765	F	1.189	C	0.767	F	1.193
Westbound	F	1.197	F	1.013	F	1.215	F	1.023	F	1.214	F	1.029
I-980												
Eastbound	B	0.415	C	0.717	B	0.415	C	0.717	B	0.415	C	0.717
Westbound	C	0.752	B	0.479	C	0.752	B	0.479	C	0.752	B	0.479
SH 24 East of I-580												
Eastbound	B	0.437	D	0.896	B	0.439	D	0.903	B	0.440	D	0.904
Westbound	F	1.077	C	0.615	F	1.084	C	0.618	F	1.084	C	0.621

Source: Dowling Associates, Inc. and 1985 Highway Capacity Manual

Notes:

¹ LOS = Level of Service

² V/C = Volume to Capacity Ratio

AIR TRAFFIC PATTERNS

The Project is not located near an airport or in an established flight path that would be affected by construction of the Project. There would be *no impact* with regard to change in any air traffic pattern.

DESIGN HAZARDS

Impact Traf-3: At the N. Access Road / EBMUD Driveway intersection, both the Project and Option B would substantially increase traffic hazards to motor vehicles and perhaps bicyclists and pedestrians due to the configuration of the intersection.

Significance: Potentially Significant.

MM Traf-3: The Project Sponsors shall work with the property owners to develop an access design that provides adequate levels of safety. One option would be to relocate the EBMUD driveway to connect as the north leg of the N. Access Road / E. Access Road intersection. If the driveway were relocated, the N. Access Road / E. Access Road intersection would operate in compliance with the City's level of service standards with all-way stop traffic control. Design plans for the project and all public facilities shall be consistent with City standards and are subject to the approval of the City of Oakland Public Works Agency.

Residual Significance: Less than Significant

The angle of the intersection at the EBMUD driveway appears to be between 30 and 35 degrees – a very acute angle. Good design practice requires intersection angles to be as close to 90 degrees as practicable. Otherwise, safety may be compromised. Acute angles at intersections and driveways are typically associated with higher than normal collision rates. The acute angle could obstruct the line of sight of motorists exiting the driveway who would essentially have to look over their shoulder to see oncoming traffic. This could result in conflicts with oncoming traffic or might cause exiting traffic to stop suddenly, resulting in rear-end collisions. The acute angle also would create a wide driveway that would not provide adequate access control. The driveway angle would make right turning movements into the driveway difficult.

Implementation of **MM Traf-3** would reduce the potentially significant design hazard at the N. Access Road / EBMUD Driveway intersection to a *less than significant* level.

EMERGENCY ACCESS

Impact Traf-4: Construction of the access road from the northern extension of Maritime Street would end in a cul-de-sac for the Project and could result in less than two emergency access routes for streets exceeding 600 feet in length.

Significance: For the Project, Potentially Significant.

For Option B, No Impact

MM Traf-4: Construct an emergency vehicle access to the east end of the Project. Design plans shall be consistent with City standards and are subject to the approval of the City of Oakland Public Works Agency.

Residual Significance: Less than Significant.

Implementation of **MM Traf-4** would reduce the potentially significant emergency access constraint to a *less than significant* level. Option B would not include a cul-de-sac, but continuation and connection of the access road so would have adequate emergency access and no impact.

ALTERNATIVE TRANSPORTATION

The Project and Option B would be required to create a safe internal street environment for pedestrians and bicycles by providing sidewalks and crosswalks. Construction of the Project or Option B would not conflict with adopted policies, plans, or programs supporting alternative transportation. The Project would have *no impact* on alternative transportation.

TRANSIT RIDERSHIP

Impact Traf-5: The Project and Option B would increase the average ridership on AC Transit lines by more than three percent on transit lines serving the Project Area, but the average load factor with the Project would not exceed 125 percent over a peak 30-minute period.

Significance: Less than Significant.

Mitigation: None required.

The Project and Option B would increase transit ridership on existing AC transit routes serving the Project Area. The impacts of the Project and Option B on AC Transit bus service are based on the ridership estimates from the Alameda Countywide Transportation Model. A summary of AC Transit ridership is shown in **Table 3-7**. Although the Project and Option B would increase bus ridership on some routes, there is enough available capacity on the AC Transit routes to accommodate the additional demand. Because the average load factor with the Project would not exceed 125 percent over a 30-minute period, this impact would be less than significant.

Neither the Project nor Option B would generate BART ridership and would not affect BART line capacity or fare gate demand. There would be ***no impact*** with regard to BART operations. (See CMP analysis summary in Appendix C.)

TABLE 3- 7
AC TRANSIT RIDERS – EXISTING CONDITIONS

Route	Direction	Headway (Minutes)	Capacity	Existing		Project (New Riders)		Total with Project		Load Factor with Project		Ridership Increase	
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Project, North Gateway													
13	Eastbound	20	60	9	8	0	1	9	9	15%	15%	0.0%	12.5%
13	Westbound	20	60	27	9	1	0	28	9	47%	15%	3.7%	0.0%
19	Southbound	30	32	12	14	0	0	12	14	38%	44%	0.0%	0.0%
19	Northbound	30	32	17	11	0	0	17	11	53%	34%	0.0%	0.0%
NL	Eastbound	15	86	27	47	1	1	28	48	33%	56%	3.7%	2.1%
NL	Westbound	15	86	36	20	1	1	37	21	43%	24%	2.8%	5.0%
Option B, North and East Gateway													
13	Eastbound	20	60	9	8	0	0	9	8	15%	13%	0.0%	0.0%
13	Westbound	20	60	27	9	0	0	27	9	45%	15%	0.0%	0.0%
19	Southbound	30	32	12	14	0	0	12	14	38%	44%	0.0%	0.0%
19	Northbound	30	32	17	11	0	0	17	11	53%	34%	0.0%	0.0%
NL	Eastbound	15	86	27	47	0	1	27	48	31%	56%	0.0%	2.1%
NL	Westbound	15	86	36	20	1	1	37	21	43%	24%	2.8%	5.0%

Sources: Howard Der, AC Transit Long-Range Planning & Data Analysis Department and Alameda Countywide Model.

Notes: The table includes AC Transit Riders during peak 30-minute periods.

CUMULATIVE IMPACTS

Cumulative Impact Analysis Methodology

The same methods of analysis as described above for the assessment of project-specific impacts were used for the analysis of transportation impacts of the Project and Option B in combination with past, other current and probable future projects. The analysis of traffic impacts reflects build-out assumptions of the Oakland, Alameda, and Emeryville General Plans, and all activities anticipated in the West Oakland Cumulative Growth Scenario Update. In addition, this analysis reflects the Port of Oakland's Vision 2000 program, the Wood Street Project, the Oak to 9th project, and the Catellus mixed use development in Alameda. See Chapter 5 of this document for a discussion of the cumulative scenario used in this analysis including an updated list of projects (on pages 5-10 to 5-12).

Traffic forecasts were based on the 2004 version of the Alameda Countywide Model as required by the Alameda County Congestion Management Agency (CMA). The model provides forecasts of travel demand for 2010 and 2025 based on ABAG P2002 socioeconomic forecasts. Two

levels of analysis were performed for the analysis of cumulative traffic impacts using the Alameda Countywide Model. A Congestion Management Program (CMP) analysis was performed using the model with the ABAG land uses for 2010 and 2025. A summary of the CMP analysis is provided in Appendix C.

A more detailed analysis was conducted for the purposes of assessing cumulative environmental impacts to the transportation system and the extent to which the Project and Option B would contribute to cumulative impacts. In the environmental analysis, a cumulative growth approach was developed for the City, using a forecast-based approach – an approach based on regional forecasts of economic activity and demographic trends. The updated cumulative growth scenario for the City considered recent and anticipated future development projects in Oakland, as well as other changes in employment and population. Development projects and other changes in Oakland were identified based on input from City of Oakland and Port of Oakland staffs, and analysis of economic and real estate market data and trends. Future development projects were identified to include approved, proposed, and potential development projects expected by the year 2020, including buildout of the OARB area redevelopment project area.

The 2020 employment and population data developed by the method described above were compared against 2025 employment and population in the ABAG land use dataset, and the former exceeded the latter within the City. The ABAG land use data for the City of Oakland were replaced in the ABAG 2025 land use data set and were used as the basis for the analysis of cumulative conditions, because this scenario was deemed to be a worst case scenario under CEQA.

The Alameda Countywide Model was used with the land use data developed for the City to determine the traffic volumes that would be present with the Project and Option B in combination with past, other current, and probable future projects. The land uses in the model included land future land uses outside the Project and Option B sites and existing uses on the Project and Option B sites.

Traffic was added to the model forecasts using the TRAFFIX software package to reflect cumulative conditions with and without the Project and Option B. This method was used to provide greater consistency among the cumulative development scenarios than would otherwise be achieved by altering the land uses in the model.

Traffic was added to the model forecasts to account for the special traffic generation of truck traffic at the Port of Oakland for both the Project and Option B. For both the Project and Option B, traffic was also removed from the Project site and added to the area south of West Grand Avenue and west of Maritime Street (OARB Central Subarea) to account for the relocation of existing maritime support services.

For the assessment of cumulative impacts after development of the Project, an assumption was made that development would occur on the Option B site consistent with the OARB Redevelopment Plan. That assumption was also considered reasonable for cumulative conditions if the Project were not developed. The effects of development of the Option B site were represented by removing trips for existing land uses on the Option B site from the model derived traffic volume forecasts and adding trips for redevelopment of the Option B site consistent with the Redevelopment Plan. The resulting traffic volumes represented cumulative

conditions without development of the Project. The cumulative traffic volumes after development of the Project were derived in a similar manner to the assessment of existing plus project impacts. Trips from existing land uses that would be displaced by the Project were removed and then trips from the Project were added.

For the assessment of cumulative impacts after development of Option B, development is proposed on both the Project and Option B sites. For cumulative conditions without development of Option B, only existing land uses were assumed on both the Project and Option B sites. This assumption provided a more conservative assessment of Option B's contribution to potential cumulative impacts. The cumulative traffic volumes for Option B were then developed by removing existing traffic for both the Project and Option B sites from the model derived traffic volume forecasts and adding trips generated by the Project and Option B sites.

This environmental impact analysis yielded more conservative results than the CMP analysis – an assessment of greater cumulative impacts.

CUMULATIVE INTERSECTION OPERATIONS

The cumulative impact of each Project scenario in combination with other foreseeable and background growth on study area intersections is summarized in **Table 3-8**. Figures showing cumulative turning movement traffic volumes are provided in Appendix C. A discussion of specific cumulative intersection operations impacts is provided below.

TABLE 3-8
INTERSECTION LEVELS OF SERVICE - CUMULATIVE CONDITIONS

Intersection	Traffic Control	Peak Hour	Cumulative Conditions with Project				Cumulative Conditions with Option B			
			No Project		Project		No Option B		Option B	
			LOS ¹	Delay ²	LOS ¹	Delay ²	LOS ¹	Delay ²	LOS ¹	Delay ²
1. West Grand Avenue / Maritime Street	Signal	AM	F	527.4	F	510.3	F	475.7	F	458.1
		PM	F	549.3	F	549.1	F	526.1	F	551.7
		Saturday	F	502.7	F	476.1	F	500.9	F	593.4
2. West Grand Avenue / I-880 Frontage Road	Signal	AM	F	87.6	F	122.6	F	80.5	F	111.7
		PM	F	143.6	F	172.1	F	138.1	F	180.6
		Saturday	E	68.5	F	112.7	E	68.2	F	148.3
3. West Grand Avenue / Mandela Parkway	Signal	AM	E	58.3	E	69.6	E	55.8	E	67.0
		PM	F	105.6	F	112.6	F	104.1	F	114.1
4. West Grand Avenue / Adeline Street	Signal	AM	B	12.0	B	12.1	B	12.0	B	12.1
		PM	B	12.6	B	12.7	B	12.5	B	12.7
5. West Grand Avenue / Market Street	Signal	AM	D	36.5	D	39.6	D	35.3	D	38.7
		PM	D	46.6	D	52.0 ⁵	D	46.9	D	52.5 ⁵
6. West Grand Avenue / San Pablo Avenue	Signal	AM	B	15.8	B	15.9	B	15.8	B	15.9
		PM	B	15.9	B	16.0	B	15.9	B	16.0
7. West Grand Avenue / Northgate Avenue ³	Signal	AM	C	23.6	C	24.1	C	23.4	C	23.9
		PM	C	32.3	C	33.0	C	32.3	C	33.4

TABLE 3- 8
INTERSECTION LEVELS OF SERVICE - CUMULATIVE CONDITIONS

Intersection	Traffic Control	Peak Hour	Cumulative Conditions with Project				Cumulative Conditions with Option B			
			No Project		Project		No Option B		Option B	
			LOS ¹	Delay ²	LOS ¹	Delay ²	LOS ¹	Delay ²	LOS ¹	Delay ²
8. 7th Street / Maritime Street	Signal	AM	F	429.0	F	483.7	F	403.1	F	451.6
		PM	F	409.0	F	463.0	F	385.1	F	471.1
9. 7th Street / I-880 Southbound Ramp	Signal	AM	A	5.4	A	5.5	A	5.4	A	5.7
		PM	C	22.7	C	33.6	B	18.0	C	31.6
10. 7th Street / I-880 Northbound Ramp	Signal	AM	C	27.1	C	28.4	C	26.5	C	27.6
		PM	E	57.1	E	61.2	E	57.0	E	64.4
11. 7th Street / Mandela Parkway	Signal	AM	E	72.7	E	72.5	E	72.7	E	72.9
		PM	F	209.9	F	210.7	F	209.4	F	209.9
12. 7th Street / Harrison Street ³	Signal	AM	E	73.5	E	73.4	E	73.5	E	73.5
		PM	B	13.9	B	13.9	B	13.9	B	14.0
13. 7th Street / Jackson Street ³	Signal	AM	B	13.4	B	13.4	B	13.4	B	13.4
		PM	B	16.6	B	16.6	B	16.6	B	16.6
14. 6th Street / Jackson Street ³	Signal	AM	B	11.8	B	11.8	B	11.8	B	11.8
		PM	B	13.7	B	13.7	B	13.7	B	13.7
15. 5th Street / Adeline Street	Signal	AM	F	130.6	F	130.8	F	130.6	F	130.8
		PM	F	144.2	F	143.8	F	144.4	F	143.9
16. 5th Street / Broadway ³	Signal	AM	E	60.6	E	60.9	E	60.6	E	61.0
		PM	F	131.4	F	132.7	F	131.0	F	132.7
17. 40th Street / Hollis Street	Signal	AM	C	25.5	C	25.5	C	25.5	C	25.5
		PM	D	41.6	D	41.6	D	41.6	D	41.6
18. 40th Street / San Pablo Avenue	Signal	AM	C	33.2	C	33.2	C	33.2	C	33.2
		PM	F	135.6	F	135.6	F	135.6	F	135.6
19. Adeline Street / San Pablo Avenue	Signal	AM	C	26.7	C	27.2	C	26.6	C	27.1
		PM	C	32.9	C	33.9	C	32.7	C	33.9
20. Powell Street / I-80 Northbound Ramps	Signal	AM	C	24.8	C	24.9	C	24.8	C	24.9
		PM	F	129.1	F	130.2	F	128.7	F	130.3
21. Powell Street / Christie Street	Signal	AM	C	23.7	C	23.7	C	23.7	C	23.7
		PM	F	105.8	F	106.3	F	105.5	F	106.3
22. Powell Street / Hollis Street	Signal	AM	C	29.4	C	29.5	C	29.4	C	29.4
		PM	F	83.9	F	84.5	F	83.5	F	84.4
23. Stanford Avenue / San Pablo Avenue	Signal	AM	C	29.8	C	29.9	C	29.8	C	29.9
		PM	E	60.7	E	61.4	E	60.4	E	61.3
24. Atlantic Avenue / Webster Street	Signal	AM	E	73.7	E	74.0	E	73.7	E	73.9
		PM	F	82.6	F	82.9	F	82.4	F	83.1
25. Atlantic Avenue / Constitution Way	Signal	AM	C	22.8	C	22.8	C	22.8	C	22.8
		PM	C	20.3	C	20.3	C	20.3	C	20.3
26. N. Access Road / Maritime Street	All-Way Stop Sign	AM	na	na	B	11.1	na	na	B	10.7
		PM	na	na	B	11.8	na	na	B	11.1
		Saturday	na	na	B	12.3	na	na	B	11.4
27. N. Access Road / EBMUD Driveway ⁴	Side Street Stop Sign	AM	na	na	D	31.4	na	na	D	28.4
		PM	na	na	D	27.5	na	na	C	23.2
		Saturday	na	na	E	35.6	na	na	D	28.6
28. N. Access Road / E. Access Road / Parcel D	All-Way Stop Sign	AM	na	na	A	7.4	na	na	A	7.4
		PM	na	na	A	7.8	na	na	A	7.7
		Saturday	na	na	A	7.9	na	na	A	7.8

TABLE 3- 8
INTERSECTION LEVELS OF SERVICE - CUMULATIVE CONDITIONS

Intersection	Traffic Control	Peak Hour	Cumulative Conditions with Project				Cumulative Conditions with Option B			
			No Project		Project		No Option B		Option B	
			LOS ¹	Delay ²	LOS ¹	Delay ²	LOS ¹	Delay ²	LOS ¹	Delay ²
29. Parcels C & D / E. Access Road ⁴	Side Street Stop Sign	AM	na	na	B	10.2	na	na	A	9.8
		PM	na	na	B	10.3	na	na	A	10.0
		Saturday	na	na	B	11.0	na	na	B	10.5
30. Parcels C & E / E. Access Road ⁴	Side Street Stop Sign	AM	na	na	A	9.4	na	na	A	9.3
		PM	na	na	A	9.5	na	na	A	9.4
		Saturday	na	na	A	9.7	na	na	A	9.7
31. Parcel G / E. Access Road ⁴	Side Street Stop Sign	AM	na	na	na	na	na	na	A	8.4
		PM	na	na	na	na	na	na	A	8.6
		Saturday	na	na	na	na	na	na	A	8.6
32. Parcel H / E. Access Road ⁴	Side Street Stop Sign	AM	na	na	na	na	na	na	A	8.4
		PM	na	na	na	na	na	na	A	8.7
		Saturday	na	na	na	na	na	na	A	8.7
33. S. Access Road / Parcels F & H ⁴	Side Street Stop Sign	AM	na	na	na	na	na	na	B	10.4
		PM	na	na	na	na	na	na	B	12.2
		Saturday	na	na	na	na	na	na	B	12.8
34. S. Access Road / Maritime Street	Signal	AM	na	na	na	na	na	na	D	37.5
		PM	na	na	na	na	na	na	D	54.6
		Saturday	na	na	na	na	na	na	F	150.0
35. Parcel I / Maritime Street	Signal	AM	na	na	na	na	na	na	C	24.5
		PM	na	na	na	na	na	na	C	34.0
		Saturday	na	na	na	na	na	na	F	119.1

Notes:

Shaded values indicate a potential significant impact.

¹ LOS = Level of Service na = Not applicable. Intersection would not exist.² Average control delay in seconds per vehicle³ Defined as a downtown intersection⁴ The worst approach control delays and LOS are reported for side street stop-controlled intersections.⁵ The West Grand Avenue/Market Street intersection was determined to operate at an unacceptable LOS during the p.m. peak hour in the *Oak to Ninth Avenue Project DEIR*, August 2005.

CUMULATIVE WEST GRAND AVENUE / MARITIME STREET INTERSECTION OPERATIONS

Impact Traf-6: At the West Grand Avenue / Maritime Street intersection, Option B would increase traffic in 2025 and would cause the average vehicle delay to increase by more than two (2) seconds where the future baseline level of service would be LOS F during the p.m. peak and Saturday peak hours.

Significance: For the Project, Less than Significant.

For Option B, Potentially Significant.

MM Traf-6: As part of the cumulative growth of the OARB Area Redevelopment Plan, the Project Sponsors shall fund a fair share of the following modifications at the West Grand Avenue / Maritime Street intersection:

- Revise the northbound Maritime Street lanes to provide one left turn lane, one combination left-through lane, and two right turn lanes with overlap signal phasing (green arrow)
- Revise the southbound Maritime Street lanes to provide one left turn lane, one combination through-right lane, and one right turn lane
- Revise eastbound West Grand Avenue exit ramp to provide one left turn lane, two through lanes, and one right turn lane with a receiving third southbound lane south of the intersection (free right)
- Revise westbound West Grand Avenue to provide one left turn lane, one combination left-through lane, and one combination through-right lane
- Provide split signal phasing for east and westbound traffic movements on West Grand Avenue

Design plans for all public facilities shall be consistent with City standards and are subject to the approval of the City of Oakland Public Works Agency.

Residual Significance: For the Project, Less than Significant.

For Option B, Significant and Unavoidable.

Implementation of **MM Traf-6** would reduce the potentially significant cumulative impacts at the West Grand Avenue / Maritime Street intersection but would not reduce cumulative impacts to a level that is less than significant. The intersection improvements that are feasible are limited by the bridge piers supporting the I-880/I-80 connector roadway that passes above West Grand Avenue. To fully mitigate cumulative impacts at the intersection would require modification of the overhead structure, development of new roadways, or other measures that would require significant right-of-way and/or the development of major roadway structural elements. No feasible mitigation measures have been identified that would reduce cumulative impacts to a

level that is less than significant; therefore, residual cumulative impacts at the West Grand Avenue / Maritime Street intersection would be *significant and unavoidable*.

CUMULATIVE WEST GRAND AVENUE / I-880 FRONTAGE ROAD INTERSECTION OPERATIONS

Impact Traf-7: At the West Grand Avenue / I-880 Frontage Road intersection, both the Project and Option B would increase traffic in 2025 and both development options would cause the average vehicle delay to increase by more than two (2) seconds where the future baseline level of service would be LOS F during the a.m. peak, p.m. peak, and Saturday peak hours.

Significance: Potentially Significant.

MM Traf-7: The following modifications at the West Grand Avenue / I-880 Frontage Road intersection are possible mitigation measures, however, as explained below, the Mitigation Measures above are financially infeasible and will not be implemented.

- Revise the northbound Frontage Road lanes to provide one left turn lane, one combination left-through lane, one through lane, and one right turn lane with overlap signal phasing (green arrow)
- Revise the southbound I-80 East Ramp lanes to provide one left turn lane, one combination left-through lane, one through lane, and one right turn lane with overlap signal phasing (green arrow)
- Revise the eastbound West Grand Avenue lanes to provide one left turn lane, one through lane, and one combination through-right lane
- Revise the westbound West Grand Avenue lanes to provide one left turn lane, two through lanes, and one right turn lane

However, as explained below, the Mitigation Measures above are financially infeasible and will not be implemented.

Residual Significance: Significant and Unavoidable (**NEW**)

Implementation of **MM Traf-7** would reduce the potentially significant cumulative impacts at the W. Grand Avenue / I-880 Frontage Road intersection but would not reduce cumulative impacts to a level that is less than significant. To fully mitigate cumulative impacts at the intersection would require expansion of all approaches to the intersection, all of which are located on bridge structures. The mitigation measures identified in the *OARB Area Redevelopment Plan DEIR* and the *Wood Street Project DEIR* would not reduce the impacts to less than significant and would be financially infeasible. No feasible mitigation measures have been identified that would reduce cumulative impacts to a level that is less than significant; therefore, residual cumulative impacts at the W. Grand Avenue / I-880 Frontage Road intersection would be

significant and unavoidable. Therefore, the proposed mitigation measures are rejected as being infeasible, will not be implemented, and are not brought forward to the Executive Summary Table 1-1.

CUMULATIVE WEST GRAND AVENUE / MANDELA PARKWAY INTERSECTION OPERATIONS

Impact Traf-8: At the West Grand Avenue / Mandela Parkway intersection, both the Project and Option B would increase traffic in 2025 and both development options would cause the average vehicle delay to increase by more than four (4) seconds where the future baseline level of service would be LOS E during the a.m. peak hour; and where both development options would cause the average vehicle delay to increase by more than two (2) seconds where the future baseline level of service would be LOS F during the p.m. peak hour.

Significance: Less than Significant.

Mitigation: None required.

The Project and Option B would each add less than five (5) percent of the cumulative traffic increase as measured by the difference between existing and cumulative (with project) conditions. Therefore, the contribution of the Project or Option B to the cumulative impact at the West Grand Avenue / Mandela Parkway intersection would not be cumulatively considerable, and the incremental effect of the Project or Option B is considered a *less-than-significant* impact

CUMULATIVE WEST GRAND AVENUE / MARKET STREET INTERSECTION OPERATIONS

Impact Traf-9: At the West Grand Avenue / Market Street intersection, the level of service was shown to operate in compliance with City standards in 2025; however, in the Oak to Ninth Project DEIR, the intersection was shown to operate at an unacceptable level of service. Both the Project and Option B would increase traffic in 2025, but both the Project and Option B would add less than five (5) percent of the cumulative traffic increase as measured by the difference between existing and cumulative (with project) conditions. Therefore, the contribution of the Project or Option B to a potential cumulative impact at the West Grand Avenue / Market Street intersection would not be cumulatively considerable, and the incremental effect of the Project or Option B is considered a *less-than-significant* impact.

Significance: Less than Significant.

Mitigation: None required.

CUMULATIVE 7TH STREET / MARITIME STREET INTERSECTION OPERATIONS

Impact Traf-10 At the 7th Street / Maritime Street intersection, both the Project and Option B would increase traffic in 2025 and would cause the average vehicle delay to increase by more than two (2) seconds where the future baseline level of service would be LOS F during both the a.m. and p.m. peak hours.

Significance: Potentially Significant.

MM Traf-10: As part of the cumulative growth of the OARB Area Redevelopment Plan, the Project Sponsors shall fund a fair share of the following modifications at the 7th Street / Maritime Street intersection:

- Revise the northbound Maritime Street lanes to provide one left turn lane, one combination left-through lane, one through lane, and one right turn lane with overlap signal phasing (green arrow)
- Revise the southbound Maritime Street lanes to provide one left turn lane, one combination left-through lane, and one combination through-right turn lane
- Revise the eastbound 7th Street lanes to provide one left turn lane, two through lanes, and one right turn lane with overlap signal phasing (green arrow)
- Revise the westbound 7th Street lanes to provide two left turn lanes, two through lanes and one right turn lane with overlap signal phasing (green arrow)
- Provide split phasing for the north and southbound traffic movements.

Design plans for all public facilities shall be consistent with City standards and are subject to the approval of the City of Oakland Public Works Agency.

Residual Significance: Significant and Unavoidable **(NEW)**

Implementation of **MM Traf-10** would reduce the potentially significant cumulative impacts at the 7th Street / Maritime Street intersection but would not reduce cumulative impacts to a level that is less than significant. The intersection improvements that are feasible are limited by the structural supports for the elevated BART tracks that pass over Maritime Street just south of the intersection. To fully mitigate cumulative impacts at that intersection would require modification of the overhead structure, development of new roadways, or other measures that would require

significant right-of-way. No feasible mitigation measures have been identified that would reduce cumulative impacts to a level that is less than significant; therefore, residual cumulative impacts at the 7th Street / Maritime Street intersection would be *significant and unavoidable*.

CUMULATIVE 7TH STREET / I-880 NORTHBOUND RAMP INTERSECTION OPERATIONS

Impact Traf-11: At the 7th Street / I-880 Northbound Ramp intersection, both the Project and Option B would increase traffic in 2025 and would cause the average vehicle delay to increase by more than four (4) seconds where the future baseline level of service would be LOS E during the p.m. peak hour.

Significance: For the Project, Less than Significant

For Option B, Potentially Significant.

MM Traf-11: If Option B is developed, the Project Sponsors shall fund a fair share of the following modifications at the West Grand Avenue / I-880 Northbound Ramp intersection:

- Revise the eastbound 7th Street lanes to provide one left turn lane, one combination left-through lane, and one through lane.
- Provide split signal phasing for east and westbound traffic movements on 7th Street.

Design plans for all public facilities shall be consistent with City standards and are subject to the approval of the City of Oakland Public Works Agency.

Residual Significance: Less than Significant

The Project would add less than five (5) percent of the cumulative traffic increase as measured by the difference between existing and cumulative (with Project) conditions. Therefore, the contribution of the Project to the cumulative impact at the 7th Street / I-880 Northbound Ramp intersection would not be cumulatively considerable, and the incremental effect of the project is considered a *less-than-significant* impact.

Option B would add more than five (5) percent of the cumulative traffic increase as measured by the difference between existing and cumulative (with Project) conditions. Therefore, the contribution of Option B to the cumulative impact at the 7th Street / I-880 Northbound Ramp intersection would be cumulatively considerable, and the incremental effect of the Option B is considered a *potentially significant* impact.

Implementation of **MM Traf-11** would reduce the potentially significant cumulative impacts of Option B at the West Grand Avenue / I-880 Northbound Ramp intersection to a *less than significant* level.

CUMULATIVE 7TH STREET / MANDELA PARKWAY INTERSECTION OPERATIONS

Impact Traf-12: At the 7th Street / Mandela Parkway intersection, both the Project and Option B would increase traffic in 2025 and would cause an increase in the average delay for a critical movement of four (4) seconds where the future baseline level of service would be LOS F during the p.m. peak hour. Both the Project and Option B would add less than five (5) percent of the cumulative traffic increase as measured by the difference between existing and cumulative (with project) conditions. Therefore, the contribution of the Project or Option B to the cumulative impact at the 7th Street / Mandela Parkway intersection would not be cumulatively considerable, and the incremental effect of the Project or Option B is considered a *less-than-significant* impact.

Significance: Less than Significant

Mitigation: None Required

CUMULATIVE 5TH STREET / BROADWAY INTERSECTION OPERATIONS

Impact Traf-13: At the 5th Street / Broadway intersection, both the Project and Option B would increase traffic in 2025 and would cause an increase in the average delay for a critical movement of four (4) seconds where the future baseline level of service would be LOS F during the p.m. peak hour. Both the Project and Option B would add less than five (5) percent of the cumulative traffic increase as measured by the difference between existing and cumulative (with project) conditions. Therefore, the contribution of the Project or Option B to the cumulative impact at the 5th Street / Broadway intersection would not be cumulatively considerable, and the incremental effect of the Project or Option B is considered a *less-than-significant* impact.

Significance: Less than Significant

Mitigation: None Required

CUMULATIVE POWELL STREET / I-80 NORTHBOUND RAMPS INTERSECTION OPERATIONS

Impact Traf-14: At the Powell Street / I-80 Northbound Ramps intersection, both the Project and Option B would increase traffic in 2025 and would cause an increase in the average delay for a critical movement of four (4) seconds where the future baseline level of service would be LOS F during the p.m. peak hour. Both the Project and Option B would add less than five (5) percent of the cumulative traffic increase as measured by the difference between existing and cumulative (with project) conditions. Therefore, the

contribution of the Project or Option B to the cumulative impact at the Powell Street / I-80 Northbound Ramps intersection would not be cumulatively considerable, and the incremental effect of the Project or Option B is considered a *less-than-significant* impact.

Significance: Less than Significant

Mitigation: None Required

CUMULATIVE S. ACCESS ROAD / MARITIME STREET INTERSECTION OPERATIONS

Impact Traf-15: At the S. Access Road / Maritime Street intersection, Option B would increase traffic in 2025 and would cause the future baseline LOS to operate at below LOS D at this new intersection.

Significance: For the Project, Less than Significant

For Option B, Potentially Significant

MM Traf-15: If Option B is developed, the Project Sponsors shall fund a fair share of the modifications at the S. Access Road / Maritime Street intersection to add a southbound right turn lane with southbound right turn overlap phasing (green arrow). Design plans for all public facilities shall be consistent with City standards and are subject to the approval of the City of Oakland Public Works Agency.

Residual Significance: Less than Significant

Implementation of **MM Traf-14** would reduce the potentially significant cumulative impacts of Option B at the S. Access Road / Maritime Street intersection to a *less than significant* level.

CUMULATIVE PARCEL I / MARITIME STREET INTERSECTION OPERATIONS

Impact Traf-16: At the Parcel I / Maritime Street intersection, Option B would increase traffic in 2025 and would cause the future baseline LOS to operate at below LOS D at this new intersection. This is a *potentially significant* impact.

Significance: For the Project, Less than Significant

For Option B, Potentially Significant

MM Traf-16: If Option B is developed, the Project Sponsors shall fund a fair share of the modifications at the Parcel I / Maritime Street intersection to add a southbound right turn lane with southbound right turn overlap phasing

(green arrow). Design plans for all public facilities shall be consistent with City standards and are subject to the approval of the City of Oakland Public Works Agency.

Residual Significance: Less than Significant

Implementation of **MM Traf-16** would reduce the potentially significant cumulative impacts of Option B at the Parcel I / Maritime Street intersection to a *less than significant* level.

CUMULATIVE FREEWAY OPERATIONS

Impact Traf-17: Both the Project and Option B would increase traffic on study area freeways in 2025 and would cause freeway segments to operate at LOS F.

Significance: Potentially Significant

MM Traf-17: As part of the cumulative growth of the OARB Area Redevelopment Plan, the Project Sponsors shall fund a fair share of a transportation demand management program established by the City for the Redevelopment Area to reduce the demand for single-occupant, peak hour trips, and to increase access to transit opportunities.

Residual Significance: Significant and Unavoidable

In 2025, both the Project and Option B would degrade traffic operations to LOS F at the following freeway segments:

- I-80 westbound between I-880 and I-580 during the a.m. peak hour
- I-80 westbound east of the I-80/I-580 split during the p.m. peak hour.

In addition, Option B would degrade traffic operations to LOS F on I-880 northbound south of the I-80/I-580 split during the p.m. peak hour.

The cumulative impacts of both project options on study area freeway segments are summarized in **Table 3-9**.

Implementation of **MM Traf-17** would reduce the potentially significant cumulative impacts on study area freeways but would not reduce cumulative impacts to a level that is less than significant. Increasing freeway capacity by adding lanes would not be feasible because of the high cost, negative impacts to air quality, and other factors. Moreover, adding lanes is inconsistent with the policies of the responsible regional agencies. No feasible mitigation measures have been identified that would reduce cumulative impacts to a level that is less than significant; therefore, residual cumulative impacts on study area freeways would be *significant and unavoidable*.

TABLE 3-9
FREEWAY LEVELS OF SERVICE - CUMULATIVE CONDITIONS

Freeway Segment	Cumulative Conditions with Project								Cumulative Conditions with Option B							
	No Project				Project				No Option B				Option B			
	AM		PM		AM		PM		AM		PM		AM		PM	
	LOS ¹	V/C ²	LOS ¹	V/C ²	LOS ¹	V/C ²	LOS ¹	V/C ²	LOS ¹	V/C ²	LOS ¹	V/C ²	LOS ¹	V/C ²	LOS ¹	V/C ²
I-80 at the Bay Bridge																
Eastbound	C	0.604	F	1.448	C	0.612	F	1.452	C	0.601	F	1.448	C	0.609	F	1.455
Westbound	F	1.518	F	1.094	F	1.520	F	1.100	F	1.518	F	1.091	F	1.521	F	1.100
I-80 between I-880 and I-580																
Eastbound	B	0.470	F	1.006	B	0.475	F	1.021	B	0.469	F	1.001	B	0.476	F	1.020
Westbound	E	0.996	C	0.719	F	1.015	C	0.729	E	0.990	C	0.719	F	1.008	C	0.735
I-80 East of I-80/I-580 Split																
Eastbound	C	0.713	F	1.253	C	0.718	F	1.265	C	0.713	F	1.248	C	0.719	F	1.265
Westbound	F	1.260	E	0.994	F	1.276	F	1.002	F	1.255	E	0.994	F	1.270	F	1.007
I-880 Connector to I-80 East																
Northbound	F	1.007	D	0.834	F	1.018	D	0.866	F	1.006	D	0.823	F	1.021	D	0.863
Southbound	D	0.820	D	0.848	D	0.859	D	0.867	D	0.808	D	0.847	D	0.845	D	0.880
I-880 Connector to I-80 West																
Northbound	C	0.693	B	0.501	C	0.710	C	0.555	C	0.691	B	0.481	C	0.715	C	0.551
Southbound	A	0.323	C	0.620	B	0.389	C	0.653	A	0.301	C	0.619	B	0.363	C	0.676
I-880 North of 7th St.																
Northbound	E	0.964	C	0.759	E	0.964	C	0.759	E	0.964	C	0.759	E	0.964	C	0.759
Southbound	C	0.633	D	0.820	C	0.633	D	0.820	C	0.633	D	0.820	C	0.633	D	0.820
I-880 South of 7th St.																
Northbound	F	1.215	E	0.980	F	1.235	E	0.990	F	1.206	E	0.980	F	1.224	F	1.001
Southbound	D	0.858	E	0.957	D	0.864	E	0.973	D	0.858	E	0.949	D	0.866	E	0.972
I-880 North of I-980																
Northbound	F	1.232	E	0.967	F	1.252	E	0.978	F	1.222	E	0.967	F	1.240	E	0.988
Southbound	D	0.874	D	0.895	D	0.879	D	0.909	D	0.873	D	0.887	D	0.881	D	0.908
I-880 South of I-980																
Northbound	F	1.531	F	1.314	F	1.544	F	1.321	F	1.524	F	1.314	F	1.536	F	1.328
Southbound	F	1.112	F	1.385	F	1.115	F	1.396	F	1.111	F	1.379	F	1.117	F	1.395

TABLE 3-9
FREEWAY LEVELS OF SERVICE - CUMULATIVE CONDITIONS

Freeway Segment	Cumulative Conditions with Project								Cumulative Conditions with Option B							
	No Project				Project				No Option B				Option B			
	AM		PM		AM		PM		AM		PM		AM		PM	
	LOS ¹	V/C ²	LOS ¹	V/C ²	LOS ¹	V/C ²	LOS ¹	V/C ²	LOS ¹	V/C ²	LOS ¹	V/C ²	LOS ¹	V/C ²	LOS ¹	V/C ²
I-880 North of I-238																
Northbound	F	1.380	F	1.296	F	1.381	F	1.297	F	1.379	F	1.296	F	1.380	F	1.298
Southbound	F	1.241	F	1.410	F	1.241	F	1.412	F	1.241	F	1.410	F	1.241	F	1.411
I-580 East of I-980/SH-24																
Eastbound	D	0.836	F	1.178	D	0.840	F	1.191	D	0.835	F	1.173	D	0.841	F	1.190
Westbound	F	1.138	F	1.058	F	1.155	F	1.066	F	1.133	F	1.058	F	1.149	F	1.071
I-580 West of I-980/SH-24																
Eastbound	C	0.766	F	1.265	D	0.770	F	1.280	C	0.765	F	1.259	D	0.772	F	1.279
Westbound	F	1.356	F	1.089	F	1.374	F	1.099	F	1.349	F	1.089	F	1.367	F	1.105
I-980																
Eastbound	B	0.481	D	0.875	B	0.481	D	0.875	B	0.481	D	0.875	B	0.481	D	0.875
Westbound	D	0.876	C	0.619	D	0.876	C	0.619	D	0.876	C	0.619	D	0.876	C	0.619
SH 24 East of I-580																
Eastbound	B	0.482	F	1.031	B	0.484	F	1.037	B	0.482	F	1.029	B	0.485	F	1.037
Westbound	F	1.180	C	0.722	F	1.188	C	0.725	F	1.178	C	0.721	F	1.185	C	0.728

Source: Dowling Associates, Inc. and 1985 Highway Capacity Manual

Notes:

Shaded values indicate a potential significant impact.

¹ LOS = Level of Service² V/C = Volume to Capacity Ratio

CUMULATIVE TRANSIT RIDERSHIP

Impact Traf-18: The Project and Option B would increase the average ridership on AC Transit lines in 2025 by more than three percent on transit lines serving the Project Area, but the average load factor with the Project would not exceed 125 percent over a peak 30-minute period.

Significance: Less than Significant.

Mitigation: None required.

The Project and Option B would increase transit ridership on existing AC transit routes serving the Project Area in 2025. The impacts of the Project and Option B on future AC Transit bus service are based on the ridership estimates from the Alameda Countywide Transportation Model. A summary of AC Transit ridership is shown in **Table 3-10**. Although the Project and Option B would increase bus ridership on some routes, there would be enough available capacity on the AC Transit routes to accommodate the additional demand. Because the average load factor with the Project would not exceed 125 percent over a 30-minute period, this impact would be less than significant.

Neither the Project nor Option B would generate BART ridership and would not affect BART line capacity or fare gate demand in 2025. There would be *no impact* with regard to BART operations. (See CMP analysis summary in Appendix C.)

Table 3-10
AC TRANSIT RIDERS - CUMULATIVE CONDITIONS

Route	Direction	Headway (Minutes)	Capacity	Existing		Project (New Riders)		Total with Project		Load Factor with Project		Ridership Increase	
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Project, North Gateway													
13	Eastbound	20	60	15	14	0	1	15	15	26%	25%	0.0%	7.3%
13	Westbound	20	60	46	15	2	0	48	15	81%	26%	4.3%	0.0%
19	Southbound	30	32	21	24	0	1	21	25	64%	78%	0.0%	4.2%
19	Northbound	30	32	29	19	1	0	30	19	94%	59%	3.4%	0.0%
NL	Eastbound	15	86	46	81	1	2	47	83	55%	96%	2.2%	2.5%
NL	Westbound	15	86	62	34	1	1	63	35	73%	41%	1.6%	2.9%
Option B, North and East Gateway													
13	Eastbound	20	60	15	14	0	0	15	14	26%	23%	0.0%	0.0%
13	Westbound	20	60	46	15	0	0	46	15	77%	26%	0.0%	0.0%
19	Southbound	30	32	21	24	0	0	21	24	64%	75%	0.0%	0.0%
19	Northbound	30	32	29	19	0	0	29	19	91%	59%	0.0%	0.0%
NL	Eastbound	15	86	46	81	0	0	46	81	54%	94%	0.0%	0.0%
NL	Westbound	15	86	62	34	0	0	62	34	72%	40%	0.0%	0.0%

Sources: Howard Der, AC Transit Long-Range Planning & Data Analysis Department and Alameda Countywide Model.

Notes: The table includes AC Transit Riders during peak 30-minute periods.

PARKING ANALYSIS

All parking for both the Project and Option B would be accommodated on the project site, and the estimated parking demand would be met by the proposed parking supply. All existing (at the time of the traffic counts) parking including truck parking and container storage would be or already has been relocated to another site within the Gateway Development Area; therefore, no project-displaced parking would affect the parking supply in other areas. See Chapter 5: Other CEQA Considerations for a fuller discussion of truck parking issues.

AIR QUALITY

SUMMARY

The OARB Redevelopment EIR evaluated the potential impacts on air quality resulting from implementation of the OARB Redevelopment/Reuse Plan. In general, redevelopment would involve activities that produce pollutant emissions. These OARB are-wide activities include construction and remediation, vessel movement, cargo handling and transport, passenger car travel, and operation and maintenance of commercial development. Both criteria and toxic pollutants would be emitted in the Redevelopment Area. Toxic Air Contaminants (TACs) would be emitted in the form of particulate matter from diesel fuel exhaust. Construction/remediation emissions consist of fugitive dust from earth disturbing activities and equipment exhaust from combustion of gasoline and diesel fuel. Cargo ships, tugboats, on-dock equipment, and trains in the Redevelopment Area would emit pollutants in the exhaust, as would trucks and vehicles traveling through the Area. Other land uses would also be sources of emissions from combustion of natural gas for space and water heating, exhaust emissions from landscaping equipment, and volatile organic compound emissions from miscellaneous consumer products, solvents, and cleaners as would emissions from trucks and vehicles from within the Redevelopment Area.

The proposed Project would incur a greater degree of air quality impacts in the Redevelopment Area than previously identified for the site, since the uses proposed under the Project generate more traffic than those evaluated for the Project site under the OARB Redevelopment EIR. An Auto Mall, “big box” retail, and ancillary retail uses would lead to a net increase in vehicle emissions over emissions levels estimated in the OARB Redevelopment EIR. Construction and remediation air quality impacts identified in the OARB Redevelopment EIR would also occur but at no significantly different level than identified in the OARB Redevelopment EIR.

Vehicle (mobile) emissions were reevaluated for the Project and Option B including the cumulative impact with updated cumulative circumstances.

EXISTING CONDITIONS

METEOROLOGY AND CLIMATOLOGY

Atmospheric conditions such as wind speed, wind direction, and air temperature gradients interact with the physical features of the landscape to determine the movement and dispersal of air pollutants.

The climate of the San Francisco Bay Area is classified as Mediterranean, and has mild, wet winters and warm, dry summers. The regional climate is controlled primarily by the Pacific high-pressure system over the eastern Pacific Ocean and by local topography. Local climate is strongly influenced by topography and proximity to the Pacific Ocean and San Francisco Bay. Cool, onshore winds blowing from the Pacific have a moderating effect, especially west of the Diablo Mountain Range where the study area is located. These mountains act as a barrier to onshore winds, resulting in the channeling of airflow along canyons, valleys, and through straits in the Bay, as well as strong west-to-east temperature differences. The resulting overall air flow patterns are complex, exhibiting much local variation. Large-scale winds, which are the wind patterns influenced by general geographical and topographical features of the San Francisco Bay Area on a roughly 50-mile scale, are predominantly from the west from the Golden Gate toward the Delta.

Atmospheric dispersion of pollutants is influenced by several parameters, including temperature inversion. An inversion is a layer of cooler air near the ground surface trapped below a layer of warm air aloft. This condition restricts vertical movement or mixing of pollutants, and therefore allows pollutant concentrations to increase. Inversions can be caused by several different combinations of meteorological conditions, and can occur in both the summer and winter in the study area.

In the immediate study area, the flow of marine air traveling through the Golden Gate, across San Francisco and through the San Bruno Gap is the dominant weather factor. Prevailing winds are from the west (CARB 1984). Air pollution potential in Northern Alameda County is lowest close to the Bay where the study area is located, due largely to two factors: good ventilation from winds that are frequently brisk, and a relatively low flux of pollutants from upwind areas. The occurrence of light winds in the early morning and late evening occasionally causes elevated levels of pollutants (BAAQMD 1996). Particularly during the summer and fall, emissions generated within, and those transported to, the East Bay can combine with abundant sunshine under the restraining influences of topography and temperature inversions to create conditions that are conducive to the formation of photochemical pollutants, like ozone.

REGULATORY SETTING

The study area for air quality is the San Francisco Bay Area Air Basin. The air basin encompasses all or part of nine counties surrounding San Francisco Bay: all of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, and Santa Clara counties; and portions of Solano and Sonoma counties.

Criteria Air Pollutants

Ambient air quality standards have been established by state and federal environmental agencies for specific air pollutants most pervasive in urban environments. These pollutants are referred to as criteria air pollutants because the standards established for them were developed to meet specific health and welfare criteria set forth in the enabling legislation. The criteria air pollutants emitted by the proposed project include ozone (O₃) precursors, carbon monoxide (CO), nitrogen dioxide (NO₂), and suspended particulate matter (PM₁₀ and PM_{2.5}). Other criteria pollutants, such as lead (Pb) and sulfur dioxide (SO₂), would not be substantially emitted by the

proposed Project or project traffic, and air quality standards for them are being met throughout the Bay Area.

Ozone

While O₃ serves a beneficial purpose in the upper atmosphere (stratosphere) by reducing ultraviolet radiation potentially harmful to humans, when it reaches elevated concentrations in the lower atmosphere it can be harmful to the human respiratory system and to sensitive species of plants. O₃ concentrations build to peak levels during periods of light winds, bright sunshine, and high temperatures. Short-term O₃ exposure can reduce lung function in children, make persons susceptible to respiratory infection, and produce symptoms that cause people to seek medical treatment for respiratory distress. Long-term exposure can impair lung defense mechanisms and lead to emphysema and chronic bronchitis. Sensitivity to O₃ varies among individuals, but about 20 percent of the population is sensitive to O₃, with exercising children being particularly vulnerable. O₃ is formed in the atmosphere by a complex series of photochemical reactions that involve “ozone precursors” that are two large families of pollutants: oxides of nitrogen (NO_x) and reactive organic gases (ROG). NO_x and ROG are emitted from a variety of stationary and mobile sources. While NO₂, an oxide of nitrogen, is another criteria pollutant itself, ROGs are not in that category, but are included in this discussion as O₃ precursors.

Carbon Monoxide

Exposure to high concentrations of CO reduces the oxygen-carrying capacity of the blood and can cause dizziness and fatigue, impair central nervous system function, and induce angina in persons with serious heart disease. Primary sources of CO in ambient air are passenger cars, light-duty trucks, and residential wood burning.

Nitrogen Dioxide

The major health effect from exposure to high levels of NO₂ is the risk of acute and chronic respiratory disease. NO₂ is a combustion by-product, but it can also form in the atmosphere by chemical reaction. NO₂ is a reddish-brown colored gas often observed during the same conditions that produce high levels of O₃ and can affect regional visibility. NO₂ is one compound in a group of compounds consisting of oxides of nitrogen (NO_x). As described above, NO_x is an O₃ precursor compound.

Particulate Matter

Particulate matter consists of particles of various sizes which can be inhaled into the lungs and cause adverse health effects. Particulate matter is regulated by the fraction of coarse particulates 10 microns (a micron is one one-millionth of a meter) or less in diameter (PM₁₀) and by the fraction of fine particulates 2.5 microns or less in diameter (PM_{2.5}). The health effects from long-term exposure to high concentrations of particulate matter are increased risk of chronic respiratory disease like asthma, and altered lung function in children. Short-term exposure to high levels of particulate matter has been shown to increase the number of people seeking medical treatment for respiratory distress, and to increase mortality among those with severe respiratory problems. Particulate matter also results in reduced visibility. Ambient particulate matter has many sources. It is emitted directly by combustion sources like motor vehicles, industrial facilities, and residential wood burning, and in the form of dust from ground-

disturbing activities such as construction and farming. It also forms in the atmosphere from the chemical reaction of precursor gases.

Federal Regulations

The study area is subject to major air quality planning programs required by the federal Clean Air Act (CAA) (1977, last amended in 1990, 42 United States Code [USC] 7401 *et seq.*). The CAA required that regional planning and air pollution control agencies prepare a regional Air Quality Plan to outline the measures by which both stationary and mobile sources of pollutants can be controlled in order to achieve all standards within the deadlines specified in the Clean Air Act. For the Bay Area Air Basin, the Association of Bay Area Governments (ABAG), the Metropolitan Transportation Commission (MTC), and the Bay Area Air Quality Management District (BAAQMD) jointly prepared a *Bay Area Air Quality Plan* in 1982. The plan, which is referred to as the State Implementation Plan (SIP), must contain control strategies that demonstrate attainment with national ambient air quality standards by deadlines established in the federal CAA.

The Bay Area Air Basin attainment status with respect to federal standards is summarized in Table 4-1. In general, the Bay Area experiences low concentrations of most pollutants when compared to federal standards, except for ozone, for which standards are exceeded periodically. In 2005, the U.S. Environmental Protection Agency (EPA) revoked the 1-hour ozone standard, though the Bay Area Air Basin has a “non-attainment” designation for the federal 8-hour standard as well. In 1998, after many years without violations of any carbon monoxide (CO) standards, the attainment status for CO was upgraded to “attainment.”

State and Regional Regulations

In 1988, California passed the California Clean Air Act (CCAA, California Health and Safety Code § 39600 *et seq.*) which, like its federal counterpart, called for designations of areas as attainment or non-attainment, based on state Ambient Air Quality Standards rather than federal or national standards. The California Air Resources Board (CARB or ARB) is the state agency responsible for regulating air quality. CARB responsibilities include establishing State Ambient Air Quality Standards. The Bay Area Air Basin attainment status with respect to state standards is summarized in Table 4-1. In general, this table indicates the Bay Area experiences low concentrations of most pollutants when compared to state standards, except for ozone and particulate matter, for which standards are exceeded periodically.

Under the CCAA, the Bay Area Air Basin is required to have a Clean Air Plan (CAP) to achieve and maintain ozone standards. The most recent draft revision to the CAP was completed in 2000. The 2000 CAP applies control measures to stationary sources, mobile sources, and transportation control measures (TCMs). Although the 2000 CAP is an ozone plan, it includes PM₁₀ attainment planning as an informational item. In January 2006, BAAQMD adopted the Bay Area 2005 Ozone Strategy to update and build upon the 2000 CAP.

Both the federal SIP and the state CAP rely on the combined emission control programs of the EPA, California Air Resources Board (CARB), and the Bay Area Air Quality Management District (BAAQMD). The BAAQMD is the regional agency responsible for air quality regulation within the San Francisco Bay Area Air Basin. The BAAQMD regulates air quality through its planning and review activities.

Under California law, the responsibility to carry out air pollution control programs is split between the CARB and local or regional air pollution control agencies. In the study area, the BAAQMD regulates stationary sources, and can require stationary sources to obtain permits, and can impose emission limits, set fuel or material specifications, or establish operational limits to reduce air emissions.

The CARB shares the regulation of mobile sources with the EPA, and has authority to set emission standards for on-road motor vehicles and for some classes of off-road mobile sources that are sold in California. The emission standards most relevant to redevelopment as proposed are those related to automobiles, light- and medium-duty trucks, and California heavy-duty truck engines. The CARB also regulates vehicle fuels, with the intent to reduce emissions, and has set emission reduction performance requirements for gasoline (California reformulated gasoline), and limited the sulfur and aromatic content of diesel fuel to make it burn cleaner. The CARB also sets the standards used to pass or fail vehicles in smog check and heavy-duty truck inspection programs. Mobile source and transportation control measures (TCMs) are implemented largely through incentive programs and transportation programs in cooperation with the MTC, local governments, transit agencies, and others.

National and State Ambient Air Quality Standards

The CAA and CCAA promulgate, respectively, national and state ambient air quality standards for carbon monoxide (CO), ozone (O₃), nitrogen dioxide (NO₂), particulate matter 10 microns or less in diameter (PM₁₀), and particulate matter 2.5 microns or less in diameter (PM_{2.5}).¹ Ambient standards specify the concentration of pollutants to which the public may be exposed without adverse health effects. Individuals vary widely in their sensitivity to air pollutants, and standards are set to protect more pollution-sensitive populations (*e.g.*, children and the elderly). National and state standards are reviewed and updated periodically based on new health studies. California ambient standards tend to be at least as protective as national ambient standards and are often more stringent. National and state ambient air quality standards are presented in **Table 4-1**.

For planning purposes, regions like the San Francisco Bay Area are given an air quality status designation by the federal and state regulatory agencies. Areas with monitored pollutant concentrations that are lower than ambient air quality standards are designated “attainment” on a pollutant-by-pollutant basis. When monitored concentrations exceed ambient standards within an air basin, it is designated “nonattainment” for that pollutant. An area that recently exceeded ambient standards, but is now in attainment, is designated “maintenance.”

¹ Other pollutants (*e.g.*, lead, sulfur dioxide) also have ambient standards, but they are not discussed in this document because emissions of these pollutants from the project are expected to be negligible.

Table 4-1
State and Federal Ambient Air Quality Standards and Attainment Standard

Pollutant	Averaging Time	California Standards ¹		National Standards ²	
		Concentration	Attainment Status	Concentration ³	Attainment Status
Ozone	8 Hour	0.07 ppm (137 µg/m ³)	See Footnote 8	0.08 ppm	N ⁴
	1 Hour	0.09 ppm (180 µg/m ³)	N		See Footnote 5
Carbon Monoxide	8 Hour	9.0 ppm (10 mg/m ³)	A	9 ppm (10 mg/m ³)	A ⁶
	1 Hour	20 ppm (23 mg/m ³)	A	35 ppm (40 mg/m ³)	A
Nitrogen Dioxide	Annual Average			0.053 ppm (100 µg/m ³)	A
	1 Hour	0.25 ppm (470 µg/m ³)	A		
Particulate Matter (PM10)	Annual Arithmetic Mean	20 µg/m ³	N ⁷	50 µg/m ³	A
	24 Hour	50 µg/m ³	N	150 µg/m ³	U
Particulate Matter – Fine (PM2.5)	Annual Arithmetic Mean	12 µg/m ³	N ⁷	15 µg/m ³	A
	24 Hour			65 µg/m ³	A
A=Attainment N=Nonattainment U=Unclassified					
mg/m ³ =milligrams per cubic meter		ppm=parts per million		µg/m ³ =micrograms per cubic meter	

1. California standards for ozone, carbon monoxide, sulfur dioxide (1-hour and 24-hour), nitrogen dioxide, suspended particulate matter - PM10, and visibility reducing particles are values that are not to be exceeded. The standards for sulfates, carbon monoxide, and hydrogen sulfide are not to be equaled or exceeded. If the standard is for a 1-hour, 8-hour or 24-hour average (i.e., all standards except for the PM10 annual standard), then some measurements may be excluded. In particular, measurements are excluded that ARB determines would occur less than once per year on the average.

2. National standards other than for ozone, particulates and those based on annual averages are not to be exceeded more than once a year. The 1-hour ozone standard is attained if, during the most recent three-year period, the average number of days per year with maximum hourly concentrations above the standard is equal to or less than one. The 8-hour ozone standard is attained when the 3-year average of the 4th highest daily concentrations is 0.08 ppm or less. The 24-hour PM10 standard is attained when the 3-year average of the 99th percentile of monitored concentrations is less than 150 µg/m³. The 24-hour PM2.5 standard is attained when the 3-year average of 98th percentiles is less than 65 µg/m³.

Except for the national particulate standards, annual standards are met if the annual average falls below the standard at every site. The national annual particulate standard for PM10 is met if the 3-year average falls below the standard at every site. The annual PM2.5 standard is met if the 3-year average of annual averages spatially-averaged across officially designed clusters of sites falls below the standard.

3. National air quality standards are set at levels determined to be protective of public health with an adequate margin of safety. Each state must attain these standards no later than three years after that state's implementation plan is approved by the Environmental Protection Agency.

4. In June 2004, the Bay Area was designated as a marginal nonattainment area of the national 8-hour ozone standard.

5. The national 1-hour ozone standard was revoked by U.S. EPA on June 15, 2005.

6. In April 1998, the Bay Area was redesignated to attainment for the national 8-hour carbon monoxide standard.

7. In June 2002, CARB established new annual standards for PM2.5 and PM10.

8. This standard was approved by the Air Resources Board on April 28, 2005 and is expected to become effective in early 2006.

SOURCE: Bay Area Air Quality Management District Internet web site. Standards and attainment status as of January 2006. <http://www.baaqmd.gov/planning/resmod/baas.htm>

The Bay Area is currently a non-attainment area for national and state ambient air quality standards for ground level ozone and state standards for particulate matter. In April 2004 (taking effect June 2004), EPA formally designated the Bay Area as a nonattainment area for the national 8-hour ozone standard, and classified the region as “marginal” according to five classes of nonattainment area for ozone which range from marginal to extreme. For state air quality planning purposes, the Bay Area is classified as a serious nonattainment area for ozone. The serious classification triggers various plan submittal requirements and transportation performance standards, including tri-annual updating of the Clean Air Plan.

Amended Particulate Matter Standards

Based on an evaluation of the latest scientific knowledge, the EPA is currently proposing to amend national health standards based particulate matter. The proposed rule was published in the National Register on January 17, 2006 and the EPA must finalize proposed standards by September 27, 2006. The proposal includes strengthening the 24-hour fine particle ($PM_{2.5}$) standard by lowering it from the current level of 65 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$) to 35 $\mu\text{g}/\text{m}^3$ and retaining the level of the annual fine particle standard at 15 $\mu\text{g}/\text{m}^3$. In addition, the proposed revisions would change the definition of the coarse particulate matter (PM_{10}) standard so that it covers only particles between 10 and 2.5 micrometers in diameter ($PM_{10-2.5}$), also known as “inhalable coarse particles” in response to a 1999 U.S. Court of Appeals for the D.C. Circuit decision directing EPA to ensure that regulations for coarse particles did not duplicate regulation of fine particles. The current PM_{10} standards, applying to particles 10 micrometers in diameter and smaller, are a 24-hour standard of 150 $\mu\text{g}/\text{m}^3$, and an annual standard of 50 $\mu\text{g}/\text{m}^3$ and are proposed to be revoked (either immediately or at such time that $PM_{10-2.5}$ monitoring can be implemented). The proposed new $PM_{10-2.5}$ standard would apply to only those particles between 2.5 and 10 microns in diameter and would be a 24-hour standard set at 70 $\mu\text{g}/\text{m}^3$. EPA is not proposing an annual standard for $PM_{10-2.5}$. Current scientific evidence does not show significant public health risks associated with long-term exposure to coarse particles.²

Under the current proposal, there are two separate implementation schedules, one for fine particulates and one for coarse inhalable particulates. For $PM_{2.5}$, it is expected final attainment/nonattainment designations would become effective in April 2010, states would have 3 years to write implementation plans due in 2013, and standards would need to be met in most cases by April 2015. For $PM_{10-2.5}$, 3 years of monitoring data would first be collected and made available and it is expected final attainment/nonattainment designations would become effective in July 2013, states would have 3 years to write implementation plans due in 2016, and standards would need to be met in most cases by July 2018.²

Criteria Pollutants

Federal, state, and regional control programs above are directed primarily toward criteria pollutants—the pollutants for which ambient air quality standards exist. Programs are also in place to reduce public exposure to other pollutants, such as those that present a potential hazard to public health. These are termed “hazardous air pollutants” (HAPs) in federal law and “toxic air contaminants” (TACs) in California law. TACs are pollutants “. . . which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or

² Source: EPA website <http://www.epa.gov/air/particlepollution/actions.html>

potential hazard to human health” (BAAQMD 1997). Federal and state programs are currently directed toward reducing TAC emissions from stationary sources. Unlike criteria pollutants, TACs do not have ambient standards; however, BAAQMD regulates new or expanding stationary sources of TACs.

Toxic Air Contaminants: TACs do not have ambient air quality standards. Many pollutants are identified as TACs because of their potential to increase the risk of developing cancer. For TACs that are known or suspected carcinogens, the CARB has consistently found there are no levels or thresholds below which exposure is risk free. Individual TACs vary greatly in the risk they present; at a given level of exposure, one TAC may pose a hazard that is many times greater than another. Where data are sufficient to do so, a “unit risk factor” can be developed for cancer risk. The unit risk factor expresses assumed risk to a hypothetical population in terms of the estimated number of individuals in a million who may develop cancer as the result of continuous, lifetime (70-year) exposure to 1 microgram per cubic meter ($\mu\text{g}/\text{m}^3$) (equal to one part per million) of the TAC. Unit risk factors provide a standard that can be used to establish regulatory thresholds for permitting purposes. However, they are not a measure of actual health risk because actual populations do not experience the extent and duration of exposure that the hypothetical population is assumed to experience. For non-cancer health effects, a similar factor called a Hazard Index is used.

In 1998, the CARB formally identified particulate matter emitted by diesel-fueled engines as a TAC. Diesel engines emit TACs in both gaseous and particulate forms. The particles emitted by diesel engines are coated with chemicals, many of which have been identified by the EPA as HAPs, and by the CARB as TACs. The vast majority of diesel exhaust particles are very small (94 percent of their combined mass consists of particles less than 2.5 microns in diameter), both the particles and their coating of TACs can be inhaled into the lungs. While the gaseous portion of diesel exhaust also contains TACs, the CARB’s action was specific to diesel particulate emissions which, according to supporting CARB studies, represent 50 to 90 percent of the mutagenicity of diesel exhaust (CARB 1998).

The CARB action was taken at the end of a lengthy process that considered dozens of health studies, extensive analysis of health effects and exposure data, and public input collected over the last nine years. CARB’s Scientific Advisory Committee has recommended a unit risk factor of 300 in a million for diesel particulate.³ The CARB action will lead to additional control of diesel engine emissions in coming years by CARB. The EPA has also begun an evaluation of both the cancer and non-cancer health effects of diesel exhaust.

The 1998 ruling prompted the CARB to begin searching for means to reduce diesel PM emissions. In September 2000, the CARB approved the *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles* (Diesel Risk Reduction Plan). The Diesel Risk Reduction Plan outlines a comprehensive and ambitious program that includes the development of numerous new control measures over the next several years aimed at substantially reducing emissions from new and existing on-road vehicles (e.g., heavy duty trucks and buses), off-road equipment (e.g., graders, tractors, forklifts, sweepers, and boats), portable equipment (e.g., pumps), and stationary engines (e.g., stand-by power generators).

³ The Scientific Review Committee findings are Attachment A to CARB Resolution 98-35, August 27, 1998.

EXISTING AIR QUALITY

Emission Inventory

Table 4-2 presents the CARB Almanac Emission Projection Data for CO, ROGs, NO_x, PM₁₀, and PM_{2.5}, for the Bay Area and for Alameda County. Projections of expected future emission levels are based on expected growth rates in population, employment, industrial/commercial activity, travel, and energy use, and consider the effects of control measures already adopted by the EPA, CARB, and BAAQMD, and some proposed measures as well.

Inventory information presented in Table 4-2 indicates that Alameda County's contribution to regional emissions is generally consistent over time, between 5 to 20 percent per year, depending on pollutant. The CARB expects the percentage of Alameda County's contribution to basin-wide emissions would remain approximately the same per pollutant within the region, and expects within the region that total annual tons of CO, ROGs, and NO_x will decrease over time, and total annual tons of SO₂, PM_{2.5}, and PM₁₀ will increase.

Table 4-2
Bay Area Emission Inventory Summary and Projections (2000 to 2020)^a

	2000		2005		2010		2020	
Pollutant	Bay Area	Alameda	Bay Area	Alameda	Bay Area	Alameda	Bay Area	Alameda
	(tons/day) ^c	County's	(tons/day) ^c	County's	(tons/day) ^c	County's	(tons/day) ^c	County's
	Share ^b		Share ^b		Share ^b		Share ^b	
CO	2,837	20%	2,249	19%	1,815	20%	1,254	19%
ROGs	619	19%	499	18%	446	18%	396	18%
NO _x	622	20%	526	19%	439	19%	312	18%
PM ₁₀	169	20%	174	19%	175	20%	180	19%
PM _{2.5}	86	20%	87	19%	85	19%	86	19%

Source: CARB, Almanac Emission Projection Data, 2005. Available at www.arb.ca.gov

Notes:

^a Projections use a 2004 base year

^b Percent of Bay Area emissions attributable to Alameda County sources.

^c Annual Average

Pollutant Monitoring

The BAAQMD operates a regional air quality monitoring network for the six criteria pollutants. Monitoring data from the BAAQMD network are used by the EPA and CARB to designate the attainment status of the region and to classify the severity of nonattainment conditions (see discussion of planning requirements, above). Table 4-1 describes the attainment status of the Bay Area region relevant to federal and state ambient air quality standards. The large number of "attainment" designations shown in Table 4-1 indicates that the Bay Area experiences low concentrations of most pollutants, the exceptions being O₃ and particulate matter, for which standards are exceeded periodically.

The BAAQMD monitoring stations nearest to the redevelopment project area are as follows:

- Alice Street, Oakland (monitors O₃ and CO)
- 7th Street, Richmond (monitors SO₂)

Existing and probable future levels of air quality can generally be inferred from ambient air quality measurements conducted by the BAAQMD at its monitoring stations. The monitoring station closest to the project site is on Alice Street near Jack London Square in Oakland, located about 2.5 miles southeast of the site and monitors ozone and carbon monoxide. The Alice Street station does not monitor PM₁₀, however, monitoring stations for PM₁₀ and PM_{2.5} were operated on and near the OARB under BAAQMD supervision and will be discussed separately. No BAAQMD monitoring station representative of the project area monitors NO_x.

Table 4-3 summarizes three years of ambient air quality data measured at these stations. Monitoring data from stations closest to the project area generally reflect the regional pattern. The state and federal ozone standards have not been violated at the Oakland monitoring station over this period. However, ozone is a regional pollutant and the Air Basin is still non-attainment because of violations at other monitoring stations in the Air Basin. State and federal ambient standards for sulfur dioxide and nitrogen dioxide are being met throughout the Air Basin, and the BAAQMD does not expect these standards to be exceeded in the future.

Table 4-3
Summary of Criteria Air Pollutant Monitoring Data

Monitoring Station	Air Quality Indicator	2001	2002	2003
Ozone (O₃)				
Alice Street (Oakland)	Peak 8-hour concentration (ppm)	0.043	0.043	0.054
	Days above federal standard	0	0	0
	Peak 1-hour concentration (ppm)	0.069	0.053	0.081
	Days above state standard	0	0	0
Carbon Monoxide (CO)				
Alice Street ^a (Oakland)	Peak 1-hour concentration (ppm)	5	4.4	3.9
	Days above federal standard	0	0	0
	Days above state standard	0	0	0
	Peak 8-hour concentration (ppm)	4	3.3	2.8
	Days above federal standard	0	0	0
	Days above state standard	0	0	0

Source: CARB 2001, 2002, and 2003, California Air Quality Data.

Notes: -- Data not available. For monitored PM₁₀ and PM_{2.5} data closest to the study area, see Table 4-4.

To increase knowledge of particulate exposure at and near the Port of Oakland, in April 1997, the Port of Oakland initiated a monitoring program to measure PM₁₀ and PM_{2.5} at two locations. One PM monitoring station is located on Port property near the intersection of 7th Street and Middle Harbor Road. The second monitoring station is located near the intersection of Filbert and 24th streets in a residential area of West Oakland. The monitoring program is being coordinated with the BAAQMD.

Data have been reported for the years 1997 through 2004 and are summarized in Table 4-4 (GAIA 2001). Data was collected from the Port monitoring station until April 2004.

Table 4-4
PM_{2.5} and PM₁₀ Concentrations^a and Exceedances 1997 to 2004

	Port of Oakland Site (7 th /Middle Harbor Road)				West Oakland (Filbert/24 th Street)			
	PM _{2.5}	PM ₁₀	Days Exceeding National/State Max. 24-hour Standards		PM _{2.5}	PM ₁₀	Days Exceeding National/State Max. 24-hour Standards	
			PM _{2.5}	PM ₁₀			PM _{2.5}	PM ₁₀
Annual Average Concentration								
1997 ^c	10.6	25.5	0/--	0/2	9.6	23.6	0/--	0/1
1998	10.8	26.5	0/--	0/6	9.9	22.2	0/--	0/1
1999	12.6	34.6	0/--	0/14	11.8	25.5	0/--	0/4
2000	11.0	30.6	0/--	0/2	11.2	25.0	0/--	0/2
2001 ^d	11.6	33.4	0/--	0/7	10.6	26.8	0/--	0/3
2002 ^e	10.6	27.1	0/--	0/4	11.0	25.6	0/--	0/2
2003 ^f	12.5	16.2	0/--	0/0	9.9	22.3	0/--	0/2
2004 ^g	no data	no data	--	--	9.9	19.6	0/--	0/0

Source: GAIA 2001-2005. Available at www.portofoakland.com/enviro/m/prog_04.asp

Notes:

^a All concentrations in µg/m³ (micrograms per cubic meter)

^c April 1997 – December 1997

^d January 2001 – August 2001

^e September 2001 – August 2002

^f September 2002 – August 2003

^g May 2004 – December 2004

-- = Not applicable (no standard and/or no data)

SOURCES OF AIR POLLUTION

This Draft Supplemental EIR analyzes the impacts of the Project or Option B with new project description and changed circumstances. Since the uses proposed under the Project or Option B would have different trip generation than the uses proposed under the OARB Redevelopment EIR, mobile (vehicle) source emissions are being reevaluated.

The OARB Redevelopment EIR used an alternate baseline of 1995 to compare the projected levels of activity and air pollutant emissions associated with redevelopment to those of the Base when it was still operating in 1995. The Project (or Option B) is not expected to be a significant source of stationary source emissions or to increase those emissions over what was analyzed in the OARB Redevelopment EIR, so stationary source emissions are not re-analyzed in this Draft SEIR.

IMPACTS AND MITIGATION MEASURES

Significance Criteria

The Initial Study determined some areas of Air Quality analysis were adequately assessed in the 2002 OARB Redevelopment EIR for the Project. However, because the Project could generate more traffic than the uses studied under the 2002 OARB Redevelopment EIR which could lead to a net increase in vehicle emissions over emissions levels previously estimated, air quality impacts relating to vehicle emissions were reassessed in this Draft SEIR. As per the relevant

items in Appendix G of the BAAQMD CEQA Guidelines and City of Oakland guidelines, the Project may be deemed to have a significant adverse impact on the environment if it would:

- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- Result in cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);
- Contribute to CO concentrations exceeding the state ambient air quality standards of 9 ppm averaged over 8 hours and 20 ppm for 1 hour (Note: Pursuant to BAAQMD, localized carbon monoxide concentrations should be estimated for projects in which (1) vehicle emissions of CO would exceed 550 lb/day; (2) intersections or roadway links would decline to LOS E or F; (3) intersections operating at LOS E or F will have reduced LOS; or (4) traffic volume increase on nearby roadways by 10% or more unless the increase in traffic volume is less than 100 vehicles per hour);
- Result in total emissions of ROG, NO_x, or PM₁₀ of 15 tons per year or greater, or 80 pounds (36 kilograms) per day or greater;
- Result in a substantial increase in diesel emissions.

Impact Assessment Methodology

Project-related air quality impacts fall into two categories: short-term impacts due to construction, and long-term impacts due to project operation. During project construction, the project would affect local particulate concentrations primarily due to fugitive dust sources. Over the long-term, the project would result in an increase in emissions primarily due to increased motor vehicle trips.

The Project would not have significantly different construction-related impacts than the uses studied under the OARB Redevelopment EIR. Therefore, the Initial Study determined that construction-related impacts were adequately addressed in the previous EIR and no further analysis is required. Relevant construction-related mitigation measures from the OARB Redevelopment EIR would remain applicable to the project (as listed in Appendix A).

Because the Project as proposed could result in higher levels of traffic than the uses proposed for the site under the OARB Redevelopment EIR, operational vehicle emissions were reassessed. Vehicle emissions were estimated using CARB's URBEMIS 2002 model (version 7.5) and compared to BAAQMD significance thresholds. The year 2007 was used for the model as that is the current estimate of when the project uses would be operational. Carbon monoxide impacts were evaluated using a screening form of CalTrans' CALINE 4 dispersion model to predict maximum 1-and 8-hour concentrations near congestion-impacted intersections. Incremental health risks associated with diesel exhaust were evaluated for project-related truck traffic using fleet mix and truck emission factors from the URBEMIS 2002 model, diesel exhaust emission rates from CARB's EMFAC2002 model, dispersion modeling using EPA's SCREEN3 model, and CARB's health risk assessment methodology.

REGIONAL POLLUTANT EMISSIONS

Impact Air-1: Permanent Regional Impacts. Additional trips to and from the project would result in new air pollutant emissions within the air basin.

Significance: For the Project, Less than Significant

For Option B, Potentially Significant

MM Air-1: Transportation Control Measures. Major developers shall fund on a fair share basis BAAQMD-recommended feasible Transportation Control Measures (TCMs) for reducing vehicle emissions from commercial, institutional, and industrial operations, as well as all CAP TCMs the BAAQMD has identified as appropriate for local implementation.

Residual Significance: For the Project, Less than Significant

For Option B, Significant and Unavoidable

Estimated emissions resulting from year 2007 operations at the Project site for both Project conditions and the expanded Option B conditions are presented in Table 4-5 below.

Table 4-5			
Estimated 2007 Operational (Vehicle) Emissions^a in pounds per day			
Pollutant	ROG	NO_x	PM₁₀
Significance Threshold	80	80	80
Project			
New Emissions	73.3	68.0	56.2
Existing Uses Emissions	10.8	13.0	12.5
Net Change ^b	62.5	55.0	43.7
Option B			
New Emissions	123.3	115.3	95.3
Existing Uses Emissions	42.6	39.6	38.2
Net Change ^b	80.7	75.7	57.1
^a Emission factors were generated by BAAQMD's URBEMIS 2002 7.5.0 model for San Francisco Air Basin. All daily estimates are for summertime conditions except for CO, which assumes wintertime conditions.			
^b Emissions for the existing uses were subtracted from those generated by the proposed uses (new emissions)			
Source: Ballanti			

For the Project, the emissions from these new trips would not exceed the BAAQMD thresholds of significance, and therefore would be a less than significant impact.

For Option B, the emissions of reactive organic gases (ROG) from these new trips (estimated at 80.7 pounds per day) would slightly exceed the BAAQMD thresholds of significance for ROG (80 pounds per day), and therefore represent a potentially significant impact.

Each major developer shall fund its fair share toward some or all of the transportation control measures (TCMs) shown on the following Table 4-6:

Table 4-6
Transportation Control Measures (TCMs)
Recommended for the OARB Redevelopment Area

Control Measure	Measure
BAAQMD-Recommended TCMs^a	
1	Construct transit facilities such as bus turnouts/bus bulbs, benches, shelters, etc. Improve transit bus service to the area.
2	Design and locate buildings to facilitate transit access, e.g., locate building entrances near transit stops, eliminate building setbacks, etc.
4	Encourage use of car pools, vanpools, and public transit by providing incentives.
5	Provide a shuttle to and from the West Oakland BART station
6	Provide on-site shops and services for employees, such as cafeteria, bank, dry cleaners, convenience market, etc.
7	Provide on-site child care, or contribute to off-site child care within walking distance.
8	Establish mid-day shuttle service from worksite to food service establishments/commercial areas.
9	Provide preferential parking for carpool and vanpool vehicles
10	Implement parking fees for single occupancy vehicle commuters.
11	Provide secure, weather-protected bicycle parking for employees.
12	Provide safe, direct access for bicyclists to adjacent bicycle routes.
13	Provide showers and lockers for employees bicycling or walking to work.
14	Provide direct, safe, attractive pedestrian access from project to transit stops and adjacent development.
CAP TCMs for local implementation^b	
1	Support Voluntary Employer-Based Trip Reduction Programs. The City and Port will explore ways to promote transit use and support employer-based trip reduction programs through development incentives such as density bonuses, reduced parking requirements, incentives for permanent bicycle facilities, etc. The City will encourage development of transit transfer stations near employment concentrations in the Gateway Development Area and 16 th /Wood sub-district.
9	Improve Bicycle Access and Facilities. Redevelopment includes extensive multi-use trails serving as both “spine” thoroughfares and “spurs” connecting main trails to the Oakland waterfront. The City and Port will encourage employers and developers to provide permanent bicycle facilities.
12	Improve Arterial Traffic Management. Maritime Street and other roadways in the project area will include facilities to encourage bicycling and walking. Roadways and intersections will be designed to operate at City-standard LOS, to facilitate traffic flow and avoid unnecessary queuing.
15	Local Clean Air plans, Policies and Programs. Redevelopment as presented in Chapter 3: Description, and including mitigation measures described in Chapter 4: Setting and Baseline, Impacts, and Mitigation, incorporates land uses such as live/work, and measures intended to reduce the number and length of single-occupant automobile trips.
17	Conduct Demonstration Projects. The City will encourage through development incentives demonstration projects for fleet electrification or alternative fueling. In addition, the Port will not preclude alternative fueling in its design of rail facilities.
19	Pedestrian Travel. OARB and Maritime sub-districts will include multi-use trails to encourage safe pedestrian travel.
20	Redevelopment will include traffic calming measures to the extent appropriate, consistent with the General Plan and sound traffic management of the project area.
^a Source: BAAQMD 1996, as amended through 1999. Based on Table 15: “Mitigation Measures for Reducing Motor Vehicle Emissions from Commercial, Institutional, and Industrial Projects” as modified by the OARB Redevelopment EIR.	
^b Source: BAAQMD CEQA Guidelines, revised 1999., Based on Table 5 as modified by the OARB Redevelopment EIR.	

These TCMs shall be coordinated with transportation demand management (TDM) measures implemented under Mitigation Measure Traf-14a, -14b, and 14c.

As shown in Table 4-5, Option B would exceed the significance threshold for ROG. Although the specific components or implementation methods of the recommended TCM program have not been determined, it is possible that implementation of Mitigation Measure Air-1 would substantially reduce the impact, potentially to levels of less than significant. However, since the components of this program have not yet been determined and their effectiveness on reducing project trip generation cannot be quantified, this analysis conservatively assumes that the emission of ROG would not be reduced to a less than significant level, and the residual impact is considered significant and unavoidable.

CARBON MONOXIDE EMISSIONS

Impact Air-2: **Permanent Local Impacts.** Project and Option B traffic would add to carbon monoxide concentrations near streets and intersections providing access to the site.

Significance: Less than Significant.

Mitigation: None required.

On the local scale, the project would change traffic on the local street network, changing carbon monoxide levels along roadways used by project traffic. Carbon monoxide is an odorless, colorless poisonous gas whose primary source in the Bay Area is automobiles. Concentrations of this gas are highest near intersections of major roads.

Carbon monoxide concentrations under worst-case meteorological conditions have been predicted for the most congested intersections affected by project traffic. PM peak traffic volumes were applied to a screening form of the CALINE 4 dispersion model to predict maximum 1- and 8-hour concentrations near these intersections with the addition of Project, Option B and cumulative traffic. A description of the model and a discussion of the methodology and assumptions used in the analysis is included in Appendix C. The model results were used to predict the maximum 1- and 8-hour concentrations, corresponding to the 1- and 8-hour averaging times specified in the state and federal ambient air quality standards for carbon monoxide. According to City of Oakland significance criteria, the impact would be considered significant if the project would contribute to CO concentrations exceeding the state ambient air quality standards of 9 ppm averaged over 8 hours and 20 ppm for 1 hour.

Table 4-7 shows that existing predicted concentrations near the intersections meet the 1-hour and 8-hour standards. Traffic from the Project and Option B would increase concentrations by up to 0.9 Parts Per Million (PPM), but concentrations with the Project or Option B traffic growth would not exceed the significance criteria. Concentrations in 2020 would be below current levels despite increased traffic due to anticipated reductions in per-mile emission rates as older, more polluting cars are replaced with newer, cleaner cars. This assumption is built into the air quality models.

Table 4-7

Worst Case Carbon Monoxide Concentrations Near Selected Intersections, Parts Per Million

Intersection	Existing (2006)		Project (2006)		Option B (2006)		Project + Cumulative (2020)		Option B + Cumulative (2020)	
	1-Hr	8-Hr	1-Hr	8-Hr	1-Hr	8-Hr	1-Hr	8-Hr	1-Hr	8-Hr
W. Grand/ Maritime	7.8	5.2	8.4	5.6	8.7	5.8	7.5	5.1	7.4	5.0
7 th Street/ Maritime	7.1	4.8	7.5	5.0	7.7	5.1	6.6	4.4	6.6	4.5
5 th Street/ Broadway	9.3	6.3	9.3	6.3	9.3	6.3	6.3	4.3	6.3	4.3
Powell/ I-80 NB Ramps	12.1	8.2	12.1	8.3	12.1	8.3	7.1	4.8	7.1	4.8
Powell/ Christie	12.2	8.3	12.2	8.3	12.2	8.3	7.0	4.8	7.0	4.8
Significance Criteria	20.0	9.0	20.0	9.0	20.0	9.0	20.0	9.0	20.0	9.0

Since Project traffic nor traffic from Option B would not cause any new violations of the 8-hour standards for carbon monoxide, nor contribute substantially to an existing or projected violation, project impacts on local carbon monoxide concentrations are considered to be less-than-significant.

DIESEL EMISSIONS

Impact Air-3: The proposed project could result in a substantial increase in diesel emissions.

Significance: Less than significant

Mitigation: Mitigation is not warranted

Diesel Particulate Matter (DPM) emissions from the project during operation would occur primarily from the delivery trucks that will be visiting the site. Based on the traffic report conducted for this project, daily traffic increases due to the project would be approximately 11,774 total vehicle trips by project buildout of 2007 (18,214 for Option B). To determine the proportion of new trips that would be truck trips, the general vehicle fleet percentages contained in URBEMIS 2002 were used. Likewise, the percentage of trucks within each weight class and the portion of these trucks that are fueled by diesel were also obtained from URBEMIS 2002. In 2007, when project operations would commence, there would be approximately 330 total daily truck trips (509 for Option B). Diesel exhaust emission rates for all diesel trucks were obtained from CARB's EMFAC2002 emissions model, assuming an average vehicle speed of 20 mph. Total emissions were calculated for a total distance of one mile, which includes one-half mile as the truck approaches the site and one-half mile as the truck leaves the site. The annual average DPM emissions for these truck-travel distances were estimated to be 25.4 lbs in 2007 for the project and 39.2lbs for Option B.

Annual average DPM concentration impacts from the delivery trucks operating near the site were calculated using the SCREEN3 model, and the incremental cancer risks were estimated from these concentrations. The estimated incremental DPM concentration at the site was calculated to be 0.0068 micrograms per cubic meter (0.0105 micrograms per cubic meter for Option B). As shown in Table 4-4, the background annual average PM_{2.5} concentrations in the area were recorded in 2003 as 12.5 micrograms per cubic meter at the Port of Oakland monitoring station (7th/Middle Harbor Road) and 9.9 micrograms per cubic meter at the West Oakland monitoring station (Filbert/24th Street).

The incremental cancer risk from exposure to the concentrations generated by project-related truck diesel emissions was estimated to be 2.1 in a million (3.3 in a million for Option B). Since these impacts are less than the BAAQMD significance threshold of 10 in a million, the impacts would be less than significant.

GAS STATION EMISSIONS

Impact Air-4: Gasoline Fueling Station Emissions. The project could contain a gasoline fueling station, which would be a new source of a Toxic Air Contaminants.

Significance: Less than significant

Mitigation: Mitigation is not warranted

The project could include a gasoline fueling station. Gasoline stations are a source of gasoline vapors that would include TACs such as benzene. Gasoline vapors are released during the filling of both the stationary underground storage tanks and the transfer from those underground tanks to individual vehicles. The BAAQMD has stringent requirements for the control of gasoline vapor emissions from gasoline dispensing facilities. District rules require all new facilities to install and maintain CARB Certified Vapor Recovery Systems. As a potential source of TACs, a gasoline filling station is subject to the BAAQMD's toxic risk screening and risk management procedures.

The project site is a substantial distance from any sensitive receptors. This fact and the above-described regulations and procedures, already established and enforced as part of the permit review process, would ensure that any potential impacts due to gasoline vapor emissions would be less-than-significant.

CUMULATIVE IMPACTS

Impact Air-5: As part of the cumulative growth of the OARB Area Redevelopment Plan, the Project or Option B, together with anticipated future development in the area, could result in long-term traffic increases and could cumulatively increase regional air pollutant emissions.

Significance: Potentially Significant for Project and Option B

Mitigation: Mitigation Measure Air-1, requiring fair share funding of feasible Transportation Control Measures (TCMs) would apply to the Project and Option B.

Residual Significance: Significant and Unavoidable for Project and Option B

Locally, emissions from project sources would be combined with emissions from other sources, primarily including area traffic (on local streets and freeways) from existing and future development throughout the project area vicinity. Although cumulative traffic volumes would increase by 2025, pollutant emissions from this increased traffic would be partly offset by the reductions in emission rates on a grams-per-mile basis. This is due to attrition of older and, higher polluting vehicles, improvements in overall automobile fleet, and improved fuel mixtures (as a result of on-going State and federal emissions standards and programs for on-road motor vehicles).

Cumulative Carbon Monoxide Emissions

Cumulative impacts on carbon monoxide concentrations at local intersections in 2025 would be less than significant as the worst-case carbon monoxide concentrations at all the analyzed intersections would be below the corresponding ambient standards.

Cumulative Regional Emissions

According to the BAAQMD CEQA Guidelines, any proposed project that would individually have a significant air quality impact would also be considered to have a significant cumulative air quality impact. Table 4-5 shows that the operational emissions of ROG, NO_x and PM₁₀ due to project-related traffic estimated based on CARB's URBEMIS 2002 model would be less than the significance criteria of 80 pounds per day for the Project. Therefore the cumulative air quality impact of the project would be considered to be less-than-significant.

Operational emissions of NO_x and PM₁₀ under the Option B scenario would also be less than the significance criteria. However, operational emissions of ROG would be significant under the Option B scenario. Therefore the cumulative air quality impact of the project would be considered to be less-than-significant while the cumulative impact of Option B would be considered to be significant. Mitigation measure Air-1 would reduce Option B's individual impact, although not to a less-than-significant level.

Per BAAQMD significance criteria for cumulative impacts, increases in population and vehicle miles traveled due to the project must be accounted for in the regional CAP in order for the

project to have a less than significant cumulative impact. The recently adopted 2005 Bay Area Ozone Strategy prepared by the BAAQMD, MTC, and ABAG is based on population and employment projections for Oakland that assume redevelopment in the area under the OARB Redevelopment and Reuse Plans. The Project and Option B result in a change in use from that anticipated under the Reuse Plan and therefore may not be fully accounted for in the regional CAP.

Cumulative Diesel Emissions

As noted in the OARB Redevelopment EIR (pages 5-20 through -23) air pollutants would be emitted from ships, trains, trucks, and cargo equipment throughout the Redevelopment Area. That EIR concluded that taken together, these activities would increase exposure of pollutant-sensitive receptors in the West Oakland community to increased diesel emissions. As a component of implementation of the OARB Redevelopment Plan, both the project and Option B would contribute toward this previously identified cumulative impact.

The OARB Redevelopment EIR recommends three mitigation measures. The first, Measure 4.3-3, requires the Port to develop and implement a Criteria Pollutant Reduction Program aimed at reducing or offsetting Port-related emissions from its maritime and rail operations. The program is to be sufficiently funded to reduce and/or offset redevelopment-related contributions to local West Oakland air quality to the maximum extent feasible. The second, Measure 4.3-4, requires the City and the Port to jointly create, maintain, and fund on a fair share basis, a Truck Diesel Emission Reduction Program. This program is also to be sufficiently funded to reduce and/or offset redevelopment-related contributions to local West Oakland diesel emissions to the maximum extent feasible. The third, Measure 5.4-1, requires that the City and Port encourage, lobby and participate in emissions reduction demonstration programs. All of these mitigation measures include emission reduction strategies that have been previously analyzed by the Port (Port of Oakland, Berths 55-58 Project EIR) to determine technical, economic and legal feasibility.

With implementation of these mitigation measures the impacts would be substantially reduced, but it is not likely it would be reduced to a level that is less than significant, and the residual cumulative impact would be significant and unavoidable.

OTHER CEQA CONSIDERATIONS

This chapter of the Draft Supplemental EIR contains discussion regarding a number of CEQA-mandated topics as well as separate discussion of several issues that were raised by public agencies, members of the public or the City Planning Commission during the public scoping session and/or in response to the City's Notice of Preparation for this Draft SEIR. Specifically, the following issues are contained in this chapter of the Draft SEIR:

- Summary of Project impacts, including significant and unavoidable impacts and an expanded discussion of land use compatibility and truck parking issues that were identified in the January 19, 2006 Initial Study as being less than significant impacts,
- Identification of project alternatives, including those alternatives previously considered and rejected as part of the 2002 OARB Redevelopment EIR, development under the existing Redevelopment Plan and Reuse Plan, and one additional Ancillary Maritime Support alternative identified for this Draft SEIR,
- Explanation of the cumulative scenario as used in this Draft SEIR for analysis of cumulative traffic and air quality impacts, and
- Conclusions regarding other CEQA required topics including growth inducing effects.

SUMMARY OF PROJECT IMPACTS

SIGNIFICANT AND UNAVOIDABLE IMPACTS

Cumulative Traffic Impacts

(Impact Traf-6): At the West Grand Avenue / Maritime Street intersection, Option B would increase traffic in 2025 and would cause the average vehicle delay to increase by more than two (2) seconds where the future baseline level of service would be LOS F during the p.m. peak and Saturday peak hours. Implementation of recommended mitigation measures would reduce the potentially significant cumulative impacts at the West Grand Avenue / Maritime Street intersection but would not reduce cumulative impacts to a level that is less than significant. No feasible mitigation measures have been identified that would reduce cumulative impacts to a level that is less than significant; therefore, residual cumulative impacts at the West Grand Avenue / Maritime Street intersection would be *significant and unavoidable*.

- This cumulative impact was also considered *significant and unavoidable* in the OARB Redevelopment Plan EIR.

(Impact Traf-7): At the West Grand Avenue / I-880 Frontage Road intersection, both the Project and Option B would increase traffic in 2025 and both development options would cause the average vehicle delay to increase by more than two (2) seconds where the future baseline level of service would be LOS F during the a.m. peak, p.m. peak, and Saturday peak hours. Implementation of recommended mitigation measures would reduce the potentially significant cumulative impacts at the West Grand Avenue / I-880 Frontage Road intersection but would not reduce cumulative impacts to a level that is less than significant. No feasible mitigation measures have been identified that would reduce cumulative impacts to a level that is less than significant; therefore, residual cumulative impacts at the West Grand Avenue / I-880 Frontage Road intersection would be *significant and unavoidable (NEW)*.

- This cumulative impact was considered *significant but mitigated* in the OARB Redevelopment Plan EIR. However, subsequent City of Oakland EIRs (Uptown and Wood Street Project) have re-examined the feasibility of the mitigation necessary at this location and concluded that costs of the identified improvements were so prohibitively high that the mitigation was not feasible and the impacts was considered *significant and unavoidable*.

(Impact Traf-10): At the 7th Street / Maritime Street intersection, both the Project and Option B would increase traffic in 2025 and would cause the average vehicle delay to increase by more than two (2) seconds where the future baseline level of service would be LOS F during both the a.m. and p.m. peak hours. Implementation of recommended mitigation measures would reduce the potentially significant cumulative impacts at the 7th Street / Maritime Street intersection but would not reduce cumulative impacts to a level that is less than significant. No feasible mitigation measures have been identified that would reduce cumulative impacts to a level that is less than significant; therefore, residual cumulative impacts at the 7th Street / Maritime Street intersection would be *significant and unavoidable (NEW)*.

- This cumulative impact was considered *significant but mitigated* in the OARB Redevelopment Plan EIR. The mitigation called for the Port to provide modifications to the 7th/Maritime Street intersection as part of the design for realignment of Maritime Street. However, as the realignment of Maritime Street cannot be assumed to proceed at this time, this Draft SEIR calls for fair share contribution toward necessary modifications of this intersection.

(Impact Traf-17): Both the Project and Option B would increase traffic on study area freeways in 2025 and would cause degraded traffic operations to LOS F at 1) I-80 westbound between I-880 and I-580 during the a.m. peak hour, 2) I-80 westbound east of the I-80/I-580 split during the p.m. peak hour. In addition, Option B would degrade traffic operations to LOS F on I-880 northbound south of the I-80/I-580 split during the p.m. peak hour. Implementation of recommended mitigation measures would reduce the potentially significant cumulative impacts on study area freeways, but would not reduce cumulative impacts to a level that is less than significant. No feasible mitigation measures have been identified that would reduce cumulative impacts to a level that is less than significant; therefore, residual cumulative impacts on study area freeways would be *significant and unavoidable*.

- This cumulative impact was also considered *significant and unavoidable* in the OARB Redevelopment Plan EIR.

Project-Specific Air Quality Impacts

(Impact Air-1, Option B only): The additional vehicle trips to and from the project site under Option B would result in new air pollutant emissions within the air basin. Implementation of recommended mitigation measures, including implementation of all BAAQMD-recommended Transportation Control Measures (TCMs) for reducing vehicle emissions from commercial, institutional, and industrial operations, would reduce this impact. However, it is not possible to accurately estimate the extent of this reduction. Therefore, it is conservatively assumed that these measures would not reduce this impact to a level that is less than significant and air pollution emissions under Option B would be *significant and unavoidable*.

- This impact was also considered *significant and unavoidable* in the OARB Redevelopment Plan EIR.

Cumulative Air Quality Impacts

(Impact Air-5, Option B only): With respect to cumulative impacts, Bay Area Air Quality Management District Guidelines provide that a proposed action resulting in significant impacts to air quality is also considered to have a significant cumulative impact to air quality. Because emissions from Option B are considered significant and unavoidable, it is considered that cumulative emissions from Option B as well as other approved and future cumulative projects in the area, would contribute to continued exceedance of applicable ozone and PM₁₀ standards. While mitigation measures would reduce significant impacts, they would not reduce air quality impacts on a project-specific or cumulative basis for Option B to a less than significant level and the cumulative impact is considered to be *significant and unavoidable*.

- This cumulative impact was also considered *significant and unavoidable* in the OARB Redevelopment Plan EIR.

SIGNIFICANT IMPACTS MITIGATED TO LESS THAN SIGNIFICANT

As specifically described in Chapters 3 (Traffic) and 4 (Air Quality) of this Draft SEIR, a number of potentially significant impacts have been identified that can be reduced to less than significant levels through implementation of recommended mitigation measures. These impacts and mitigation measures are also summarized in Table 1-1 of the Executive Summary of this Draft SEIR.

LESS THAN SIGNIFICANT IMPACTS

An Initial Study was prepared and distributed for this Project with a Notice of Preparation (NOP) on January 19, 2006 (see Appendix B). The Initial Study determined that the previous 2002 OARB Redevelopment EIR analyzed, disclosed and mitigated where possible the majority of environmental impacts that would result from the Project. Because the proposed Project (and Option B) could result in higher levels of traffic than assumed under the previous OARB Redevelopment EIR, and because some of the assumptions regarding development of the surrounding areas have changed, the City determined that a Supplemental EIR needed to be prepared, but focused solely on the issues of traffic and air quality. All other environmental issues were assumed to have been adequately analyzed, disclosed, and mitigated pursuant to the OARB Redevelopment EIR.

The OARB Redevelopment EIR did include an evaluation of the land uses contemplated in the OARB Redevelopment/Reuse Plan and concluded that those land uses would not divide an established community, would not conflict with any applicable land use plan, nor are there any habitat conservation plans applicable to the site or that would be in conflict with those uses. The auto mall land uses as contemplated under the Project and those land use contemplated under Option B are not so dissimilar to those anticipated under the Redevelopment Plan as to change this conclusion. However, during the public scoping meeting and during the public response period for the January NOP, comments were raised suggesting that additional analysis should be conducted for this project, or more information than was included in the Initial Study should be provided, specifically in regard to the topics of:

- land use compatibility with adjacent industrial/Port-related uses,
- land use compatibility with the adjacent odor-producing EBMUD Wastewater Treatment Plant, and
- provision of adequate parking for ancillary maritime uses.

These topics are more fully discussed below.

Land Use Compatibility with Adjacent Industrial Uses

OARB Redevelopment EIR Conclusions

The Project site and the expanded Option B area are adjacent to the Port Development Area. The types of land uses planned for the Port Development Area and the City's Gateway Development Area are distinctly different from one another. The Port Development Area is planned for port-related industrial and transportation-type uses and the City's Gateway Development Area is planned for more of a mix of business and office land uses. This issue was addressed in the Land Use chapter of the OARB Redevelopment EIR (pp. 4.2-10 to 4.2-13) as excerpted below:

The types of land uses planned for the Gateway and the Port development areas are distinctly different—the former is proposed to be a mix of business and office uses, and the latter would be entirely heavy industry. In some instances these dissimilar uses would be separated and buffered from one another by major infrastructure. For example, Maritime Street would separate a major industrial rail facility from the Gateway development area. However, at the interface of the Gateway development area and the Port development area near New Berth 21, potential exists for heavy industrial maritime land uses to be located immediately adjacent to dissimilar job training, Office, R&D, or Light Industrial uses. The Port maintains that this situation is similar to the Howard Terminal, which is immediately adjacent to the Jack London Square development and which has not experienced land use conflicts. However, because occurrence of this impact depends on site-specific design not currently defined, the impact is considered potentially significant. With implementation of Mitigation Measures 4.2-1, 4.2-2 and 4.2-3, the potential impact would be avoided or minimized, and the residual impact is considered less than significant.

Mitigation 4.2-1: The City shall ensure that Gateway development area redevelopment activities adjacent to Port of Oakland industrial maritime facilities are designed to minimize any land use incompatibilities to the extent feasible.

Mitigation 4.2-2: If any land use incompatibility is subsequently identified, the Port of Oakland shall use its best efforts, consistent with meeting cargo throughput demand, to locate maritime activities that could result in land use incompatibilities as far away from the property boundary as feasible.

Mitigation 4.2-3: The City and Port shall coordinate to implement Mitigation Measures 4.2-1 and 4.2-2; if despite these efforts, subsequent land use incompatibilities are identified, the Port and City shall jointly develop, implement, and fund on a fair share basis additional strategies to reduce incompatibilities.

Residual Significance: Less than significant

The OARB Redevelopment EIR notes that when proposed, projects are expected to be designed to avoid or minimize land use incompatibilities. In many instances, these dissimilar uses would be separated by major infrastructure. Where not buffered by major infrastructure such as Maritime Road, the design of each adjacent site must include strategies to reduce any incompatibility, as per the OARB Redevelopment EIR mitigation measures. The OARB Redevelopment EIR notes that the City shall take compatibility of uses into consideration during planning and design review.

Auto Mall Project - Initial Study Conclusions

As noted in the Initial Study (see Appendix B), according to City thresholds the Auto Mall Project and/or Option B would have a significant environmental effect if it would result in a fundamental conflict between adjacent or nearby land uses.

The Initial Study found no insurmountable conflict of land uses between the proposed automobile dealerships and/or potential big box retail uses and adjacent rail yards. Nor was any insurmountable conflict found between the proposed uses and existing and foreseeable industrial, warehousing, and ancillary Port-related uses to the south and west.

The Project as proposed does include certain design strategies that seek to further minimize potential land use incompatibilities with adjacent Port-related uses. These design strategies include:

- Placement of the least sensitive Project elements (such as auto storage and parking) toward Port facilities
- Port policy which provides for a 25-foot setback from their property line to the nearest rail line (such as those proposed along the Project's eastern boundary), and a fence at the property line
- Additional strategies may be used to reduce other potential incompatibilities. These strategies may include, but are not limited to internal setbacks from the property line, landscape buffering, and additional fencing or walls. Such specific design considerations will be reviewed for each parcel when detailed development plans are submitted, and may become conditions of subsequent approvals.

Implementation of these design strategies as part of subsequent, detailed development plan submittals for the Auto Mall Project and/or Option B would result in the implementation of OARB Redevelopment EIR mitigation measures 4.2-1 through 4.2-3, and the impact from adjacency of Port and Project uses would be less than significant.

Land Use Compatibility with Adjacent Odor-Producing Use

OARB Redevelopment EIR Conclusions

The nearby East Bay Municipal Utility District (EBMUD) wastewater treatment plant (WWTP) could cause odor impacts at adjacent land uses. The OARB Redevelopment EIR discussed the potential odor impacts in its Air Quality chapter as follows (on pp.4.4-23, 4.4-24):

Examination of the annual wind directions shown in Figure D-1 of the BAAQMD CEQA Guidelines (1996, revised 1999) illustrates that the prevailing wind direction in the area is from the west and west-northwest most of the year. Winds sometimes blow from the southwest to southeast, in part due to passing frontal systems. Winds seldom blow from the northeast quadrant. The wind directions shown for the area were developed from data collected at the EBMUD Main WWTP. The EBMUD Main WWTP is located northeast of the OARB sub-district. Odor thresholds of airborne compounds from WWTPs are very low (primarily hydrogen sulfide, with a characteristic “rotten egg” odor). Because of this, there is a possibility that new employee population at the OARB sub-district could experience odor events. Because the wind is seldom from the northeast, the likelihood of odor events at the OARB is low, although such events would be possible under stable, calm air conditions. Because the expected frequency of odor events at the OARB sub-district is low, the impact is considered less than significant.

The OARB Redevelopment EIR also discussed the potential odor impacts in the Land Use chapter as follows (on pp.4.2-10, 4.2-11):

Due to its industrial nature and potential for odors, the EBMUD Main WWTP, located east of the Gateway development area, represents a potential incompatibility with people-attracting land uses. That portion of the Gateway development area slated for the greatest people-attracting uses (Office, R&D, the Gateway Park) is separated from the WWTP by elevated West Grand Avenue. The portion of the Gateway development area above Grand Avenue nearest the EBMUD WWTP would include industrial-type land uses such as Ancillary Maritime Support at the Baldwin Yard, and Warehouse/Distribution or Light Industrial at the Subaru site. These land uses are more industrial in nature and less people-attracting than those proposed for the Gateway development area below West Grand Avenue. In addition, due to their industrial nature, the sensitivity of these uses to potential occasional odor events is low.

Auto Mall Project - Initial Study Conclusions

As noted in the Initial Study (see Appendix B), according to City thresholds for air quality, the Auto Mall Project and/or Option B would have a significant effect if it would frequently create substantial objectionable odors affecting a substantial number of people. The Project would not generate such odors, but may raise a significant land use compatibility issue if it were to be significantly affected by the adjacent WWTP such that the adjacent use would frequently create substantial objectionable odors affecting a substantial number of new people associated with the project.

The dominant weather factor in the vicinity of the Project site is the flow of marine air traveling through the Golden Gate, across San Francisco and through the San Bruno Gap. It would take a disruption of great magnitude to change this regional wind current. The BAAQMD CEQA Guidelines as referenced in the OARB Redevelopment EIR remain the most recent information on this topic, with no updated wind direction data now or expected in the foreseeable future. There is no reason to doubt the continued validity of the OARB Redevelopment EIR conclusion that the impact of odors resulting from proximity to the EBMUD WWTP would be less than significant, with no mitigation warranted.

Under the proposed Auto Mall Project or Option B, the more industrial land uses anticipated under the Redevelopment/Reuse Plan would be replaced by new auto dealerships immediately south of the EBMUD WWTP and potentially “big box” retail south of the elevated West Grand Avenue. These auto dealerships and retail uses would attract more people than would warehouse or light industrial land uses, and attract shoppers in particular to the area. While odor incidents may occasionally occur at the Project site and such incidences may be more noticeable and aesthetically unpleasant with the proposed Project land uses, such incidents are not expected to occur with such frequency or severity that odors would result in a fundamental land use incompatibility.

The Initial Study concluded that the potential land use incompatibilities caused by adjacency to the odor-causing WWTP had been adequately analyzed in the previous OARB Redevelopment EIR. No new evidence has since been provided. Therefore, odor impacts related to adjacency to the WWTP are considered less than significant, with no further mitigation necessary.

Cumulatively Inadequate Truck Parking

OARB Redevelopment EIR Conclusions

The effect of redevelopment in combination with already approved Port maritime development and the probable development of ancillary maritime support facilities to serve the expanded Port could have an increased cumulative effect on the potential for truck operators to park outside the OARB Redevelopment project area. The possible deficit in truck parking would be potentially significant. This issue was addressed in the OARB Redevelopment EIR in the Cumulative Impacts chapter as follows (from pp.5-14 through 5-17):

Approximately 105 acres have been reserved exclusively for ancillary maritime support (AMS) uses as part of the redevelopment program. Such support is essential to efficient port operation, however, most ports do not provide for truck parking within their port area, as the redevelopment program proposes. Consequently, the Port's allocation of 90 acres and the City's allocation of an additional 15 acres has been considered by BCDC staff as a “laudatory achievement,” and that this amount of land, adjacent to the marine terminals and UP Intermodal railyard, is a reasonable amount of land to accommodate AMS. Nevertheless, BCDC staff, the City, Port, and trucking industry agree the City and Port should continue to work with the trucking industry and the West Oakland community to find appropriate amounts and locations of land near but outside the Port to serve trucking needs and minimize the impact of Port-related trucking on the West Oakland community.

The 105 permanent acres currently planned for such uses will accommodate much — but not all — demand under efficient operating conditions. Additional interim space available during

terminal development will help accommodate most Port services to approximately 2010. Starting in about 2010, there will be a shortfall or “gap.” Not all Port services will fit on redevelopment project area land, and some will have to be housed at suitable sites elsewhere.

Mitigation 5.3-7: The City and Port shall cooperatively develop a program that combines multiple strategic objectives and implementation tools designed to reduce cumulative truck parking and other AMS impacts. This program should consider strategies that may include, but should not be limited to the following:

- Pursue truck traffic mitigation steps, information strategies, and rail intermodal strategies.
- Identify potential land swaps and utilize additional small parcels of land in the vicinity of the port, especially for truck parking and support services.
- Prioritize the use of harbor-area land for core services, maximize the efficient use of harbor-area land and facilities, and reduce the impacts in adjacent neighborhoods.
- Promote intensive land use (doing more with less) and extended terminal gate hours.
- Actively encourage relocation of selected services to other Oakland, East Bay, or Northern California (Hinterland Loop) locations.
- Develop multi-user facilities in Oakland or in corridor locations (e.g., Richmond and San Leandro) for both core and non-core services.

Residual Significance: Implementation of such a program may take many years, and the success of the program cannot be ascertained at this time. Therefore, this cumulative impact remains significant and unavoidable.

Auto Mall Project - Initial Study Conclusions

As noted in the Initial Study (see Appendix B), according to City thresholds used for the OARB Redevelopment EIR, the Auto Mall Project and/or Option B would have a significant environmental effect if it would result in inadequate parking capacity or increase the number and incidence of large vehicles parking within surrounding communities or on streets not designated for such uses.

The Auto Mall Project and/or Option B would not increase the number or incidence of large vehicles parking within surrounding communities or on streets not designated for such uses in comparison to the Redevelopment /Reuse Plan. It would, however, necessitate relocation of 15 acres of land programmed under the Reuse Plan for Ancillary Maritime Support use. This use is

required to be located within the City's Gateway Development Area according to the Bay Conservation and Development Commission's Bay and Seaport Plan. Under the proposed Project, there is no reduction in the amount of ancillary maritime support uses, simply relocation of this use from one site to another. The OARB Reuse Plan addresses the location of the Ancillary Maritime Support Services (on p.14) as follows:

BCDC has required that the OBRA and Port commit a total of 30 acres to the ancillary maritime support uses which includes trucking activities. The OBRA has agreed to designate OARB's Baldwin Yard area to remain Port Priority Use for this activity, and the Port is securing 15 acres of non-OARB property. However, the decision to devote the Baldwin Yard to these activities was rendered in response to BCDC's mandate that a specific site for maritime activities be identified at the time of its January 4 [2001] decision on the Port Priority Use amendment application. The decision was made independent of the OARB land reuse planning process. Subsequent evaluation may reveal other more suitable locations for these activities. BCDC has agreed that should OBRA's master planning process identify an alternative location, it will facilitate and expedited process for further amending its Plans to reflect the new location.

BCDC will evaluate and must approve this change in location for the Project to proceed. This relocation, as anticipated in the Reuse Plan, moves the ancillary maritime support uses to a location adjacent to the Port-controlled area where the Port will be able to plan how the surrounding uses will relate and possibly combine with this 15 acre site. This new location was incorporated in the traffic analysis included in this EIR (Chapter 4) and the related traffic-based emissions analysis for the air quality chapter of this EIR (Chapter 5). The relocation of this use from 15 acres within the Project site to 15 acres along the southern border of the Central Gateway area is not a significant impact, nor a significant change from that analyzed in the OARB Redevelopment EIR.

Recent Developments

An 11-acre portion of the Project site, the Subaru lot, had been used for truck parking in the past. The truck parking lease with the Port was terminated on February 28, 2006. The 11-acre Subaru Lot lease was replaced with an 11-acre interim lease operated by the Port on West Maritime property.

The City has begun negotiations with Oakland Maritime Support Services to lease the 11 acre site plus an additional 4 acres to create a 15-acre truck parking site that will commence operation in August 2006.

The 15-acre lease site is expected to remain until such time as the BCDC 15-acre site is designated and developed sometime in the future. Currently, the 15-acre BCDC designated ancillary maritime support site is located on the Project site. With reconsideration of this site for auto mall uses, the AMS land use designation will need to be relocated. The City of Oakland envisions transferring this AMS land use requirement to a 15-acre portion of the Central Gateway, at the southern boundary adjacent to the Port's Development Area or elsewhere in the Gateway Development Area.

CUMULATIVE IMPACTS

CUMULATIVE SCENARIO

CEQA Guidelines Section 15130(b) enables the Lead Agency to define cumulative conditions as either (a) a list of past, present and probable future projects producing related or cumulative impacts; or (b) a summary of projections contained in an adopted general plan or related planning document. For this Supplemental EIR for the OARB Auto Mall, the cumulative condition is described as a combination of these methodologies.

Updated Summary of Projections

The Alameda County Congestion Management Agency (ACCMA) produces a countywide travel demand traffic model. As input into this model, the City of Oakland has developed a comprehensive set of land use assumptions based on its projections of General Plan buildout assumptions and Association of Bay Area Governments (ABAG) projections. The most recent versions of this land use projection for the OARB vicinity are the land use data base developed for the West Oakland Redevelopment Plan EIR (City of Oakland, 2003) and the land use database developed for the Wood Street project (City of Oakland, 2005). Under these recent land use database updates, all portions of West Oakland not located in a previously established redevelopment area or the OARB Redevelopment Area has since been included into a new West Oakland Redevelopment Area, and additional information regarding other cumulative development activity in West Oakland has been incorporated into this projection.

Updated List of Projects

There have been a number of specific projects and other circumstances related to cumulative conditions in the area that have changed since certification of the OARB Redevelopment EIR in 2002. These changes include:

- The U.S. Army has completed transfer of the former OARB to the Oakland Base Reuse Authority (OBRA)
- The U.S. Army Reserves have completed transfer of their former land ownerships within the former OARB to OBRA
- The City of Oakland and State Lands Commission are in the process of addressing issues related to the designation of lands subject to Tidelands Trust
- OBRA and the Port of Oakland have conducted other minor land transfers in the vicinity of the Project for purposes of facilitating more accessible access and rail yard configurations. The City of Oakland has approved a General Plan amendment to change the land use designation of these Port-owned properties to the General Industrial/Transportation land use designation, better reflecting the use of these properties as envisioned under the Redevelopment/Reuse Plan
- Hazardous materials clean-up operations have been completed or initiated in several portions of the OARB, including the removal of Building #1 and the hazardous substances

at that site pursuant to the approved OARB Remedial Action Plan/Risk Management Plan (RAP/RMP)

- A major portion of the OARB Redevelopment District's 16th and Wood Street subarea has since been approved for development of the Wood Street project.
- City staff has held discussions with potential developers that have interest in developing projects in portions of the OARB Gateway other than at the project site. Although no final plans for these areas have been developed and no applications filed, City staff does consider the potential for these projects as reasonable and feasible such that they should be included in a new cumulative projection of land uses for the area.

Remainder of the OARB

Although still in the conceptual stages, the City has been in discussion with two major developers/development projects for the remainder of the Gateway area not included in the Project site. No specific details for these projects had yet been proposed prior to publication of the NOP/Initial Study for this SEIR, nor have any proposals or applications been identified or filed with the City during preparation of this EIR. However, these potential development scenarios are substantially different than the assumptions underlying the land use program for the current OARB Redevelopment Plan/Reuse Plan. In the interest of being conservative in the cumulative analysis for this Auto Mall project (i.e., to ensure that the potential worst-case condition has been adequately described), the City has elected to include an updated land use assumption for the remainder of the former OARB Gateway area not included within the project or Option B sites.

Two potential scenarios were created for the buildout of the remainder of the Gateway Development Area not included in the Project site:

1. Scenario #1 is a High Intensity/Retail-Oriented Scenario that could include as much as 1.2 million square feet of retail (shopping center); 200,000 square feet of Office/R&D, and 500,000 square feet of Light Industrial use. This amount of development is generally consistent with the assumptions of the Redevelopment Plan/Reuse Plan but the mix of uses assumed under this scenario are much more heavily balanced toward retail than the Reuse Plan assumes.
2. Scenario #2 is an Entertainment/Studio Complex Scenario that could include two TV studios, a movie studio, a 200-student educational film school and as much as 400,000 square feet of retail/restaurant/shopping center uses.

Although it is not clear which scenario may ultimately be constructed or if a combination of the two scenarios may even evolve, the cumulative condition assumed for this SEIR was chosen based on the "worst case" traffic impacts (i.e., the scenario that generated the most vehicle trips). Scenario #1, the High Intensity/Retail-Oriented scenario generates more average daily trips than would Scenario #2 so it was used for this cumulative analysis. However, Scenario #2 or any combination of the two scenarios would also be fully covered by this "worst-case" analysis.

Under either of these scenarios it is assumed that the 17-acre Gateway Park along the water's edge would occur (pursuant to Tidelands Trust agreements), and that 15 acres of ancillary

maritime support uses would be relocated from the Project site to another City Gateway location.

CUMULATIVE IMPACT ANALYSIS

The OARB Redevelopment EIR found several cumulatively considerable impacts associated with redevelopment activities at the former Oakland Army Base. Most cumulative effects were fully and adequately addressed in the OARB Redevelopment EIR and need no further environmental review.

However, the potential cumulative traffic and air quality effects associated with the Project and/or Option B are more fully addressed in Chapters 3 (Traffic) and Chapter 4 (Air Quality) of this SEIR.

PROJECT ALTERNATIVES

At the public scoping meeting in February 2006, the Oakland Planning Commission requested that this SEIR provide more information about project alternatives than that contained in the Initial Study.

The previously certified OARB Redevelopment EIR identified a reasonable range of project alternatives that were defined for the entirety of the OARB Redevelopment Area, including the Project site and the additional Option B Site. Not all alternatives previously evaluated in the OARB Redevelopment EIR are applicable or relevant for a comparison to the currently proposed project. However, much of this previous alternatives analysis remains applicable and is described and summarized below.

The OARB Redevelopment EIR explained the screening process to evaluate alternatives and found three (3) infeasible alternatives and five (5) alternatives warranting further study.

ALTERNATIVES PREVIOUSLY RECOGNIZED AS INFEASIBLE

The OARB Redevelopment EIR identified three alternatives to the proposed Redevelopment Plan that were rejected as infeasible and not warranting further study. Two of these alternatives, the No New Intermodal Facility and the No New Berth 21 Alternatives are not applicable to consideration of the project at hand. However, the conclusions of the OARB Redevelopment EIR regarding the Full Adaptive Reuse Alternative are relevant. The Adaptive Reuse Alternative would have preserved all historic structures within the Redevelopment Area including buildings and wharves, for reuse and would have maintained the integrity of the National Register-eligible OARB Historic District. However, the OARB Redevelopment EIR concluded that this alternative would prevent key redevelopment components from being developed, would fail to meet basic project objectives, and would fundamentally conflict with the BCDC Bay and Seaport Plans. For these reasons this alternative was rejected as infeasible.

ALTERNATIVES FURTHER EVALUATED IN THE OARB REDEVELOPMENT EIR

The OARB Redevelopment EIR identified five alternatives that represented a reasonable range of feasible alternatives to the OARB Redevelopment Plan/Reuse Plan. The five potentially feasible alternatives considered were:

- No Project Alternative
- Reduced Intensity Alternative
- Full Maritime Alternative
- Gateway Adaptive Reuse/Eco-Park Alternative
- High Intensity Alternative

The following table shows a comparison of each of these alternatives, with estimates for land uses in the Project area (as opposed to the entire Redevelopment Area reported in the OARB Redevelopment EIR).

TABLE 5-1
PROJECT AREA BUILD-OUT, 2002 THROUGH 2020
BY OARB REDEVELOPMENT EIR ALTERNATIVES

Potential Land Uses	Proposed Project	Reuse Plan Buildout	No Project Alt.	High Intensity Alt.	Reduced Intensity Alt.	Full Maritime Alt.	Gateway Reuse/Eco-Park
Project Site:							
Lt. Industry/"Flex"				980,000			
Retail							
Auto Dealerships	390,000						
Warehouse/Dist.		300,000			200,000		300,000
AMS (acres)		15		15	15	30	15
Project Total square feet	390,000	300,000	0	980,000	200,000	0	300,000
acres of AMS	0	15	0	15	15	30	15
Option B Expanded Site:							
Lt. Industry/"Flex"		390,000		2,600,000	260,000		
Auto Dealerships	50,000						
Retail	150,000						
Warehouse/Dist			444,000				444,000
AMS (acres)						30	
Sub-total square feet	200,000	390,000	444,000	2,600,000	260,000	0	444,000
acres of AMS	0	15	0	0	0	30	0
Option B Total^b square feet	590,000	690,000	440,000	3,490,000	460,000	0	740,000
acres of AMS	0	15	0		15	60	15

Notes:

^a sq. ft. = square feet; ac. = acres

^b Project site plus expanded Option B area

The No Project Alternative (No Redevelopment)

The No Project alternative of the OARB Redevelopment EIR assumed no conveyance of the OARB from the Army to OBRA, and no subsequent land transfers to the City and the Port. The Gateway and Port Development Areas would not undergo substantial physical change.

For the current Project site and the Option B site, the No Project Alternative assumed maintenance of the status quo, including continued vacant use of the Project site and on-going use of approximately 444,000 square feet of warehouse and distribution uses within the additional Option B site (see **Table 5-1**).

The significantly reduced redevelopment and correspondingly reduced employment and economic activity under this alternative were found to result in lower traffic, lower air emissions and greater preservation of historic resources. However, the No Project Alternative would have failed to achieve most benefits of reuse and would not have met most objectives of the Reuse Plan. The No Project Alternative was rejected by the City of Oakland when it approved the Redevelopment and Reuse Plan for the following reasons:

- It would not meet the basic project objective of conveyance of the OARB from the Army to the Oakland Redevelopment Agency (ORA) and the Port. It would not increase and sustain job creation nor would it contribute to expanded low/moderate-income housing. There would be no agreement to accommodate the Homeless Assistance program and no contributions to tax increment funding for affordable housing as required in a redevelopment district.
- It would not allow the Port of Oakland to develop sufficient acreage to handle its share of Bay Area 2020 cargo throughput projections. In the absence of adequate Port of Oakland throughput, the Port would not remain competitive with other West Coast ports and more goods would likely arrive via truck from the Los Angeles/Long Beach cargo gateway, with attendant increases in traffic, noise, and air pollution.
- It would fail to meet numerous General Plan policies of the Land Use and Transportation Element, the Open Space, Conservation and Recreation Element and the Oakland Estuary Plan. It would also fail to meet policies of the Regional Water Quality Control Board's Basin Plan.

Reduced Intensity Alternative

The Reduced Intensity Alternative of the OARB Redevelopment EIR was developed to consider the effects of a lower-intensity development. Under this alternative, land use types in the OARB would remain the same as anticipated under the Reuse Plan, but the intensities of future development activities would be reduced by thirty percent (30%). There would be no change in the uses or intensities of use in the Port Development Area.

For the Project site, this alternative assumed development of approximately 200,000 square feet of new warehouse/distribution use and dedication of 15 acres for ancillary maritime support (AMS) use. For the additional Option B site, this alternative assumed development of approximately 260,000 square feet of "flex" office/light industrial use (see **Table 5-1**).

Based on the reduced FAR which would similarly reduce employment and economic activity, this alternative would have resulted in a reduction of cumulative traffic impacts to a less-than-significant level. Otherwise, it would have resulted in similar significant and unavoidable impacts as the Reuse Plan. This alternative would not have achieved all objectives of reuse to the same extent as proposed in the Reuse Plan. The Reduced Intensity Alternative was rejected by the City of Oakland when it approved the Redevelopment and Reuse Plan for the following reasons:

- It would likely not meet the basic project objective of strengthening the economic base and allowing for sustainable job creation. Due to high land development costs, the reduced amount of development potential may not demonstrate a sufficient return to meet the U.S. Army's economic development conveyance qualifications.
- It would result in approximately one-third fewer jobs than the proposed Reuse Plan due to the reduced development potential in the Gateway Development Area.
- It would result in construction of less low/moderate-income housing, since the tax-increment funding required in the redevelopment district would be reduced with the reduced FAR.
- It would result in reduced revenues from property tax, sales tax and utility user tax that would have a lower "multiplier effect". It would create fewer employment opportunities in construction jobs, and would generate less revenue for site remediation and necessary infrastructure improvements than the Reuse/Redevelopment Plan.

Full Maritime Alternative

Under this OARB Redevelopment EIR alternative, all existing facilities within the Gateway Development Area would have been demolished or de-constructed, and the area would be developed as a Maritime Support Center for ancillary maritime uses (AMS). There would have been no change in use or intensities of use in the Port Development Area.

This alternative assumed the total 30-acre Project site and the additional 30-acre Option B site would be redeveloped with ancillary maritime uses (see Table 5-1).

Full use of the OARB for AMS was expected to reduce the cumulative impact related to the deficit in truck parking facilities to a less-than-significant level. This alternative may have resulted in greater environmental impacts related to air quality and traffic. It would also have failed to meet basic project objectives, and would not have achieved all objectives of reuse to the same extent as the proposed redevelopment in the Reuse/Redevelopment Plan. The Full Maritime Alternative was rejected by the City of Oakland when it approved the Redevelopment and Reuse Plan for the following reasons:

- It would not meet the basic project objective of creating a vibrant and balanced land use pattern or improving the existing visual environment, since all uses would be maritime uses.
- It would result in approximately one-third fewer jobs than the proposed Reuse Plan due to the lower level of economic activity.
- Beyond the 2020 buildout date, the Full Maritime Alternative provides the opportunity, if demand warrants, to increase maritime activities and result in more ship, rail and truck trips.

Increasing these activities could result in commensurate worsening of impacts related to air quality and traffic.

Gateway Adaptive Reuse/Eco-Park Alternative

Under this OARB Redevelopment EIR alternative the Gateway Development Area would have provided for retaining and adaptively reusing eight buildings contributing to the National Register-eligible OARB Historic District, portions of two other contributing buildings, portions of five contributing warehouses, and about two-thirds of the linear frontage of historic wharves. The remainder of land within the Gateway Development Area would have been developed with industrial, light industrial, R&D and supporting uses, consistent with Eco-park development concepts. There would have been no change in use or intensities of use in the Port Development Area.

For the current Project site, this alternative assumed development of approximately 300,000 square feet of new warehouse/distribution use (as per the Reuse Plan) and dedication of 15-acres for AMS use. For the additional Option B site this alternative assumed adaptive reuse of the approximately 444,000 square feet of existing warehouse structures that contribute to the OARB Historic District (see Table 5-1).

Based on the lower density of development in the Gateway Development Area, this alternative was found to result in a reduction of cumulative traffic impacts at the Maritime/West Grand intersection to a less-than-significant level. While it would have reduced impacts to historical resources within the Gateway Development Area, development of Port-related uses would still have required demolition of over half of the contributing structures. Thus, this alternative would not have preserved the Historic District and would not have avoided or substantially reduced the significant direct and cumulative effects to cultural resources. The Gateway Adaptive Reuse/Eco-Park Alternative was rejected by the City of Oakland when it approved the Redevelopment and Reuse Plan for the following reasons:

- It would not meet the Reuse Plan objective of providing “the flexibility to balance economic and community interests for the Gateway Development Area over time,” since the Eco-park development concepts (described as a variety of linked manufacturing and service businesses that integrate all aspects of environmental management into one site) would serve to limit the overall flexibility of the “Flexible Alternative”.
- It would likely not meet the basic project objective of strengthening the economic base and allowing for sustainable job creation. Economic factors indicate that preservation and reuse of historic district contributor buildings within the Gateway Development Area may be infeasible.
- It would result in approximately one-quarter fewer jobs than the proposed Reuse Plan due to the lower level of economic activity.
- It would result in reduced revenues from property tax, sales tax and utility user tax that would have a lower “multiplier effect”. It would create fewer employment opportunities in construction jobs and would generate and less revenue for site remediation and necessary infrastructure improvements than the proposed project.

- It would result in construction of less low/moderate-income housing, since the tax-increment funding required in the redevelopment district would be reduced.
- It would increase environmental impacts relating to geology, seismicity and soils since while some seismic upgrades may occur for reuse of existing buildings, correction of underlying strata would not occur.

High Intensity Alternative

Although not specifically required under CEQA, a High Intensity Alternative was also evaluated as part of the OARB Redevelopment EIR. The High Intensity alternative described an upper range of potential development intensities within the Gateway Development Area and provided an understanding of potential “worst-case” environmental impacts that may be associated with such redevelopment. Under this alternative, the types of land uses for the OARB would have remained the same as the Reuse Plan but the intensity of development in the Gateway Development Area would have increased from an average gross FAR of 0.35 to an average FAR of 1.5.

Although not specifically defined in the OARB Redevelopment EIR, it is assumed that the 30-acre Project site and the 30-acres Option B site would have been developed with their proportionate share of the total development assumed for the Gateway Development Area, or approximately 4.1 million square feet of “flex” office/light industrial/retail space (see Table 5-1).

Although the High Intensity Alternative could have achieved all benefits of the Reuse/Redevelopment program, the resulting traffic levels and other associated impacts could have preclude achievement of many of these benefits. Although it could have generated over twice the number of jobs and increased housing from tax increment financing, it would also generate about 330 percent more daily vehicle trips as compared to the Reuse Plan. Due to the very high amounts of traffic this alternative would generate, the LOS of numerous area intersections would likely have been substantially degraded, and the local roadway system overwhelmed. The High Intensity Alternative was rejected by the City of Oakland when it approved the Redevelopment and Reuse Plan because:

- This alternative generated such greater impacts on traffic, air quality, public services, aesthetics and other environmental concerns as compared to the Reuse/Redevelopment Plan.

ALTERNATIVES ANALYSIS

The OARB Redevelopment EIR identified the Gateway Adaptive Reuse/Eco-Park alternative (aside from the No Project Alternative) as the environmentally superior alternative.

COMPARISON OF THE PROJECT TO AN ANCILLARY MARITIME SUPPORT (AMS) ALTERNATIVE (NEW)

As described in the previous section of this SEIR, the OARB Redevelopment EIR considered a “Full Maritime” alternative in which nearly the entire Gateway Development Area would be redeveloped to include a total of 163 acres of ancillary maritime support (AMS) uses such as truck services and parking, container stations and storage. This alternative was rejected by OBRA, the City of Oakland and the Port of Oakland for a number of reasons including; a) this alternative would not meet the basic objective of creating a vibrant and balanced land use pattern; b) it would not improve the existing visual environment since all uses would be maritime uses, and c) it would result in approximately one-third fewer jobs than anticipated under the Reuse Plan. Instead, OBRA, the City and the Port adopted the Redevelopment Plan and the Reuse Plan as a more appropriate balance between the redevelopment interests of the City to create jobs and increase tax revenue, and the interests of the Port to expand and improve their operations.

However, during the EIR scoping for this Supplemental EIR, several comments were voiced that the issue of reserving or using more of the Gateway Development Area for Port-related trucking uses should be revisited. The opinion was expressed that the Project site and/or the Option B site could provide increased opportunities for AMS industries and businesses. These types of businesses and industries could include inter-modal trucking companies, container freight stations, trans-load facilities, refrigerated container depots, container cleaning, repair and storage, and truck repair and fueling. Information from the 2002 OARB Redevelopment EIR is still relevant and useful to this alternative, as summarized and discussed below.

Demand for Ancillary Maritime Support Use

The Port commissioned a study (Tioga Group 2001) to explore ways to accommodate truck services that must be located near the Port, while assuring that the adjacent communities are relieved of unnecessary truck traffic. This study concluded that demand for ancillary maritime support uses within or near the Port of Oakland’s operations is expected to grow proportionately with cargo volume and reach a demand for approximately 178 acres by year 2020.¹ Such support is essential to efficient Port operation.

A survey of the Port vicinity conducted in the year 2000 (BCDC 2000) identified more than 48 Port-related trucking businesses occupying a total of 128 acres in West Oakland, the OARB and within the Port’s maritime area. However, some of these existing businesses within the OARB are expected to be displaced by new uses as a result of the Reuse Plan, and the City of Oakland has imposed controls on the issuance of new permits for such businesses in West Oakland in an attempt to alleviate noise, air quality, and traffic impacts on the neighborhood. Even if all of the

¹ This estimate is based on forecasts of cargo segment growth, typical facility design, industry standards and working assumptions to estimate usable acres for efficient, single-purpose core service facilities. This process is necessarily imprecise, and the resulting estimates are most suitable for planning purposes rather than detailed land allocation or facility design decisions. These figures should therefore be interpreted as approximate minimums that could be achieved under reasonably efficient conditions (the Tioga Group 2001).

year 2000 sites remained viable and operational through to 2020, there would be an identified shortfall in truck parking and AMS uses.

In an attempt to provide a reasonable accommodation of these uses, the Reuse/Redevelopment Plan provides for a total of 105 acres of land within the former OARB and Port area to support AMS uses. Sites include the Port's proposed 75-acre Maritime Support Center at the location of the current JIT, 15 acres at the Baldwin Yard (Project site), and an additional 15 acres to be provided by the Port. The 105 permanent acres currently planned for such uses will accommodate much, but not all demand under efficient operating conditions. Although interim space available during terminal development will help accommodate most Port services to approximately 2010, starting in about 2010 it is projected that there will be a shortfall in available land. If additional lands within the former OARB were to be dedicated for AMS uses to off-set this shortfall, then land needed for these uses would either be taken out of the Gateway Development Area or the Port Development Area.

Potential AMS Use of the Project Site and Option B Area

This AMS Alternative is based in part on the Full Maritime Alternative analyzed in the OARB Redevelopment EIR. It assumes that the Project site and the additional Option B site (a total of approximately 60 acres) would not be developed as currently proposed nor as anticipated under the Reuse/ Redevelopment Plan, but instead would be developed with AMS uses. All existing facilities within the Project site and within the Option B site would be demolished or de-constructed, and the area would be developed as an approximately 60-acre maritime support center. This center could include inter-modal trucking companies, container freight stations, trans-load facilities, refrigerated container depots, container cleaning, repair and storage, and truck repair and fueling.

Comparison of Environmental Effects

The Full Maritime Alternative analyzed in the alternatives chapter of the OARB Redevelopment EIR contains conclusions about that potential development alternative that can be drawn from to compare the effects of this AMS Alternative.

Traffic: In absolute terms, the AMS Alternative would result in an increase in vehicle trips over existing conditions. Compared to the proposed Project and Option B, this alternative would result in more than a fifty percent (50%) reduction in traffic, thereby reducing traffic impacts on surrounding intersections and main roads and freeways. A comparison of trip generation rates for the Project as compared to this alternative is shown in **Table 5-2**. This alternative would result in substantially degraded LOS at the Maritime Street/West Grand Avenue intersection under the cumulative condition, as would the proposed Project.

Table 5-2
Comparison of Average Daily Trip Generation, Project v. AMS Alternative

Proposed Project				Ancillary Maritime Support Alternative		
	units	trips/unit	Daily Trips	units	trips/unit	Daily Trips
Project						
Auto dealerships	390 ksf	33.34/ksf ¹	13,003			
Ancillary Maritime Support				30 ac	82/ac ²	4,920
Total Daily Trips, Project			13,003			4,920
Option B						
Auto dealerships	440 ksf	33.34/ksf ¹	14,670			
Big Box retail	150 ksf	49.21/ksf ¹	7,382			
Ancillary Maritime Support				60 ac	82/ac ²	9,840
Total Daily Trips, Option B			22,052			9,840

Notes: 1: see Chapter 3; Traffic, Trip Generation Table

2: Derived from OARB Redevelopment EIR, Table 4.3-6. Each truck trip is considered as the equivalent of two passenger car trips. Therefore the total number of daily truck trips generated by this alternative would be 4,920 – the equivalent of 9,840 automobile trips.

Truck Parking: This alternative provides substantially greater acreage in the immediate vicinity of the Port available to meet truck parking and other ancillary maritime support use demands. This alternative would substantially reduce the impact as identified in the OARB Redevelopment EIR regarding a cumulative deficit in truck parking facilities. However, adding 45 acres to the current assumption of 15 acres at the Baldwin yard would only achieve a total of 150 acres within the gateway and Port area, compared to the projected 2020 demand for such uses within or near the Port of Oakland's operations of approximately 178 acres (Port commissioned study by the Tioga Group, 2001).

Air Quality: Compared to the proposed Project and Option B, this alternative would result in a decrease in activity of mobile pollutant sources and could be expected to generate pollutant emissions less than those of the proposed Project. Nevertheless, this alternative would generate amounts of criteria pollutants in excess of significance thresholds. The alternative would not avoid or substantially reduce the impact of the proposed Project regarding long-term direct and cumulative term increases in criteria pollutants and diesel emissions.

Cultural Resources: Under this alternative, all structures within the project area that contribute to the National-register eligible OARB Historic District would be demolished or de-constructed. This alternative would not avoid or substantially reduce the significant direct and cumulative impacts as previously identified in the OARB Redevelopment EIR.

Conclusions

The new Ancillary Maritime Support Alternative (redevelopment of the Project site and the expanded Option B area with AMS uses only) would generate less traffic and consequently less mobile source emissions than the proposed Project or Option B but would not wholly avoid or reduce these impacts to levels of less than significant. The AMS Alternative would result in a less balanced land use with a moderate decrease in economic activity including less jobs and less tax revenue than under the proposed Project or Option B. It would, however, provide substantially more land area to offset the anticipated cumulative deficit in available truck parking at or near the Port. However, one of the reasons that the Full Maritime Alternative was rejected by the City of Oakland when it approved the Redevelopment/Reuse Plan was because, beyond the 2020 buildout date, the Full Maritime Alternative would have provided the opportunity, if demand warrants, to increase maritime activities resulting in more ship, rail and truck trips. Increasing these activities could result in commensurate worsening of impacts related to air quality and traffic.

COMPARISON OF THE PROJECT WITH THE ADOPTED REUSE PLAN

The adopted Reuse Plan represents the reasonably expected outcome for land use of the area in the absence of the proposed Project or the expanded Option B. In this case, the Project site and Option B site would still be expected to undergo substantial physical change consistent with the Redevelopment Plan and Reuse Plan assumptions regarding new warehouse/distribution and ancillary maritime support uses at the Project site, and additional light industrial/“flex” office uses at the Option B site.

The adopted Reuse Plan assumes build-out of the Project area consistent with expected land use designations and zoning as anticipated under the Redevelopment Plan and the Reuse Plan. Assuming build-out of the OARB consistent with the current Reuse Plan, the following could be expected to occur, as also shown in Table 5-3:

- Use of 15 acres within the Project area for ancillary maritime support uses
- Development of 300,000 square feet of warehouse/Distribution uses in the remaining 15 acres of the Project area
- For Option B, the above plus 390,000 square feet of Light Industrial/“Flex” office use in the expanded Option B area

Table 5-3
Build-out of the Adopted Reuse Plan at the Project Site

<u>Use</u>	<u>Total Floor Area (sq.ft.)</u>	<u>Area Size (acres)</u>
Project Area		
Warehouse distribution	300,000	15
Ancillary Maritime Support		15
Total	300,000	30
Option B (Project Area and Expanded Area)		
Warehouse distribution	300,000	15
Ancillary Maritime Support		15
Light Industrial/Flex Office	390,000	30
Total	690,000	60

Comparison of Environmental Effects

The adopted Reuse Plan was analyzed in the 2002 OARB Redevelopment EIR. That previous EIR contains conclusions about potential environmental impacts that can be drawn from to compare the effects of changing the uses in the Project and Option B areas.

Traffic: Redevelopment of the entire OARB Redevelopment area was found to generate approximately 44,600 daily automobile trips, of which approximately 7,420 would be attributed to the Project and Option B areas, as shown in **Table 5-4** below. These trips would contribute traffic to roadway segments on the Metropolitan Transportation System that would contribute to LOS F conditions on I-80 east of the I-80/I-580 split, I-880 connector to I-80 east, I-880 from 7th Street to the segment south of I-238, I-580 east and west of I-980/SR-24, and SR-24 east of I-580. Additionally the adopted Reuse Plan would contribute traffic to the cumulative conditions that would cause the level of service (LOS) at the West Grand Avenue/Maritime Street intersection to degrade to worse than LOS D during the a.m. and p.m. peak hours.

Compared to the proposed Project and Option B, the adopted Reuse Plan would result in approximately thirty percent (30%) of the average daily trips, thereby reducing traffic impacts on surrounding intersections and main roads and freeways as compared to the Project and Option B. A comparison of trip generation rates for the Project as compared to this alternative is shown in Table 5-4.

Table 5-4
Comparison of Average Daily Trip Generation, Project v. Adopted Reuse Plan

Proposed Project				Adopted Reuse Plan		
	units	trips/unit	Daily Trips	units	trips/unit	Daily Trips
Project						
Auto dealerships	390 ksf	33.34/ksf ¹	13,003			
Warehouse/Distribution				300 ksf	5/ksf ²	1,450
Ancillary Maritime Support				15 ac	82/ac ²	2,460
Total Daily Trips			13,003			3,910
Option B						
Auto dealerships	440 ksf	33.34/ksf ¹	14,670			
Big Box retail	150 ksf	49.21/ksf ¹	7,382			
Warehouse/Distribution				300 ksf	5/ksf ²	1,450
Lt. Industrial/Flex Office				390 ksf	9/ksf ²	3,510
Ancillary Maritime Support				15 ac	82/ac ²	2,460
Total Daily Trips			22,052			7,420

Notes: 1: see Chapter 4; Traffic, Trip Generation Table

2: Derived from OARB Redevelopment EIR, Table 4.3-6. Each truck trip is considered as the equivalent of two passenger car trips. Therefore the total number of daily truck trips generated by this alternative would be 1,230 – the equivalent of 2,460 automobile trips.

Truck Parking: The adopted Reuse Plan provides the same acreage, 15 acres, in the immediate vicinity of the Port that would be available to meet truck parking and other ancillary maritime support use demands. However, under the Project those 15 acres would be relocated to the Central Gateway adjacent to Port operations or to other sites in the Gateway Development Area. The adopted Reuse Plan would have the same effect as the Project and the same effect as identified in the OARB Redevelopment EIR regarding a cumulative deficit in truck parking facilities.

Air Quality: Compared to the proposed Project and Option B, the adopted Reuse Plan would result in a decrease in activity of mobile pollutant sources and could be expected to generate pollutant emissions nearly thirty percent (30%) less than those of the proposed Project. Nevertheless, this alternative would generate amounts of criteria pollutants in excess of significance thresholds. The adopted Reuse Plan would not avoid or substantially reduce the impact of the proposed Project regarding long-term direct and cumulative term increases in criteria pollutants and diesel emissions.

Cultural Resources: Under the adopted Reuse Plan, all structures within the project area that contribute to the National-register eligible OARB Historic District would be demolished or de-constructed. This alternative would not avoid or substantially reduce the significant direct and cumulative impacts as previously identified in the OARB Redevelopment EIR.

Conclusions

The adopted Reuse Plan would have lower cumulative impacts related to traffic on MTS system freeways and at local intersections,

Based on a comparison of environmental factors, redevelopment of the Project site and the expanded Option B area as assumed under the adopted Reuse Plan would generate less traffic and consequently less mobile source emissions than the proposed Project or Option B but would not wholly avoid or reduce these cumulative impacts to levels of less than significant.. The adopted Reuse Plan would not be substantially different than the Project or Option B in regard to providing land to address the anticipated cumulative deficit in available truck parking at or near the Port. However, the adopted Reuse Plan would result in moderately lower economic activity including less jobs and less tax revenue than under the proposed Project.

OTHER CEQA CONSIDERATIONS

DEGRADING THE QUALITY OF THE ENVIRONMENT

There are no biology, hydrology or water quality impacts associated with the proposed Project or Option B that would substantially degrade the quality of the environment. There is no evidence to indicate that there are any fish or wildlife populations that would be significantly affected by the proposed Project. Implementation of the Project would not threaten to eliminate a plant or animal, nor reduce the number nor restrict the range of a rare or endangered plant or animal species. However, implementation of Option B would result in the elimination of several buildings that are important examples of California history (i.e., buildings associated with the OARB National Register Historic District).

GROWTH INDUCING IMPACTS

Growth inducement is an inherent effect of redevelopment. The basic premise of the OARB Area Redevelopment Plan is to foster economic growth by improving business and employment opportunities. As described in the OARB Redevelopment EIR, the surrounding area has historically suffered from blighted conditions and associated economic depression, and these conditions could worsen as a result of the closure of the OARB. Redevelopment activities such as the proposed Project have the potential to generate substantial numbers of jobs and therefore to improve the physical and economic condition of West Oakland and of the City and its citizens as a whole. The OARB Redevelopment EIR concluded that job and population growth associated with the Redevelopment Plan was well within that projected by ABAG for the build-out period. The extent of job growth projected under the Project is consistent with that assumed in the OARB Redevelopment EIR. Therefore, consistent with the conclusion of the OARB Redevelopment EIR, potential growth inducing impacts are considered less than significant.

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APPENDIX A

SUMMARY TABLE A-1 OF APPLICABLE OARB REDEVELOPMENT EIR SIGNIFICANT IMPACTS AND MITIGATION MEASURES

TABLE A-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES
AS ANALYZED IN THE 2002 REDEVELOPMENT EIR¹ AND APPLICABLE TO THE PROJECT AND OPTION B²

Potential Project Impact	Mitigation Measure	Resulting Level of Significance
AESTHETICS		
Impact 4.11-3: New security lighting and/or lighting for night time operations would alter current patterns of light or glare, and could alter nighttime views in the area.	MM 4.11-1: New lighting shall be designed to minimize off-site light spillage; “stadium” style lighting shall be prohibited.	Less than Significant
Impact 4.11-4: New construction could introduce building or landscaping elements that would now or in the future cast shadow on existing collectors or photovoltaic cells, or a building using passive solar heat collection.	MM 4.11-3: New active or passive solar systems within or adjacent to the project area shall be set back from the property line a minimum of 25 feet. MM 4.11-4: New construction within the Gateway development area adjacent to a parcel containing permitted or existing active or passive solar systems shall demonstrate through design review that the proposed structures shall not substantially impair operation of existing solar systems.	Less than Significant

¹ This table contains **summaries** of the mitigation measures from the 2002 OARB Redevelopment EIR. The detailed mitigation measures are contained in the adopted Mitigation Monitoring and Reporting Program.

² Option B includes the Project in its entirety, therefore, all the impacts and mitigation measures for the Project would also apply to Option B. Because Option B is a larger project on a larger area, there are additional impacts and mitigation measures that would apply only to Option B and not to the smaller Project.


 Shaded impacts and mitigation measures denote those that apply to Option B only, and not to the Project.

TABLE A-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES
AS ANALYZED IN THE 2002 REDEVELOPMENT EIR¹ AND APPLICABLE TO THE PROJECT AND OPTION B²

Potential Project Impact	Mitigation Measure	Resulting Level of Significance
AIR QUALITY		
Impact 4.4-1: PM as fugitive dust would be emitted during construction and remediation activities. Impact 5.4-1: Redevelopment would result in significant cumulative air quality impacts associated with emissions of nitrogen oxides (NO _x), reactive organics gases (ROG), carbon monoxide (CO), particulate matter less than 10 microns in diameter (PM ₁₀), and diesel exhaust (almost entirely particulate matter less than 2.5 microns in diameter [PM _{2.5}]), the latter defined as a toxic air contaminant by the California Air Resources Board (CARB).	MM 4.4-1: Contractors shall implement all BAAQMD “Basic” and “Optional” PM ₁₀ (fugitive dust) control measures at all sites, and all “Enhanced” control measures at sites greater than four acres.	Less than Significant
Impact 4.4-2: Construction equipment exhaust could increase levels of NO _x , ROG, CO, and PM ₁₀ (the latter primarily as diesel PM) that could exceed 15 tons per year, or result in substantial increase in diesel emissions.	MM 4.4-2: Contractors shall implement exhaust control measures at all construction sites. MM 4.4-4: The City and the Port shall jointly create, maintain, and fund on a fair share basis, a truck diesel emission reduction program. The program shall be sufficiently funded to strive to reduce and/or off-set redevelopment related contributions to local West Oakland diesel emissions to less than significant levels, consistent with applicable federal, state and local air quality standards and shall continually reexamine potential reductions toward achieving less than significant impacts as new technologies emerge. The adopted program shall define measurable reductions within specific time periods.	Significant and Unavoidable

TABLE A-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES
AS ANALYZED IN THE 2002 REDEVELOPMENT EIR¹ AND APPLICABLE TO THE PROJECT AND OPTION B²

Potential Project Impact	Mitigation Measure	Resulting Level of Significance
Impact 4.4-4: Passenger vehicles and delivery trucks associated with redevelopment would emit NOx, ROG, CO, and PM in excess of 15 tons per year or 80 pounds per day.	MM 4.4-5: Major developers shall fund on a fair share basis BAAQMD-recommended feasible Transportation Control Measures (TCMs) for reducing vehicle emissions from commercial, institutional, and industrial operations, as well as all CAP TCMs the BAAQMD has identified as appropriate for local implementation.	Significant and Unavoidable
This impact and MM have been analyzed in this Draft SEIR and are incorporated by impacts Air-1 and Air-2 and MM Air-1, summarized in Table 1-1.		
Impact 4.4-5: Space and water heating as well as routine maintenance of office buildings, warehouses, retail stores, and live-work space, could emit NOx, ROG, CO and PM10 in quantities that could exceed thresholds.	MM 4.4-6: Title 24 of the Uniform Building Code (UBC) requires that new construction include energy-conserving fixtures and designs. Additionally, the City and Port shall implement sustainable development policies and strategies related to new development design and construction.	Less than Significant
BIOLOGICAL RESOURCES		
Impact 4.12-9: Loss of up to approximately 0.5 acre of isolated, urban wetlands.	MM 4.12-13: Contractors and developers shall comply with all conditions imposed by the RWQCB for fill of wetlands.	Less than Significant
Impact 5.12-2: Loss of protected wetlands and waters of the U.S.		
This has been accomplished and is no longer applicable to the project. See the Initial Study, pp.38 and 39 (included in Appendix B).		
CULTURAL RESOURCES		
Impact 4.6-1: Redevelopment has the potential to encounter previously unknown subsurface cultural resources during ground-disturbing activities.	MM 4.6-1: Should previously unidentified cultural resources be encountered during redevelopment, work in that vicinity shall stop immediately, until an assessment of the finds can be made by an archaeologist. If the resource is found to be significant under CEQA, an appropriate mitigation plan must be developed.	Less than Significant

TABLE A-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES
AS ANALYZED IN THE 2002 REDEVELOPMENT EIR¹ AND APPLICABLE TO THE PROJECT AND OPTION B²

Potential Project Impact	Mitigation Measure	Resulting Level of Significance
<p>Impact 4.6-2: Redevelopment would remove all resources contributing to the OARB Historic District.</p> <p>Impact 4.6-3: Redevelopment would render the OARB Historic District no longer eligible to the National and/or California Registers of Historic Places or Local Register.</p> <p>Impact 4.11-2: Redevelopment would remove buildings contributing to a historic district, including visually striking warehouse structures visible from I-80, a locally designated scenic route, and a portion of the state scenic highway system.</p> <p>Impact 5.6-1: Loss of historic resources.</p>	<p>MM 4.6-2: The City, Port and OARB sub-district developers shall fund on a fair-share basis development of a commemoration site, including preparation of a Master Plan for such a site, at a public place located within the Gateway development area. The City shall ensure that the scale and scope of the commemoration site reflects the scale of the actual loss of historic resources.</p> <p>MM 4.6-3: The City shall ensure the commemoration site is linked to the Gateway Park and the Bay Trail via a public access trail.</p> <p>MM 4.6-4: The City, Port and OARB sub-district developers shall fund on a fair-share basis collection and preservation of oral histories from OARB military and civilian staff.</p> <p>MM 4.6-5: The City, Port, and OARB sub-district developers shall fund on a fair share basis collaboration with “military.com” or a similar military history web site.</p> <p>MM 4.6-6: The City, Port, and OARB sub-district developers shall fund on a fair share basis distribution of copies of the complete OARB HABS/HAER documentation prepared by the Army to: Oakland History Room, Oakland Public Library; Bancroft Library, University of California; and Port of Oakland Archives for the purpose of added public access to these records.</p> <p>MM 4.6-7: If determined of significant historical educational value by the Oakland Landmarks Preservation Advisory Board and the Oakland Heritage Alliance, the City, Port, and OARB sub-district developers shall fund on a fair share basis distribution of copies of “A Job Well Done” documentary video published by the Army.</p> <p>MM 4.6-8: The City, Port, and OARB sub-district developers shall fund on a fair share basis preservation and long-term curation of murals from OARB</p>	<p>Less than Significant</p>

TABLE A-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES
AS ANALYZED IN THE 2002 REDEVELOPMENT EIR¹ AND APPLICABLE TO THE PROJECT AND OPTION B²

Potential Project Impact	Mitigation Measure	Resulting Level of Significance
	Building No. 1, and OBRA shall either donate the murals to the Oakland Museum of California, or provide a permanent location elsewhere.	
	MM 4.6-10: The City, Port, and OARB sub-district developers shall fund on a fair share basis production of a brochure describing history and architectural history of the OARB.	
	MM 4.6-11: The City, Port, and OARB sub-district developers shall fund on a fair share basis acquisition of copies of construction documentation and photographs of historic buildings currently in the OARB files and transfer the copies to the Oakland History Room files and Port historic archives, including funding to cover costs of archiving and cataloging these materials, as well as curator costs at the Oakland History Room. While select photos and information may be exhibited at the commemoration site, the Oakland History Room is the most appropriate location for this archive.	
	MM 4.6-16: The City, Port, and OARB sub-district developers shall fund on a fair share basis preparation of an Historical Resource Documentation Program. This program shall consist of a coordinated effort of primary research and documentation, with a substantial scholarly input and publicly available products. The first product of this program shall include a coordinated effort to conduct the research, writing, photo documentation, assembly and publication efforts needed to prepare a comprehensive book on the history of the Oakland Army Base. The book shall document the important contribution the Base has had to the U.S. military, to Oakland and to the nation at large.	
Impact 4.6-2: Redevelopment would remove all resources contributing to the OARB Historic District.	MM 4.6-9: The City, Port, and OARB sub-district developers shall fund on a fair share basis a program to salvage as whole timber posts, beams, trusses and siding of warehouses to be deconstructed. These materials shall be used on site if deconstruction is the only option. Reuse of a warehouse	Significant and Unavoidable
Impact 4.6-3: Redevelopment would render the OARB Historic District no longer eligible to the National and/or		

TABLE A-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES
AS ANALYZED IN THE 2002 REDEVELOPMENT EIR¹ AND APPLICABLE TO THE PROJECT AND OPTION B²

Potential Project Impact	Mitigation Measure	Resulting Level of Significance
<p>California Registers of Historic Places or Local Register.</p> <p>Impact 4.11-2: Redevelopment would remove buildings contributing to a historic district, including visually striking warehouse structures visible from I-80, a locally designated scenic route, and a portion of the state scenic highway system.</p> <p>Impact 5.6-1: Loss of historic resources.</p>	<p>building or part of a warehouse building at its current location, or relocated to another Gateway location is preferable.</p> <p>MM 4.6-14: No demolition or deconstruction of contributing structures to the OARB Historic District shall occur until necessary. All efforts shall be made to retain as much of Building 1 as possible while still achieving remediation goals.</p> <p>Building 1 has been demolished.</p> <p>MM 4.6-15. As part of the deconstruction and salvaging requirements for demolition of any contributing structure within the OARB Historic District (see Mitigation Measure 4.6-9), specific architectural elements, building components or fixtures should be salvaged. A professional architectural historian shall determine which, if any of such elements, components or fixtures should be retained.</p>	

GEOLOGY, SEISMICITY, AND SOILS

<p>Impact 4.13-1: Redevelopment could expose increased numbers of people and structures to strong seismic ground shaking.</p> <p>Impact 4.13-2: Redevelopment could expose increased numbers of people or structures to seismic related ground failure, including liquefaction, lateral spreading, subsidence, or collapse.</p> <p>Impact 4.13-5: Redevelopment could occur on expansive soils.</p> <p>Impact 4.13-6: Redevelopment elements may be located above a well, pit, sump, mound, tank vault, unmarked sewer line, landfill, or unknown fill soils.</p>	<p>MM 4.13-1: Redevelopment elements shall be designed in accordance with criteria established by the UBC, soil investigation and construction requirements established in the Oakland General Plan, the Bay Conservation and Development Commission Safety of Fill Policy, and wharf design criteria established by the Port or City of Oakland (depending on the location of the wharf).</p> <p>MM 4.13-2: Redevelopment elements shall be designed and constructed in accordance with requirements of a site-specific geotechnical evaluation.</p>	<p>Less than Significant</p>
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TABLE A-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES
AS ANALYZED IN THE 2002 REDEVELOPMENT EIR¹ AND APPLICABLE TO THE PROJECT AND OPTION B²

Potential Project Impact	Mitigation Measure	Resulting Level of Significance
Impact 5.13-1: Exposure of persons or property to seismic risk.		
Impact 4.13-4: Under certain conditions, disturbance of soils during construction or remediation could result in erosion.	MM 4.13-3: Prior to ground-disturbing activities, the contractor shall develop and implement a Regional Water Quality Control Board (RWQCB)-acceptable Stormwater Pollution Prevention Plan (SWPPP) that includes erosion control measures.	Less than Significant
Impact 4.13-6: Redevelopment elements may be located above a well, pit, sump, mound, tank vault, unmarked sewer line, landfill, or unknown fill soils.	MM 4.13-4: The project applicant shall thoroughly review available building and environmental records. MM 4.13.5: The developer shall perform due diligence, including without limitation, retaining the services of subsurface utility locators and other technical experts prior to any ground-disturbing activities.	Less than Significant
GROUNDWATER AND SURFACE WATER		
Impact 5.14-1: Concurrent operation of multiple remediation wells or construction dewatering activities could further impair groundwater quality.	MM 4.14-1: Installation of groundwater extraction wells into the shallow water-bearing zone or Merritt Sand aquifer for any purpose other than construction de-watering and remediation, including monitoring, shall be prohibited.	Less than Significant
Impact 4.14-2: Operation of wells could cause contaminants to migrate to uncontaminated groundwater.	MM 4.14-2: Extraction of groundwater for construction de-watering or remediation, including monitoring, shall be minimized where practicable; if extraction will penetrate into the deeper aquifers, than a study shall be conducted to determine whether contaminants of concern could migrate into the aquifer; if so, extraction shall be prohibited in that location.	Less than Significant
Impact 4.15-1: Construction-related increases in erosion and sedimentation/turbidity.	MM 4.15-2: Contractors and developers shall comply with all permit conditions from the Corps, RWQCB, and BCDC.	Less than Significant
Impact 4.15-2: Under certain circumstances, disturbance of soils	MM 4.15-3: Prior to ground-disturbing activities, the contractor shall develop and	Less than

TABLE A-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES
AS ANALYZED IN THE 2002 REDEVELOPMENT EIR¹ AND APPLICABLE TO THE PROJECT AND OPTION B²

Potential Project Impact	Mitigation Measure	Resulting Level of Significance
<p>during construction and remediation could result in erosion, which in turn could increase sediment loads to receiving waters.</p> <p>Impact 4.15-1: Construction-related increases in erosion and sedimentation/turbidity.</p>	<p>implement a Stormwater Pollution Prevention Plan to be reviewed by the City or the Port, including erosion and sediment control measures.</p>	<p>Significant</p>
<p>Impact 4.15-3: During construction or remediation, shallow groundwater may be encountered that could be contaminated with sediment or chemicals, and could enter nearby receiving waters as could contaminated stormwater.</p> <p>Impact 5.15-2: Increases in 303(d) pollutants and toxics.</p>	<p>MM 4.15-4: Prior to construction or remediation, the contractor shall develop and implement a Stormwater Pollution Prevention Plan, including protocols for determining the quality and disposition of construction water which includes shallow groundwater encountered during construction/remediation; depending on the results of the testing, contaminated water shall be disposed of via standards of the applicable regulatory agency (RWQCB, DTSC, or EBMUD), as appropriate. In addition, the contractor shall comply with the requirements of NPDES Permit Nos. CAG912002 and CAG912003 if appropriate.</p>	<p>Less than Significant</p>
<p>Impact 4.15-4: Net changes in impervious surface could result in higher pollutant loads to receiving waters.</p>	<p>MM 4.15-5: Post-construction controls of stormwater shall be incorporated into the design of new redevelopment elements to reduce pollutant loads.</p>	<p>Less than Significant</p>
<p>Impact 4.15-5: Use of recycled water for non-potable purposes could lead to degradation of surface water quality.</p>	<p>MM 4.15-6: Site-specific design and best management practices shall be implemented to prevent runoff of recycled water to receiving waters.</p>	<p>Less than Significant</p>
<p>Impact 4.15-6: New construction could result in changes in localized flooding.</p>	<p>MM 4.15-7: New development shall conform with the policies of the City of Oakland's Comprehensive Plan Environmental Health Hazards Element regarding flood protection.</p>	<p>Less than Significant</p>
HAZARDOUS MATERIALS		
<p>Impact 4.7-2: Hazardous or acutely hazardous materials (AHMs) may be handled or emitted within ¼ mile of an existing or proposed school.</p>	<p>MM 4.7-1: For use of hazardous materials within ¼ mile of an existing or proposed school, business operators shall prepare a Business Plan, update annually, and keep on file with the Oakland Fire Department.</p>	<p>Less than Significant</p>

TABLE A-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES
AS ANALYZED IN THE 2002 REDEVELOPMENT EIR¹ AND APPLICABLE TO THE PROJECT AND OPTION B²

Potential Project Impact	Mitigation Measure	Resulting Level of Significance
	MM 4.7-2: For use of AHMs within ¼ mile of an existing or proposed school, in addition to a Business Plan, business operators shall prepare, implement, and update a Risk Management and Prevention Plan (RMPP) on at least an annual basis.	
Impact 4.7-4: Site preparation, remediation and development of areas that contain contaminated soil and groundwater could expose remediation and construction workers, and future utility workers, tenants, and visitors to soil and groundwater contamination conditions.	MM 4.7-3: Implement RAP/RMP as approved by DTSC, and if future proposals include uses not identified in the Reuse Plan and incorporated into the RAP/RMP, or if future amendments to the remediation requirements are proposed, obtain DTSC and, as required, City approval.	Less than Significant
Impact 4.7-5: see below.	MM 4.7-4: For the project area not covered by the DTSC-approved RAP/RMP, investigate potentially contaminated sites; if contamination is found, assess potential risks to human health and the environment, prepare and implement a clean-up plan for DTSC or RWQCB approval, prepare and implement a Risk Management Plan, and prepare and implement a Site Health and Safety Plan prior to commencing work.	
Impact 5.7-1: Increased exposure to hazardous wastes during construction.		
Impact 4.7-5: Potential exposure to contaminants in soil and groundwater remaining in place after remediation could be a hazard to future residents, employees and visitors.	MM 4.7-5: For the project areas not covered by the DTSC-approved RAP/RMP, remediate soil and groundwater contamination consistent with the City of Oakland ULR Program and/or other applicable laws and regulations.	Less than Significant
Impact 4.7-6: Workers and others could be exposed to LBP in buildings, ACM or PCBs during demolition, remediation, renovation and site work activities.	MM 4.7-6: Buildings and structures constructed prior to 1978 slated for demolition or renovation that have not previously been evaluated for the presence of LBP shall be sampled to determine whether LBP is present in painted surfaces, and the safety precautions and work practices as specified in government regulations shall be followed during demolition.	Less than Significant
Impact 5.7-1: Increased exposure to hazardous wastes during construction.	MM 4.7-7: Buildings, structures and utilities that have not been surveyed for ACM, shall be surveyed to determine whether ACM is present prior to demolition or renovation, and the safety precautions and work practices as specified in government regulations shall be followed during	

TABLE A-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES
AS ANALYZED IN THE 2002 REDEVELOPMENT EIR¹ AND APPLICABLE TO THE PROJECT AND OPTION B²

Potential Project Impact	Mitigation Measure	Resulting Level of Significance
	demolition.	
	MM 4.7-8: Buildings and structures proposed for demolition or renovation shall be surveyed for PCBs-impacted building materials, and the safety precautions and work practices as specified in government regulations shall be followed during demolition.	
Impact 4.7-7: Workers or others could be exposed to hazardous materials and contamination in and around ASTs and USTs during remediation and redevelopment activities.	MM 4.7-9: For ASTs/USTs on the OARB, implement the RAP/RMP.	Less than Significant
Impact 5.7-1: Increased exposure to hazardous wastes during construction.	MM 4.7-10: For the remainder of the redevelopment project area (non-OARB areas), if an AST or UST is encountered, it would be closed in place or removed and the soil would be tested and remediated, if necessary, pursuant to regulatory approvals and oversight.	
Impact 4.7-8: Workers or others could experience direct contact exposure to LBP-contaminated soil, concrete, and pavement surrounding buildings that have LBP.	MM 4.7-11: For LBP-impacted ground on the OARB, implementation of RAP/RMP to be approved by DTSC as part of the project will result in avoidance of this potentially significant impact. For the remainder of the redevelopment project area, sampling shall be performed on soil or paved areas around buildings that are known or suspected to have LBP, and the safety precautions and work practices specified in government regulations shall be followed.	Less than Significant
Impact 5.7-1: Increased exposure to hazardous wastes during construction.		
Impact 4.7-10: During interim or future use of existing buildings, people could be exposed to ACM or other environmental hazards.	MM 4.7-13: No future tenancies shall be authorized at the OARB for use categories that are inconsistent with the Reuse Plan without an updated environmental analysis and DTSC approval as provided for in the RAP/RMP.	Less than Significant
Impact 4.7-11: Workers could be exposed to polychlorinated biphenyls (PCBs) and PCB-contaminated equipment during remediation, construction and future operations.	MM 4.7-15: Known PCB transformers or PCB-contaminated transformers at the OARB shall be removed, monitored and/or maintained in accordance with applicable laws and regulations.	Less than Significant
	MM 4.7-16: Oil-filled electrical equipment in the redevelopment project area that has	

TABLE A-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES
AS ANALYZED IN THE 2002 REDEVELOPMENT EIR¹ AND APPLICABLE TO THE PROJECT AND OPTION B²

Potential Project Impact	Mitigation Measure	Resulting Level of Significance
Impact 5.7-1: Increased exposure to hazardous wastes during construction.	not been surveyed shall be investigated prior to the equipment being taken out of service to determine whether PCBs are present. MM 4.7-17: PCB-containing or PCB-contaminated equipment taken out of service shall be handled and disposed in compliance with applicable laws and regulations.	
LAND USE		
Impact 4.2-1: Under proposed redevelopment, dissimilar land uses may be located proximate to one another.	MM 4.2-1: The City shall ensure that Gateway development area redevelopment activities adjacent to Port of Oakland industrial maritime facilities are designed to minimize any land use incompatibilities to the extent feasible.	Less than Significant
NOISE		
Impact 4.5-1: Construction, including remediation, could result in short-term noise levels in excess of established standards, or that violate the City of Oakland Noise Ordinance at and near the redevelopment project area, and along construction haul routes.	MM 4.5-1: Developers and/or contractors shall develop and implement redevelopment-specific noise reduction plans.	Less than Significant
PUBLIC SERVICES AND UTILITIES		
Impact 4.9-1: Construction activities and increases in employees and residents as well as increased building density would increase demand for fire, hazmat, and first responder	MM 4.9-1: The City and Port shall cooperatively investigate the need for, and if required shall fund on a fair-share basis ,development and operation of increased firefighting and medical emergency response services via	Less than Significant

TABLE A-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES
AS ANALYZED IN THE 2002 REDEVELOPMENT EIR¹ AND APPLICABLE TO THE PROJECT AND OPTION B²

Potential Project Impact	Mitigation Measure	Resulting Level of Significance
medical emergency services.	fireboat to serve the OARB sub-district.	
Impact 5.9-1: Increased demand for fire-related services.		
Impact 4.9-6: Redevelopment construction could interfere with operation of the Maritime Street emergency response staging area, or with the West Grand Avenue and 7 th Street evacuation routes.	MM 4.9-3: The Port and City shall require developers within their respective jurisdictions to notify OES of their plans in advance of construction or remediation activities.	Less than Significant
Impact 4.9-8: Redevelopment would increase potable water demand.	MM 4.9-4: Individual actions with landscaping requirements of one or more acres shall plumb landscape areas for irrigation with recycled water. *	Less than Significant
Impact 5.9-5: Increased demand for water.	MM 4.9-5: Individual buildings with gross floor area exceeding 10,000 square feet shall install dual plumbing for both potable and recycled water, unless determined to be infeasible by the approving agency (City or Port).	
	MM 4.9-6: Site design shall facilitate use of recycled water, and shall comply with requirements of CCR Title 22 regarding prohibitions of site run-off to surface waters.	

* As per the East Bay Municipal Utilities Agency (EBMUD) Response to the NOP (included in Appendix B of this document), , MM 4.9-4 above may not be feasible and should be checked with EBMUD at the time of project submittal.

As per the EBMUD letter, MM 4.9-5 is not feasible at this time.

TABLE A-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES
AS ANALYZED IN THE 2002 REDEVELOPMENT EIR¹ AND APPLICABLE TO THE PROJECT AND OPTION B²

Potential Project Impact	Mitigation Measure	Resulting Level of Significance
Impact 4.9-10: Redevelopment would increase the quantity of solid waste, and demand for solid waste services. Impact 5.9-7: Increased demand for solid waste services.	MM 4.9-8: Concrete and asphalt removed during demolition/construction shall be crushed on-site or at a near-site location, and reused in redevelopment or recycled to the construction market. MM 4.9-9: The City and Port shall require developers to submit a plan that demonstrates a good faith effort to divert at least 50 percent of operations phase solid waste from landfill disposal. This measure shall reflect future increases in the City's or Port's waste diversion goals above the current 50 percent.	Less than Significant
Impact 4.9-12: Both construction/remediation vehicles and increased operations vehicle activity would accelerate or advance deterioration of local roadways and the timing and extent of roadway maintenance/repair.	MM 4.9-10: The Port and City of Oakland shall work cooperatively to develop an ongoing joint program to identify and evaluate impacted local roadways and identify required maintenance/repair activities. The agencies will fund needed repairs and maintenance on a fair-share basis.	Less than Significant
TRANSPORTATION AND TRAFFIC		
Impact 4.3-1: Redevelopment would cause the level of service to degrade to worse than LOS D at three intersections located outside the Downtown area: • West Grand Avenue/Maritime Street • West Grand Avenue/I-880 Frontage Road • 7th/Maritime Street Impact 5.3-1: Increased congestion at Intersections exceeding the cumulatively significant threshold.	MM 4.3-1: West Grand Avenue/Maritime Street. As part of the design for the realignment of Maritime Street, project area developers shall fund on a fair share basis modifications to the West Grand Avenue/Maritime Street intersection. MM 4.3-2: West Grand Avenue/I-880 Frontage Road. Project area developers shall fund, on a fair share basis, modifications to the West Grand Avenue/I-880 Frontage Road intersection. MM 4.3-3: 7th/Maritime Street. As part of the design for the realignment of Maritime Street, project area developers shall fund on a fair share basis modifications to the 7th/Maritime Street intersection.	West Grand/ Maritime cumulative: Significant and Unavoidable All others: Less than Significant

These impacts and MMs have been analyzed in this Draft SEIR and are incorporated and revised by Impacts and MMs Traf-6, Traf-7, and Traf-10, summarized in Table 1-1.

TABLE A-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES
AS ANALYZED IN THE 2002 REDEVELOPMENT EIR¹ AND APPLICABLE TO THE PROJECT AND OPTION B²

Potential Project Impact	Mitigation Measure	Resulting Level of Significance
<p>Impact 4.3-2: Redevelopment would cause some roadway segments on the MTS to operate at LOS F and increase the V/C ratio by more than three percent on segments that would operate at LOS F without redevelopment.</p> <p>Impact 5.3-2: Increased congestion on the Metropolitan Transportation System (MTS) exceeding the cumulatively significant threshold.</p>	<p>MM 4.3-4: The City and Port, in consultation with transit agencies, shall jointly create and maintain a transit access plan(s) for the redevelopment project area designed to reduce demand for single-occupant, peak-hour trips, and to increase access to transit opportunities. Major project area developers shall fund on a fair share basis the plan(s).</p>	<p>Significant and Unavoidable</p>
<p>These impacts and MM have been analyzed in this Draft SEIR and are incorporated and revised by Impact and MM Traf-17, summarized in Table 1-1.</p>		
<p>Impact 4.3-3: Redevelopment could result in traffic hazards to motor vehicles, bicycles, or pedestrians due to inadequate design features or incompatible uses.</p> <p>Impact 5.3-3: Increase in traffic hazards.</p>	<p>MM 4.3-5: Redevelopment elements shall be designed in accordance with standard design practice and shall be subject to review and approval of the City or Port design engineer.</p>	<p>Less than Significant</p>
<p>Impact 4.3-5: Redevelopment could fundamentally conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).</p>	<p>MM 4.3-9: Redevelopment plans shall conform to City of Oakland or Port development standards with facilities that support transportation alternatives to the single-occupant automobile.</p>	<p>Less than Significant</p>
<p>Impact 4.3-6: Redevelopment could result in an inadequate parking supply at the Gateway development area, the 16th/Wood sub-district, or for trucks serving the Port of Oakland.</p> <p>Impact 5.3-5: Inadequate truck parking.</p>	<p>MM 4.3-10: The number of parking spaces provided in the project area shall comply with City code or Port requirements and/or with recommendations of a developer funded parking demand analysis.</p>	<p>Less than Significant</p>
<p>Impact 4.3-11: Remediation, demolition/deconstruction, and construction activities within the redevelopment project area would utilize a significant number of trucks and could cause significant circulation impacts on the street system.</p>	<p>MM 4.3-13: Prior to commencing hazardous materials or hazardous waste remediation, demolition, or construction activities, a Traffic Control Plan (TCP) shall be implemented to control peak hours trips to the extent feasible, assure the safety on the street system and assure that transportation activities are protective of human health, safety, and the environment.</p>	<p>Less than Significant</p>

TABLE A-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES
AS ANALYZED IN THE 2002 REDEVELOPMENT EIR¹ AND APPLICABLE TO THE PROJECT AND OPTION B²

Potential Project Impact	Mitigation Measure	Resulting Level of Significance
Impact 5.3-1: Increased congestion at intersections exceeding the cumulatively significant threshold.	MM 5.3-1: <i>7th/Maritime Street.</i> Project area developers shall fund a fair share of additional modifications at the 7th/Maritime Street intersection.	Less than Significant
	MM 5.3-2: <i>7th Street/I-880 Northbound Ramps.</i> Project area developers shall fund a fair share of modifications at the 7th Street/I-880 Northbound ramp.	
	MM 5.3-3: <i>3rd/Adeline Street.</i> Project area developers shall fund a fair share of the modifications at the 3 rd /Adeline Street intersection.	
	MM 5.3-4: <i>3rd/Market Street.</i> Project area developers shall fund a fair share of modifications at the 3 rd /Market Street intersection.	
	MM 5.3-5: <i>12th/Brush Street.</i> Project area developers shall fund a fair share of modifications to the 12 th /Brush Street intersection to increase the signal cycle length to 102 seconds.	
	MM 5.3-6: <i>Powell Street/I-80 Northbound Ramps.</i> Project area developers shall fund a fair share of modifications at the Powell Street/I-80 northbound ramps intersection.	

The impacts and MMs in strikeout above have been analyzed in this Draft SEIR and are incorporated and revised by Impacts and MMs Traf-10 and Traf-11, summarized in Table 1-1.

¹ This table contains **summaries** of the mitigation measures from the 2002 OARB Redevelopment EIR. The detailed mitigation measures are contained in the adopted Mitigation Monitoring and Reporting Program.

² Option B includes the Project in its entirety, therefore, all the impacts and mitigation measures for the Project would also apply to Option B. Because Option B is a larger project on a larger area, there are additional impacts and mitigation measures that would apply only to Option B and not to the smaller Project.


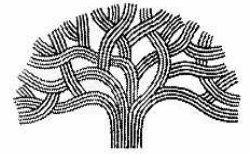
 Shaded impacts and mitigation measures denote those that apply to Option B only, and not to the Project.

TABLE A-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES
AS ANALYZED IN THE 2002 REDEVELOPMENT EIR¹ AND APPLICABLE TO THE PROJECT AND OPTION B²

Potential Project Impact	Mitigation Measure	Resulting Level of Significance
<p>The following list of mitigation measures are those from the 2002 OARB Redevelopment EIR that do not apply directly to the current Project developers, but do apply to the City and the ORA, who are responsible for their implementation. The detailed mitigation measures are contained in the adopted Mitigation Monitoring and Reporting Program.</p> <p>Mitigation 4.1.1: Bay/Seaport Plan Amend</p> <p>Mitigation 4.2-3: Land Use Coordination</p> <p>Mitigation 4.3-7: Truck Management Plan</p> <p>Mitigation 4.3-8: Emergency Evacuation Plan</p> <p>Mitigation 4.3-12: BART Capacity Assessment</p> <p>Mitigation 5.3-7: Truck Impact Reduction Program</p> <p>Mitigation 5.3-8: BART Capacity Improvements</p> <p>Mitigation 5.4-1: Emission Reduction Projects</p> <p>Mitigation 4.9-2: OES Coordination</p> <p>Mitigation 4.9-3: OES Notification</p> <p>Mitigation 4.15-8: Flood Hazard Mapping</p>		

APPENDIX B

NOP, NOP COMMENTS, AND INITIAL STUDY



Community and Economic Development Agency
Planning & Zoning Services Division

**NOTICE OF PREPARATION (NOP) OF A DRAFT SUPPLEMENTAL OR SUBSEQUENT ENVIRONMENTAL
IMPACT REPORT**

OAKLAND ARMY BASE Auto Mall Project

JANUARY 19, 2006

The Oakland Community and Economic Development Agency, Planning and Zoning Division is preparing a Subsequent or Supplemental Environmental Impact Report (EIR) for the project identified below, and we are requesting your comments on the scope and content of the EIR. A previous EIR for the Oakland Army Base Redevelopment Area Redevelopment Plan and Reuse Plan (OARB Redevelopment EIR) was certified in July of 2002 (SCH# 2001082058) and is available at the Planning Division office. That EIR is also available at the following website link:

<http://www.oaklandnet.com/government/ceda/revised/planningzoning/MajorProjectsSection/environmentaldocuments.html>

The current project is the implementation of a portion of the Redevelopment Plan and Reuse Plan, but with specific land uses not fully detailed under the OARB Redevelopment EIR. An Initial Study Determination has been prepared to determine whether changes to the project or its circumstances have occurred, or new information has become available that would necessitate preparation of a Supplemental or Subsequent EIR pursuant to Public Resources Code sections 21090 and 21166 and CEQA Guidelines sections 15180, 15162 and 15163. The Initial Study concludes that only traffic/circulation and air quality need to be further studied in a Supplemental or Subsequent EIR; no other impacts will be further studied. The Initial Study is available at the Planning Division office or via the Major Projects website link identified above.

The City of Oakland is the Lead Agency for the project and is the public agency with the greatest responsibility for either approving it or carrying out the project. This notice is being sent to Responsible Agencies and other interested parties. Responsible Agencies are those public agencies in addition to the City of Oakland that also have a role in approving or carrying out the project. Responsible Agencies will rely on the EIR that will be prepared when considering approvals related to the project. When the Subsequent or Supplemental EIR is published, it will be sent to all Responsible Agencies and to others who respond to this Notice of Preparation or who otherwise indicate that they would like to receive a copy. Please send any response you may have regarding this notice to **Elois Thornton**, Planner IV - City of Oakland, Community and Economic Development Agency, Planning Division, 250 Frank H. Ogawa Plaza, Suite 3315, Oakland, CA 94612; telephone: (510) 238-6284; E-mail: eathornton@oaklandnet.com.

Comments on the NOP must be received at the above mailing or email address **on or before Friday, February 20th, 2006 at 4:00 p.m.** Please reference case number **ER06-0002** in all correspondence. In addition, comments may be provided at the EIR Scoping Meeting to be held before the City Planning Commission.

EIR SCOPING MEETING - CITY PLANNING COMMISSION

Wednesday, February 15, 2006

6:30 p.m.

City Hall, 1 Frank H. Ogawa Plaza

Hearing Room 1

PROJECT TITLE:

OARB Auto Mall

PROJECT SPONSOR:

Oakland Community Development and Economic Development Agency (CEDA)

PROJECT LOCATION:

The Project site is located on an approximately 30-acre portion of the former Oakland Army Base and within the Oakland Army Base Redevelopment Area. The site is specifically described as the North Gateway Development Subarea, a roughly triangular site bounded by the East Bay Municipal Utilities District Wastewater Treatment Plant on the north, West Grand Avenue to the south and I-880 on the east. Access to the site is via Wake Avenue from Maritime Street, and West Grand Avenue.

A second project option (Option B) being analyzed in the Initial Study and EIR includes an additional approximately 30 acres of land to the south of West Grand Avenue and east of Maritime Street. This additional option area is also located within the former Oakland Army Base within the Oakland Army Base Redevelopment Area, and is described as the East Gateway Development Subarea. See the attached **Exhibit A – Project Site and Vicinity**.

EXISTING CONDITIONS:

The western portion of the project site (approximately 15 acres) is known as the Baldwin Yard and is currently being used for outdoor sorting and storage of gravel and other rock. The eastern portion of the site (approximately 15 acres) is known as the Subaru site and is currently unused and fenced. The expanded Option B area is to the south of West Grand Avenue and includes former Army Base buildings, including the large warehouses which are being used primarily for Port-related storage and logistics activities on an interim basis.

The project site has been identified on the Cortese List of Hazardous Waste and Substance Sites. As allowed under the federal Comprehensive Environmental Responsibility, Compensation, and Liability Act (CERCLA), the former Oakland Army Base, including approximately 15 acres of the Project site and the entire Option B area underwent “early transfer” from the U.S. Army to the City of Oakland, requiring a Finding of Suitability for Early Transfer (FOSET) based upon an approved Remedial Action Plan/Risk Management Plan (RAP/RMP). That Plan defines hazardous material remediation goals, establishes remediation actions and describes health protective measures to be taken. The OARB Redevelopment EIR incorporates by reference and summarizes the RMP/RAP that would apply to the current project and Option B, and would be implemented as development proceeds on these sites.

A Finding of Suitability to Transfer (FOST) was completed in June 2004 for the remaining 15-acre portion of the Project site transferred from the U.S Army Reserves to the City of Oakland.

PROJECT DESCRIPTION:

The proposed project involves allowing for use of the North Gateway portion of the Redevelopment Plan Area (approximately 30 acres) for automobile dealerships, with plans to develop five separate, approximately 5-acre sites into 4 or 5 automobile dealerships plus associated roadways and infrastructure improvements.

Option B would include the project as described above with the addition of also allowing for use of an additional 30 acres in the East Gateway portion of the Redevelopment Plan Area. Option B would add three more automobile dealerships on approximately 5-acre parcels, plus a 15-acre site for approximately 150,000 square feet of “big box” retail use, plus associated roadways and infrastructure improvements.

See the attached **Exhibit B – Project, Conceptual Development Plan**.

Pursuant to the requirements of the Bay Conservation and Development Commission’s *Bay Plan*, 15 acres of land within the North Gateway currently designated for Port Priority use as ancillary maritime support (AMS) are proposed to be transferred from the North Gateway area to a site in the Central Gateway area.

The following **Table 1** summarizes the proposed Project and Option B land uses.

Table 1					
OARB Auto Mall Project, Land Use Summary					
<u>Parcel</u>	<u>Use</u>	<u># of Buildings</u>	<u>Floors</u>	<u>Total Floor Area (sq.ft.)</u>	<u>Parcel Size (acres)</u>
Project, North Gateway					
A	Auto dealership	1	1	40,000	5.1
B	Auto dealership	1	2	160,000	6.0
C	Auto dealership	1	2	120,000	5.5
D	Auto dealership	2	1	40,000	3.8
E	Auto dealership	1	1	<u>30,000</u>	3.9
Loop Road					<u>5.7</u>
	subtotal	6		390,000	30
Option B, East Gateway					
F	Auto dealership	1	1	20,000	5.4
G	Auto dealership	1	1	15,000	4.0
H	Auto dealership	1	1	15,000	4.0
I	“Big Box” retail	1	1	<u>150,000</u>	12.0
Loop Road					<u>4.6</u>
	subtotal	4		200,000	30
Total		10		590,000	60.0

In order to approve the Project, the following actions by the City may be necessary:

- Oakland Base Reuse Authority (OBRA) approval of an amendment to the OARB Reuse Plan to reflect the proposed land use change,
- Bay Conservation and Development Commission (BCDC) approval of re-designation of Ancillary Maritime Support uses from the North Gateway to the Central Gateway,
- Oakland Redevelopment Agency (ORA) issuance of Disposition and Development Agreements and any related documents as necessary for the individual developments,
- Planning Commission approval of Design Review, conditional use permits, variances, subdivision applications and/or other land use approvals required for individual development applications, and
- Administrative approval of subsequent demolition, grading and building permits, infrastructure improvements, and environmental remediation activities.

The project as proposed (auto sales use within the North Gateway area) is consistent with the current General Plan, Redevelopment Plan and zoning designations for the site as either a permitted or conditionally permitted use. However, the City may choose to take the following additional actions:

- City Council approval of a General Plan amendment,
- Oakland Redevelopment Agency (ORA) approval of an amendment to the OARB Area Redevelopment Plan to reflect the General Plan amendment, and
- City Council re-zoning of the Project site to provide a "better fit" with the General Plan amendment.

The City may choose to take this an opportune time to amend the General Plan and the Redevelopment Plan and to re-zone portions of the OARB (including the project site) for the purpose of planning for and zoning the former OARB consistent with the adopted OARB Reuse Plan. These General Plan and Redevelopment amendments and rezoning actions were fully contemplated pursuant to implementation of the OARB Reuse Plan and evaluated in the OARB Redevelopment EIR. They are not required, but may conveniently be processed together with the proposed project.

PROBABLE ENVIRONMENTAL EFFECTS:

As detailed in the Initial Study Determination, the proposed project and/or Option B would result in potentially significant air quality and traffic/transportation impacts. All other environmental effects were adequately analyzed in the previous OARB Redevelopment EIR. The EIR for this project will limit its discussion to air quality and traffic impacts, and no other impacts will be further studied in the EIR.

January 19, 2006

File No. ER06-0002


 Elois Thornton
 Planner IV

Attachments

Exhibit A – Project Site and Vicinity

Exhibit B – Project Concept

Exhibit A
Project Site and Vicinity

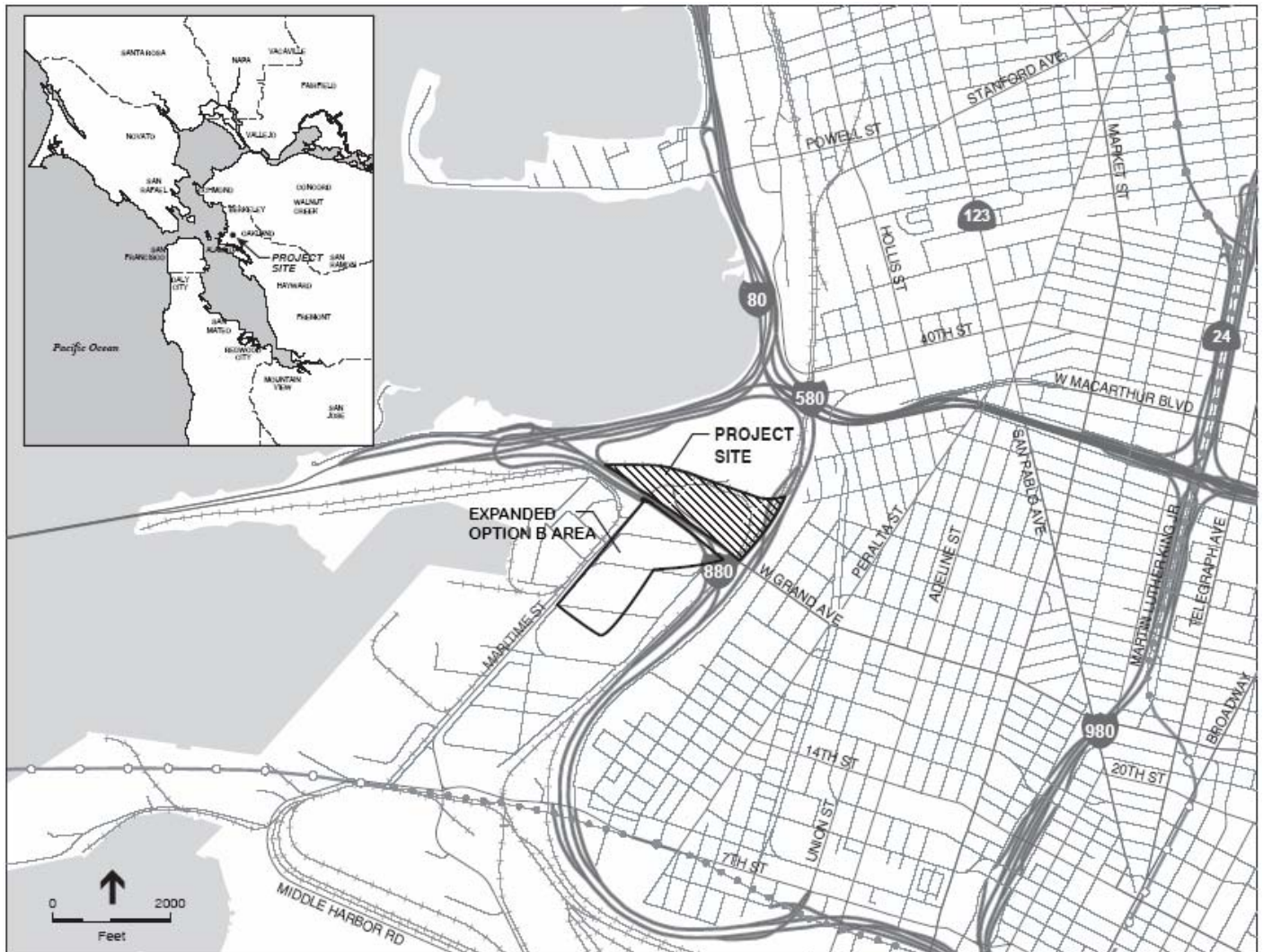
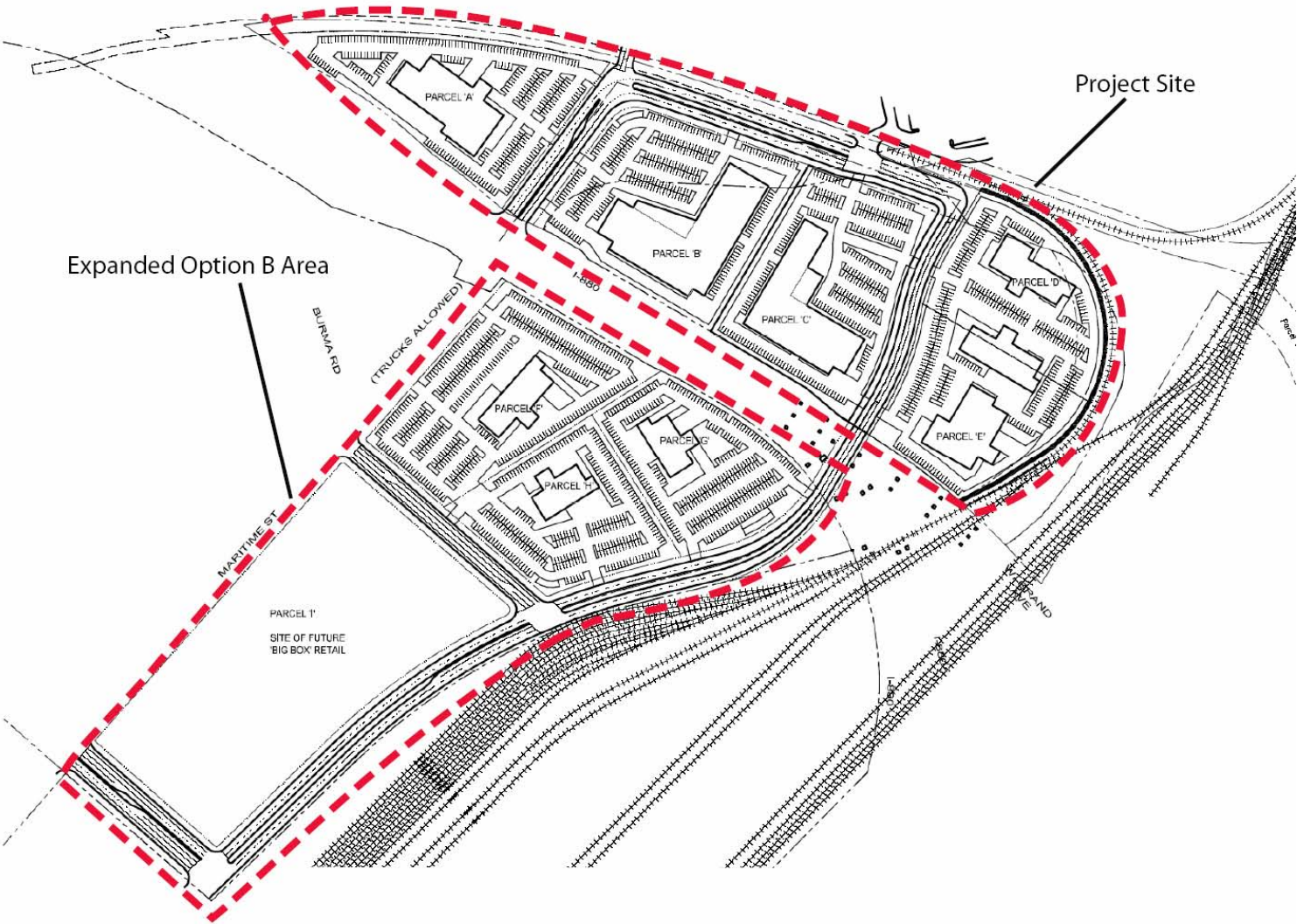
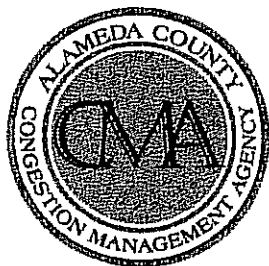


Exhibit B
Conceptual Development Plan - Project





ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

February 21, 2006

AC Transit

Director
Dolores Jaquaz

Alameda County

Supervisors
Nata May
Scott Haggerty
Vice Chairperson

City of Alameda

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Mayor
Mark Green

Executive Director

Dennis R. Foy

Ms. Elois Thornton

Planner IV

City of Oakland Community and Economic Development Agency

250 Frank H. Ogawa Plaza, Suite 3330

Oakland, CA 94612

SUBJECT: Comments on the Notice of Preparation for a Draft Supplemental Environmental Impact Report (DEIR) for the Oakland Army Base Auto Mall Project

Dear Ms. Thornton:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for a Draft Environmental Impact Report (DEIR) for the Oakland Army Base Auto Mall Project. The proposed project involves allowing for use of the North Gateway portion of the Redevelopment Plan Area, approximately 30-acre, for automobile dealerships with plans to develop five separate approximately 5-acre into 4 or 5 automobile dealerships plus associated roadways and infrastructure improvements. A second option (Option B) also being considered includes the above proposal with the addition of also allowing for use of an additional 30 acres in the East Gateway portion of the Redevelopment Plan Area. Option B would add three more automobile dealerships on approximately 5-acre parcels, plus a 15-acre site for approximately 150,000 square feet of "big box" retail use, plus associated roadways and infrastructure improvements. The current project is the implementation of a portion of the redevelopment plan and Reuse Plan, but with specific land uses not fully detailed under the Oakland Army Base Redevelopment EIR.

The ACCMA respectfully submits the following comments:

- The City of Oakland adopted Resolution No. 69475 on November 19, 1992 establishing guidelines for reviewing the impacts of local land use decisions consistent with the Alameda County Congestion Management Program (CMP). Based on our review of the NOP, the proposed project appears to generate at least 100 p.m. peak hour trips over existing conditions. If this is the case, the CMP Land Use Analysis Program requires the City to conduct a traffic analysis of the project using the Countywide Transportation Demand Model for projection years 2010 and 2025 conditions. Please note the following paragraph as it discusses the responsibility for modeling.
 - The CMA Board amended the CMP on March 26th, 1998 so that local jurisdictions are now responsible for conducting the model runs themselves or through a consultant. The City of Oakland and the ACCMA have signed a Countywide Model Agreement on March 22, 1999. The Countywide model, updated incorporating ABAG's revisions to the employment data for Projections 2002, is available to the local jurisdictions for this

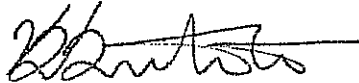
purpose. However, before the model can be released to you or your consultant, a letter must be submitted to the ACCMA requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request.

- Potential impacts of the project on the Metropolitan Transportation System (MTS) need to be addressed. (See 2005 CMP Figures E-2 and E-3 and Figure 2). The DEIR should address all potential impacts of the project on the MTS roadway and transit systems. These include I-80, I-880, I-980, SR 24, I-580, Webster and Posey Tubes, Maritime Street, Middle Harbor Road, 7th Street, 8th Street, Davis Street, Broadway, Harrison Street, 14th Street W. Grand Ave., and International Blvd as well as BART and AC Transit. Potential impacts of the project must be addressed for 2010 and 2025 conditions.
 - Please note that the ACCMA does not have a policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see chapter 6 of 2005 CMP for more information).
 - In addition, the adopted 2005 CMP requires using 1985 Highway Capacity Manual for freeway capacity standards.
- The CMA requests that there be a discussion on the proposed funding sources of the transportation mitigation measures identified in the environmental documentation. The CMP establishes a Capital Improvement Program (See 2005 CMP, Chapter 7) that assigns priorities for funding roadway and transit projects throughout Alameda County. The improvements called for in the DEIR should be consistent with the CMP CIP. Given the limited resources at the state and federal levels, it would be speculative to assume funding of an improvement unless it is consistent with the project funding priorities established in the Capital Improvement Program (CIP) of the CMP, the federal Transportation Improvement Program (TIP), or the adopted Regional Transportation Plan (RTP). Therefore, we are requesting that the environmental documentation include a financial program for all roadway and transit improvements.
- The adequacy of any project mitigation measures should be discussed. On February 25, 1993 the CMA Board adopted three criteria for evaluating the adequacy of DEIR project mitigation measures:
 - Project mitigation measures must be adequate to sustain CMP service standards for roadways and transit;
 - Project mitigation measures must be fully funded to be considered adequate;
 - Project mitigation measures that rely on state or federal funds directed by or influenced by the CMA must be consistent with the project funding priorities established in the Capital Improvement Program (CIP) section of the CMP or the Regional Transportation Plan (RTP).It would be helpful to indicate in the DEIR the adequacy of proposed mitigation measures relative to these criteria. In particular, the DEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and what would be the effect on LOS if only the funded portions of these projects were assumed to be built prior to project completion.

- Potential impacts of the project on CMP transit levels of service must be analyzed. (See 2005 CMP, Chapter 4). Transit service standards are 15-30 minute headways for bus service and 3.75-15 minute headways for BART during peak hours. The DEIR should address the issue of transit funding as a mitigation measure in the context of the CMA's policies as discussed above.
- The DEIR should also consider demand-related strategies that are designed to reduce the need for new roadway facilities over the long term and to make the most efficient use of existing facilities (see 2005 CMP, Chapter 5). The DEIR could consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered.
- For projects adjacent to state roadway facilities, the analysis should address noise impacts of the project. If the analysis finds an impact, then mitigation measures (i.e., soundwalls) should be incorporated as part of the conditions of approval of the proposed project. It should not be assumed that federal or state funding is available.

Thank you for the opportunity to comment on this Notice of Preparation. Please do not hesitate to contact me at 510/836-2560 ext. 24 if you require additional information.

Sincerely,



Saravana Suthanthira
Associate Transportation Planner

cc: file: CMP - Environmental Review Opinions - Responses - 2006

West Oakland Community Advisory Group (WOCAG) and West Oakland
Re: Army Base -Economic Development
Prepared Date: February the 20th 2006

WOCAG's review of the Oakland Army Base must exist under federal laws

to review and interpret all rulings by the agency on real properties and decisions. An advisory must work through the OBRA and following the declined of OBRA then Redevelopment should be advised by WOCAG with the Authority for the publics good.

Transportation and Circulation

Fumes from a number of sources, including but not limited to diesel trucks, ships at the Port of Oakland, impact and constantly degrade the state of life for residents of West Oakland; in particular and Oakland in general.

CEQA ordnance 15063-air quality cannot be mitigated based on a constant product of a combined slew of gases. New growth will bring more cars from development-add to the gridlock of the Bay Bridge; which is a constant polluter, involvement with basic matters, including Cal Trans has made many encroachment on the West Oakland Community various lands assumed and never returned we are due some just compensations from the Cal trans via the constant Bay Bridge. WOCAG advises the OBRA and Redevelopment agency that West Oakland clams this property when Cal Trans building is complete.

And that more trucks by the 1000's, more ships by the hundreds, and more plans by the thousands to the Oakland terminal affects a whole community's air or a created slew of gases; which means worsened air and living conditions for the residents particularly the long term already over exposed West Oakland's population who have little or no health plans and have already suffered over 20 to 50 years the years to the exposure.

EIR should reflect an endangered people of West Oakland who have no escape and are being diminished through health i.e. the Baby Bombers of today' and youth of tomorrow who have a history of un-checked medical ailments, from the combined and add affects of the Bay Bridge. Inner city of West Oakland slowed stoplights and increased trucking and shipping with trains from the new inter-model terminal burdens West Oakland with a history of Respiratory Problems, Asthma, and Emphysema and other Cancers and Chronic Diseases. This Environmental problem goes un-addressed for seniors with lung disease, Asthma, emphysema, and youth as the most valuable cultural resources. A danger to our future we face gentrification, expedient incarceration,. Particularly to Black and Latino historical resident are down and have less than 30% to 40 of a once vigorous 65% to 75% percentage population which is rapidly declining.

EIR and no Master Plan for the future of the Base which administration will take the blame?

West Oakland's current exposed group who faced these gases for the last fifty years and are being wiped out by air, health, and economic starvation lack of jobs since the shipping and war industries are gone since the II war and there are no plans to improve this situation in this administration.

The earlier planning under EDOW and the WOCAG to add jobs has been wiped off the table no jobs are scheduled for the community. This brings the diminishment of a community to the level of first magnitude, which no administration before this one has seen in the area for over forty years. The residence health and ware on their feeble bodies faced with there removal wholesale of groups from West Oakland the community are dieing in hospitals with no health plans, jailed for being jobless and at the same time are being replaced by new cannon fodder of people in the thousands at the Central Station Development and the new developments on the base. So that the effect of the negative exposure will be hidden for another twenty years time to allow this groups absorption of the slew of gaseous chemicals so, down the road when this new group of residents is of age in the West Oakland community. The new residents will no longer be needed at that time as is the case with the current West Oakland residents being demolished and not heard from then this new group will be recycled and fighting this same battle.

No Jobs in Sight!!!

Ceqa 2002 plan sch#20018258 R and D light industry distribution had some hope for jobs with no other hopes to buy the housing that is currently being developed all over West Oakland; this community is being removed wholesale is a violation of the human rights to live in their given homeland or place recent origins for over 50 years or more.

Cars don't need acres they need height and density in 2010

The Oakland's Retail & Auto Row must take up less acreage and more density. The auto row is value tax base to the city of Oakland. The dealerships both of them needs to be seen from the freeway. As such they should go up ten stories with glass and bill boards signs on them high enough to be seen from the freeways, limited to the North Side of the Base; the Baldwin Yards area this would leave the south side of the base for community relocation of business work live housing development.

These Auto row must not be allowed to take land for later day exchanges; the 30 years statement of none usage without approval of the city council is circumspect and not a sound value to the community. (is nothing but a decision)

West Oakland Not Accounted for

It seems that once again the residents of West Oakland are being passed over for the immediate returns to various political and economic interests at; Oakland Army Base:

Expediency for immediate revenues and taxes at the point of exchange of the Oakland Army Base. The proposal has set a 30 year secondary none usages clause against the reuse of prosperities; stating that said prosperities must come before the city council, before further develop can take place (which can be likened to the 1995 BRAC which was changed with the BCDC ruling and (the 2001, decisions 2002 decisions, just a rule to be changed) : These stipulations have change in the past for new returns without holds on behalf of the West Oakland residents who are not considered as a stipulation worthy of a ruling from the local standards. What then of Community Fund has already been passed and approved on yet it is being passed over this must be passed on far the federal governments review, ie. Black Caucus and Barbare Lee's office.

People who resided in a district for longer than 20 year represent a cultural block of Inter-tangled destinies which are being impacted by the pollution combinations which is not being considered by SEQA a constant that gets no consideration for mitigation by Cal Trans on the West Oakland Community. Cal Trans who holds properties at the end of the spit: as such once that use is completed should release said properties to the residence of West Oakland's for purchase and they are being displaced from that community

4.6-1

This Flexible Alternative from the 1995 plan is not flexible for the resident of West Oakland is not flexible to their health what CEQA states. The air is being planned into a constant Slew or a soup of **gaseous products with no mitigations**; The Alternatives are set and designed to further the landed auto services. The BRAC PROCESS set out that the community of West Oakland must have some say in the process at least advisory to the OBRA and in the absence of OBRA the redevelopment agency becomes the Authority and / or City Council of the area; This Ruling must be reestablished for the WOCAG and funding provided to it's reemergence under the Redevelopment Agency. WOCAG must be moved with the changing to the Redevelopment agency our advisory position was set by the federal government and over the last 11 years has not been dealt with under OBRA in a fair method. WOCAG must be carried forward under the Redevelopment agency, in fact we are seeing the community we were to protect being systematically wiped out as through the environmental wholesale invasion of our health related deaths, hospitalization, and through and unmovable force a constant unseen polluters the Bay Bridge with cars idling, stopping, and slow moving. Add Ship polluters of the waters ways, and a planned intermodels transportation Hub, a planned increase developments and circulation- of traffic over the next ten to twenty years. You end up with a non-flexible result on our lungs.

Give West Oakland overdue chance to Grow and prosper Economically

The relocation of Auto Row on to the base of about 40 acres of space ion the base for this Auto Row in Mitigation the West Oakland Residents should benefit in both locations the old auto row on Broadway and the their current home must gain them some land in exchange for no mitigation from auto row.

5 acres on Broadway old auto row should become available for purchase by West Oakland Residence in exchange for our lands

The Maritime Industrial Support is gaining some lands West Oakland should gain the Community Fund

The Fulton / Wayans Bros. theme park / studio on approximately 70 Acres remains with the Fulton until their A and E period runs its course.

Opus Westwind remains on the base until their A and E is up 50 acres within this acreage the of purchase of 15% or 15 acres set a side for the west Oakland community rights of ownership. This must go to the community under the original agreement with Legacy/OPUS as the West-Winds group and Legacy and this would allow other businesses to come to the area out of West Oakland.

equitable distribution; however, given that the health of the citizens and workers in the West Oakland area is not in a healthy state, some sort of priority should be given to the proposed uses of the land within these set A and E's so that any decisions made will be done with Oakland's long term resident best interests in mind, as opposed to the short term promise of a increase in income due to the present administration overseeing the Base, whether they be the Oakland Base Reuse Authority (OBRA), the Oakland City Council, the Oakland Redevelopment Agency (ORA), City Manager, etc.

Port of Oakland

Providing adequate space for the maritime ancillary support services industry is necessary to the Port of Oakland as it provides for trucks. Yet these important services were overlooked but the trucks and services will remain in the neighborhoods, parked on local streets and driving in from outlying areas, creating all that much more airborne pollution the farther from the docks they are the more pollution they create. And, as the trips are longer to and from the docks each day, less container movement results at precisely the time when container throughput is expected to triple within the next fifteen years or so, translating into more trucks at all hours, more parking on residential streets, less maintenance, more diesel particulate matter in the lungs of West Oakland kids and seniors and more flashpoints of contention between the neighborhoods and officialdom.

Some level of priority will soon be assigned to trucking as a necessity for port sustainability, and, as the residential community will be simultaneously demanding stricter controls on emissions, as well, the Army Base will be targeted by various clean air agencies, transportation agencies, etc., as the most obvious place with which to forge a long term solution satisfactory to all parties, save perhaps those who may be eyeing the Base with other, less essential services in mind.

No Port land Approval until

The Ports Half of the Community Fund stipulation is met out to the community. A Meager \$2,000,000.00 to the Community Fund which is out standing past due decision to dates 2002 to 2003. Now the port can help with the health of West Oakland be it; funding these resources to \$500,000 to The Bay Area Neighborhood Health Festival and/or Also can help out with cultural recourse of the West Oakland Train Station Building now in development, can serve as a projects write off were this exchange can serve the whole community of West Oakland for our community

As mentioned elsewhere, the West Oakland Community Advisory Group (WOCAG) was authorized by Congress to help determine whether such uses of Base land might be appropriate to the neighborhoods, and, in the context of an entire decade of its involvement with Base matters, WOCAG now needs to be revitalized so that the various uses contemplated for the Base can be assigned real priorities and proper development of the Base can finally get underway.

The Port of Oakland Trucks needs space to park on the base not in West Oakland Truck and the distances to drive across town means more pollution. With container throughput expected to triple, more trucks, more parking, more particulate matter in the lungs of kids and seniors will result in more conflict.

The residential community is demanding stricter controls on emissions, and the Base targeted as the obvious place with which to forge a long-term solution satisfactory to all parties. A revitalized WOCAG can help determine whether the various uses contemplated for the Base can be assigned real priorities so that proper development of the Base can finally get underway.

Co Chai, Monsa Nitoto

WOCAG submit February 20th at 4 PM to the Redevelopment Agency and OBRA

February 7, 2006

Elois Thornton, Planner IV
City of Oakland, Community and Economic Development Agency
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, CA 94612

Re: Notice of Preparation of a Draft Supplemental Environmental Impact Report for
the Oakland Army Base Auto Mall Project - Oakland

Dear Ms. Thornton:

East Bay Municipal Utility District (EBMUD) appreciates the opportunity to comment on the Notice of Preparation of a Draft Supplemental Environmental Impact Report (EIR) for the Oakland Army Base (OARB) Auto Mall Project located in the City of Oakland. It is noted that since the auto mall would be located within the OARB Redevelopment and Reuse Plan (OARB Redevelopment Plan) area, the City of Oakland is determining what additional environmental analysis is required to consider approval of an auto mall. EBMUD has the following comments.

GENERAL

In February 2002, EBMUD provided a written response to a Draft EIR (Enclosure A) for the OARB Redevelopment Plan. Subsequent to the Notice of Preparation of a Draft EIR, the District received a request from the Oakland Base Reuse Authority for a Water Supply Assessment (WSA) for the OARB Redevelopment Plan. Pursuant to California Water Code, Section 10910-10915, EBMUD approved the WSA and provided OBRA a written response to the WSA in June 2002 (Enclosure B). As the changes in the project scope for the OARB Redevelopment Plan (i.e. changes in proposed land use from light industrial/flex-office space to an auto mall) would result in similar water demands than that analyzed in the WSA, the EBMUD-approved WSA is still valid and a second WSA will not be required.

WATER SERVICE

EBMUD's Central Pressure Zone, with a service elevation between 0 and 100 feet, will serve the proposed development. Main extensions, at the project sponsor's expense, will be required to serve the proposed development. Off-site pipeline improvements, also at the project sponsor's expense, may be required to meet domestic demands and fire flow requirements set by the local fire department. Off-site pipeline improvements include, but are not limited to, replacement of existing water mains to the project site. When the development plans are finalized, the project sponsor should contact EBMUD's New

Business Office and request a water service estimate to determine costs and conditions for providing water service to the proposed development. Engineering and installation of water mains, off-site pipeline improvements and services requires substantial lead-time, which should be provided for in the project sponsor's development schedule.

WASTEWATER

EBMUD's Main Wastewater Treatment Plant is anticipated to have adequate dry weather capacity to treat the proposed wastewater flow from this project, provided this wastewater meets the standards of EBMUD's Environmental Services Division. However, the City of Oakland's Infiltration/Inflow (I/I) Correction Program set a maximum allowable peak wastewater flow from each subbasin within the City and EBMUD agreed to design and construct wet weather conveyance and treatment facilities to accommodate these flows. EBMUD prohibits discharge of wastewater flows above the allocated peak flow for a subbasin because conveyance and treatment capacity for wet weather flows may be adversely impacted by flows above this agreed limit. The developer for this project needs to confirm with the City of Oakland Public Works Department that there is available capacity within the subbasin flow allocation and that it has not been allocated to other developments. The projected peak wet weather wastewater flows from this project need to be determined to assess the available capacity within the subbasin and confirmation included in the environmental documentation. Suggested language to include in the EIR is as follows: "The City of Oakland Public Works Department has confirmed that there is available wastewater capacity within Subbasin (*insert subbasin number here*) that is reserved for this project."

In general, the project should address the replacement or rehabilitation of the existing sanitary sewer collection system to prevent an increase in I/I. Please include a provision to control or reduce the amount of I/I in the environmental documentation for this project. The main concern is the increase in total wet weather flows, which could have an adverse impact if the flows are greater than the maximum allowable flows from this subbasin.

EBMUD's Main Wastewater Treatment Plant and its associated facilities, including the outfall and dechlorination facilities at the terminus of Burma Road, are critical to protecting public health and the San Francisco Bay. These facilities are operated seven days a week, 24 hours per day. Any planned changes to roadways or traffic flow in the area, particularly with respect to Wake Avenue, must be coordinated with EBMUD and must ensure access to EBMUD facilities at all times.

WATER RECYCLING

On page 73, Mitigation 4.9-4 states that "Individual actions with landscaping requirements of one or more acres shall plumb landscape areas for irrigation with recycled water." EBMUD recommends that the mitigation measure be changed to state

that "Developer(s) shall coordinate with EBMUD directly regarding the feasibility of recycled water service to the project area and the installation of plumbing for recycled water service to the landscaped areas of the project."

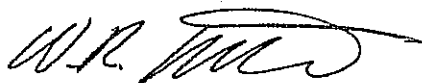
On page 74, Mitigation 4.9-5 states that "Individual buildings with gross floor area exceeding 10,000 square feet shall install dual plumbing for both potable and reclaimed water, unless determined to be infeasible by the approving agency (City or Port)." This mitigation measure should be deleted, since EBMUD is deferring the requirement for dual plumbing buildings for toilet and urinal flushing with recycled water until EBMUD receives the results from the EBMUD New Administration Building and Shorestein pilot projects, which will start in 2007.

WATER CONSERVATION

The proposed project presents an opportunity to incorporate water conservation measures. EBMUD would request that the City of Oakland include in its conditions of approval a requirement that the project sponsor comply with the Landscape Water Conservation Section of the Municipal Code of the City of Oakland Article 10 of Chapter 7. EBMUD staff would appreciate the opportunity to meet with the project sponsor to discuss conservation programs and best management practices applicable to the project. A key objective of this discussion will be to explore timely opportunities to expand water conservation via early consideration of EBMUD's conservation programs and best management practices applicable to the project.

If you have any questions concerning this response, please contact David J. Rehnstrom, Senior Civil Engineer, Water Service Planning at (510) 287-1365.

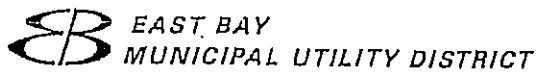
Sincerely,



William R. Kirkpatrick
Manager of Water Distribution Planning

WRK:JAJ:sb
sb06_031.doc

Enclosures



February 19, 2002

Ms. Aliza Gallo, Executive Director
Oakland Base Reuse Authority
700 Murmansk Street, Suite 300
Oakland, CA 94607-5009

Dear Ms. Gallo:

Re: Water Supply Assessment – Oakland Army Base Redevelopment Plan
Environmental Impact Report

This letter replies to your request of December 19, 2001 for water agency consultation concerning the Oakland Army Base (OARB) Redevelopment Plan (see enclosed). The East Bay Municipal Utility District (EBMUD) appreciates the opportunity to provide this response.

Pursuant to Chapter 643, Section 10910 of the California Water Code and Section 15083.5, California Environmental Quality Act Guidelines, the project meets the threshold requirement for an assessment of water supply availability based on the potential size of the development and the following criteria: the project includes more than four million square feet of light industry, office, research and development, retail, and warehouse/distribution; as part of project approval, an amendment to the City of Oakland's (City) General Plan will be prepared by the City which would result in a net increase in the stated population density; and the City is preparing an environmental impact report for the project.

Project Area and Service History

This project area is bordered on the north by the San Francisco Bay, on the west by the Oakland Outer Harbor and Middle Harbor, on the south by the Oakland Inner Harbor. The western boundary runs along the Cypress Freeway. The project is within the City and the County of Alameda. The City's redevelopment district, which is now under the charge of the Oakland Base Reuse Authority (OBRA) encompasses approximately 1,731 acres consisting of three sub-districts:

- 1) OARB - approximately 385 acres.
- 2) The Port of Oakland maritime and rail facilities - approximately 1,300 acres.
- 3) A portion of West Oakland immediately east of Interstate 880 (16th/Wood) - approximately 46 acres.

EBMUD has provided water service to the project site since 1941 and continues to provide water service to the project area. Water service to the OARB is currently provided through two master meter accounts via a local distribution system owned and

operated by the Army. In August 2001, the Army's two water accounts were transferred to OBRA. Since this area has a long history of being provided water service by EBMUD, it does not constitute a potential new area to be served.

Because the project is located entirely within the EBMUD service area, EBMUD is the service provider to the proposed development in accordance with state law (the Municipal Utility District Act) and EBMUD's regulations.

District-wide Water Demand Projections

The water consumption of EBMUD customers has remained relatively level in recent years in spite of population and account growth. Between 1987 and the present, consumption has ranged from a high of approximately 220 million gallons per day (mgd) in 1987 to a low of 170 mgd in 1989. Based on extensive forecasting in EBMUD's Water Supply Management Plan (WSMP) and recent land use based demand forecasting, the WSMP forecast 2020 water demand of 277 mgd can be reduced to 229 mgd with successful water recycling and conservation programs that are in place. The OARB project is not expected to change the District-wide demand 2020 projection.

EBMUD Water Supply and Water Rights

EBMUD has water rights and facilities to divert up to a maximum of 325 mgd from the Mokelumne River, subject to the availability of Mokelumne River runoff and the prior water rights of other users. EBMUD's position in the hierarchy of Mokelumne water users is determined by a variety of agreements between Mokelumne water rights holders, the appropriative water rights permits and licenses which have been issued by the State, pre-1914 rights, and riparian rights. Conditions which restrict EBMUD's ability to use its 325 mgd entitlement include:

- Upstream water use by prior right holders.
- Downstream water use by riparian and senior appropriators and other downstream obligations, including protection of public trust resources.
- Drought, or less than normal rainfall for more than a year.
- Emergency outage.

During periods of drought, runoff from the Mokelumne River is insufficient to supply the 325 mgd entitlement. EBMUD studies indicate that with our current water supply and the water demands expected in 2020, deficiencies in supply of up to 67 percent could occur during droughts.

EBMUD Urban Water Management Plan

The enclosed EBMUD's 2000 Urban Water Management Plan (UWMP), adopted by the Board of Directors in Resolution No. 33242-01, includes planning level analyses at the

County and District-wide level for existing and projected water demand. A summary of EBMUD's demand and supply projections in five-year increments is provided in the table (Enclosure 3) from the UWMP. The data reflects the latest actual and forecast values.

EBMUD's evaluation of water supply availability accounts for the diversions of both upstream and downstream water right holders and fishery releases. Fishery releases are based on the requirements of a 1998 Joint Settlement Agreement (JSA) between EBMUD, US Fish and Wildlife Service, and the California Department of Fish and Game. The Federal Energy Regulatory Commission incorporated the JSA into the EBMUD hydropower license in 1989, and the California State Water Resources Control Board incorporated the flow provisions of the JSA into EBMUD's Mokelumne River water rights in 1999 through Decision 1641.

The available supply shown in the table (Enclosure 3) in years 1, 2 and 3 of a multiple year drought was determined by EBMUD's hydrologic model with the following assumptions:

EBMUD's Drought Planning Sequence is used for 1976, 1977, and 1978.

Total system storage is depleted by the end of the third year of the drought.

The diversions by Amador and Calaveras Counties upstream of Pardee Reservoir increase over time.

Releases are made to meet the requirements of senior downstream water right holders and fishery releases are made according to the JSA.

In the table, "Single Dry" year (or Year 1 of "Multiple Dry Years") is determined as a year that EBMUD would implement Drought Management Program elements at the "moderate" stage with the goal of achieving between 0 to 15 percent reduction in customer demand. Year 2 of Multiple Dry Years is determined as a year that EBMUD would implement Drought Management Program elements at the "severe" stage with the goal of achieving between 15 to 25 percent reduction in customer demand. In Year 3 of the multiple year drought, deficiencies from about 48 percent in year 2005 to about 67 percent in year 2020 are forecast to occur. Therefore, a supplemental supply is needed, which is defined by EBMUD as the additional amount of water necessary to limit customer deficiency to 25 percent in a multiple-year drought while continuing to meet the requirements of senior downstream water right holders and the provisions of the 1998 JSA.

Project Demand

Demand projections for the subject project area are included in the 2000 UWMP analysis (and were in the 1985, 1992, 1996 UWMP versions). The District projects the 2020 water demand to be approximately 1.8 mgd, which includes an estimated 0.15 mgd that can be satisfied by recycled water. The District's further refinement of OBRA's 1.5 mgd calculation includes the application of an infill development adjustment factor. The following paragraph outlines the plans that EBMUD has for acquiring additional water supply.

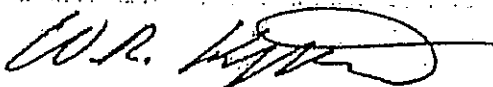
Ms. Aliza Gallo, Executive Director
February 19, 2002
Page 4

Supplemental Water Supply and Demand Management

In EBMUD's 1993 WSMP, three main options to meet projected water needs and to increase water reliability were identified: development of the conveyance facilities necessary to take delivery of the EBMUD-Central Valley Project contract for delivery of an American River supplemental supply, groundwater conjunctive use, and/or additional surface water storage. More recently, EBMUD signed a Memorandum of Agreement with the City of Sacramento, the County of Sacramento, and the U.S. Bureau of Reclamation to study a joint regional water project on the Sacramento River near Freeport replacing an American River diversion. A Freeport project would allow for a future groundwater conjunctive use component and, along with planned water recycling and conservation efforts, would ensure a reliable water supply to meet projected demands for current and future EBMUD customers within the current service area. Without a supplemental water supply source, deficiencies in supply are projected as noted above.

EBMUD requests that OBRA continue to discuss options with EBMUD to reduce new water demand impacts through both conservation practices and the use of recycled water. Please contact Marie A. Valmores, Senior Civil Engineer at (510) 287-1084 for further information.

Sincerely,



WILLIAM R. KIRKPATRICK
Manager of Water Distribution Planning Division

WRK:CDC:sb
sb02_035.doc

- Enclosures:
1. Letter dated December 19, 2001
 2. EBMUD 2000 Urban Water Management Plan
 3. EBMUD Projected Demand and Available Supply Table

cc: Board of Directors w/o Enclosure 2

OBRA

Enclosure 1

Oakland Base Reuse Authority
700 Murmans Street, Suite 3
Oakland, CA 94607
(510) 238-7256 Facsimile (510) 238-2936

December 19, 2001

Mr. William R. Kirkpatrick, Manager, Water Distribution Planning
East Bay Municipal Utility District, M/S 701
P.O. Box 24055
Oakland, California 94623-1055

Re: **Oakland Army Base (OARB) Redevelopment Plan EIR**
Request for Water Consultation and a Water Supply Assessment

Dear Mr. Kirkpatrick:

This letter serves as a request from the Oakland Base Reuse Authority (OBRA), acting as Local Reuse Agency on behalf of the City of Oakland, to EBMUD for an assessment of water demand for the subject redevelopment plan, and of the supply of EBMUD water available to serve the proposed redevelopment district. The City is preparing a redevelopment environmental impact report (EIR) in accordance with requirements of the California Environmental Quality Act (CEQA, Public Resources Code [PRC] §21000 et seq) and the CEQA Guidelines (California Code of Regulations [CCR] § 15000 et seq). This request to EBMUD is made pursuant to CCR §15083.5, which requires consultation with the relevant water agency for actions of a certain magnitude.

The City of Oakland recognizes that economic and physical blight exists in West Oakland, and that such blight could worsen due to the closure of OARB by the U.S. Government (final decision enacted into law September 1995). Therefore, in July 2000, the City established a redevelopment district with OARB at its center. At the same time, the City adopted a redevelopment plan that defines a framework of agency powers, duties, and obligations to enable redevelopment within the district.

The redevelopment district encompasses approximately 1,731 acres, and three redevelopment sub-districts, as shown on Attachments A and B to this letter:

- OARB: approximately 385 acres, the land are of the base
- Maritime: approximately 1,300 acres of Port of Oakland maritime and rail facilities, as well as roadway rights-of-way and miscellaneous parcels; and
- 16th/Wood: approximately 46 acres of West Oakland, immediately east of I-880.

Mr. William R. Kirkpatrick
December 19, 2001
Page 2

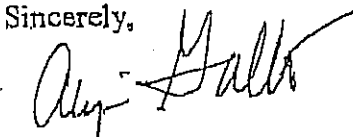
Currently, the developed portion of the district is overwhelmingly transportation-oriented industry. Redevelopment is envisioned to result in a more complex and rich land use. It should be understood, however, that plans for ultimate reuse are conceptual, and redevelopment information is limited to proposed land use classifications and development intensities that will be reflected in an amendment to the Oakland General Plan. Only a few specific component projects have been generally identified, and details regarding building locations, operational characteristics, etc. do not currently exist. Buildout is expected to occur by 2020, and is expected to result in the land uses and development intensities identified in Attachment C to this letter.

It is the City's understanding the current EBMUD water demand protocol is based on land use types and development intensities. Because this is the type of information that exists regarding the proposed plan for redevelopment, we are confident EBMUD can assess water demand and supply in accordance with the requirements of CEQA. Attachment D is an analysis of existing and future water demand (at buildout) for the redevelopment district. We hope this information may assist EBMUD.

OBRA and the City of Oakland appreciate EBMUD's attention to this request. Should you have questions, or require additional information, please do not hesitate to contact our EIR consultant, Gayle Borchard; 510/655-1854.

Thank you.

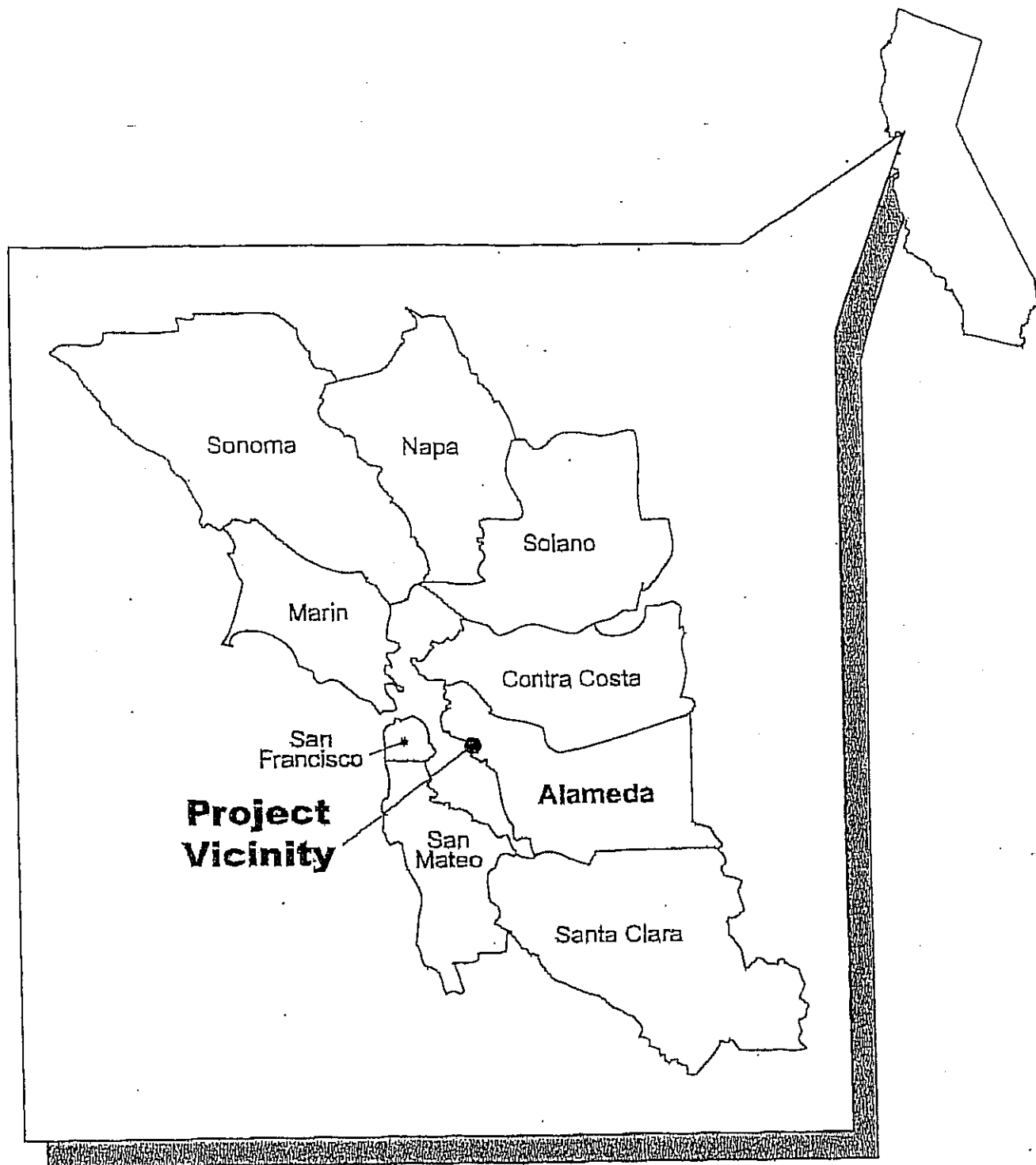
Sincerely,



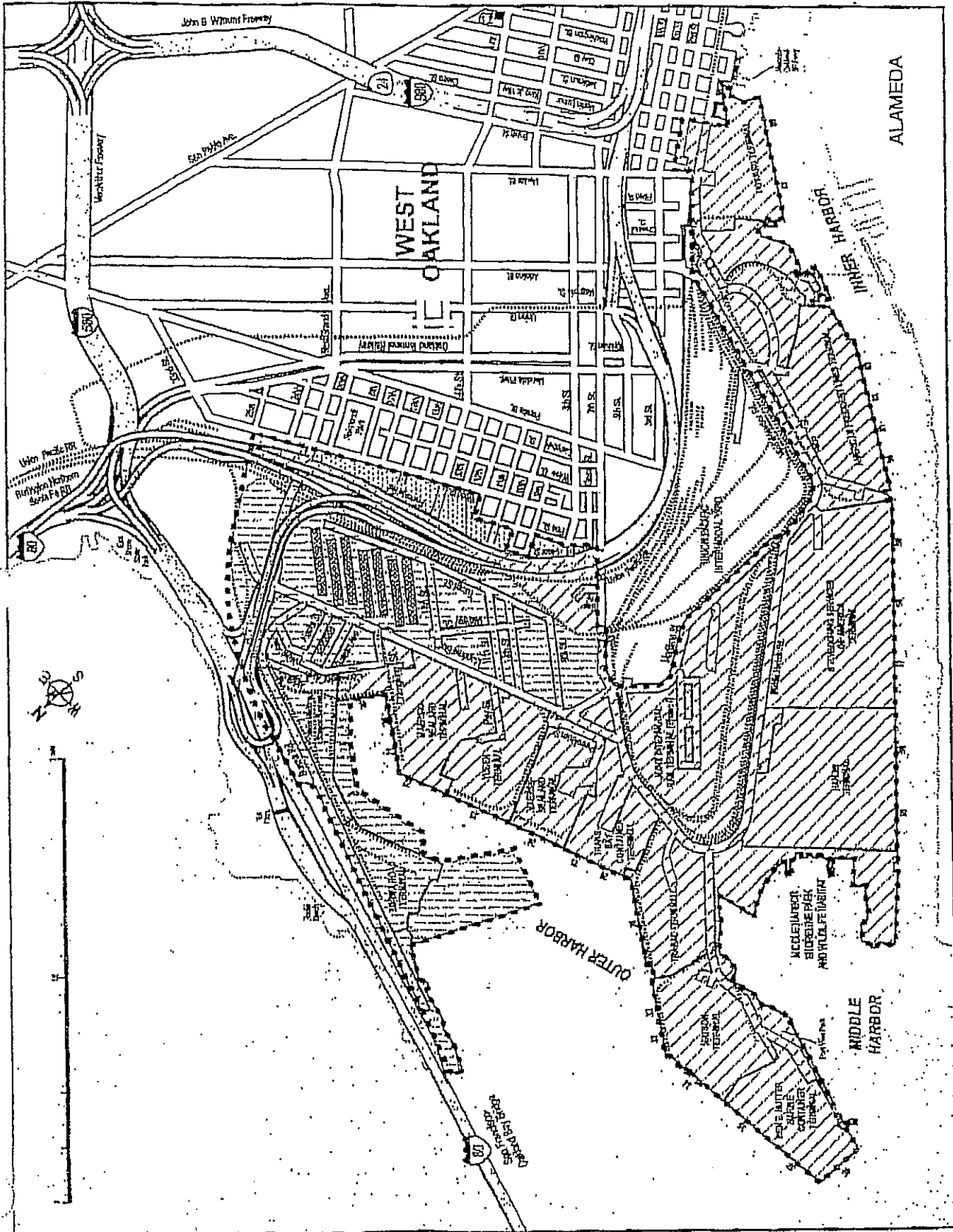
Aliza Gallo
Executive Director

Attachments: A: Graphic: Regional Location
B: Graphic: OARB Redevelopment District and Sub-districts
C: Table: Proposed Land Uses and Development Intensities
D: Spreadsheet: Current and 2020 Demand in the Redevelopment District


cc: E. Thornton, OBRA Project Manager
M. Wald, City Attorney
S. Gregory, Lamphier-Gregory, Consulting CEQA Manager
G. Borchard, Gayle Borchard & Associates, CEQA Consultant



Not to Scale



LEGEND

-  DARB Redevelopment Project Area
-  Maritime Redevelopment Sub-district
-  OARB Redevelopment Sub-district
-  16th and Wood Redevelopment Sub-district

Attachment C, Water Supply Assessment Request
 OARB Redevelopment District Build-out through 2020
 Proposed Land Uses and Development Intensities

Potential Land Uses	Units	Redevelopment Sub-district			Total
		OARB	Maritime	16 th /Wood	
Light Industry	sq. ft.	444,000	0	300,000	1,044,000
Office, R&D	sq. ft.	1,528,000	0	1,000,000	2,528,000
Retail	sq. ft.	25,000	0	500,000	525,000
Warehouse/distribution	sq. ft.	300,000	0	0	300,000
Total square feet		2,297,000	0	1,800,000	4,397,000
From uses listed above	ac.	162	0	44	202
Community/civic	ac.	3	0	1	4
Park, Public Access	ac.	25	0	1	26
Maritime	ac.	52	166	0	1226
Maritime Support	ac.	15	90	0	105
Rail	ac.	128	0	0	120
Total acres to be redeveloped		385	256	46	687 (of 1,731)
Residential	Total units	d.u.		400	400
Notes:	sq. ft. = square feet				
	ac. = acres				
	d.u. = dwelling units				

Redevelopment Sub-District	2001 Water Demand, Gallons per Day (gpd) (1), (2)				Estimated 2020 Water Demand, Gallons per Day			
	Land		Land		Land		Land	
	Use (3)	Acres	gpd/ac	Demand	Use	Acres (4)	gpd/ac	Demand
OARB	EH	215		205,359	EO	33	1,748	57,684
	EIL	150	N/A (actual used)		EOH	107	3,889	416,123
	EV	20	N/A (actual used)		EC	5	1,695	8,475
		385		205,359	EIL	215	563	121,045
					EPI	25	426	10,650
						385		613,977
Maritime	EIL	1,275	563	717,825	EIL	1,326	563	746,538
	EC	25	1,695	42,375				
		1,300		760,200				
16th/Wood	EIL	46	563	25,898	ER4	8	8,330	66,640
					EOH	10	3,889	38,890
					EC	3	1,695	5,085
					EP	2	1,343	2,686
					EIL	23	563	12,949
						46		126,250
Total District		1,731		991,457		1,757		1,486,765
INCREASED DISTRICT-WIDE DEMAND DUE TO REDEVELOPMENT								
								249,513

Notes

1. Except for OARB, current demand is calculated from EBMUD "Average Land Use Demands by Location"
2. OARB current demand is actual demand in 2001 from EBMUD records for OARB
3. Land use codes are from "EBMUD Update to District-Wide Water Demands: Existing Land Use Categories"

EH	Specific high water users	EC	General commercial/Industrial
EIL	Industrial low water use	EPI	Irrigated recreation
EV	Vacant land	ER4	Very high density residential
EO	Office/Light Industrial	EP	Public/quasi-public lands
EOH	High density office		
4. Increase in acreage due to construction of approximately 26 net acres of new land by Bay fill in Maritime sub-district.

PROJECTED DEMAND AND AVAILABLE SUPPLY
EAST BAY MUNICIPAL UTILITY DISTRICT
(million gallons per day- mgd)

	2000	2005	2010	2015	2020
Customer Demand ¹	230	242	257	267	277
Adjusted for Conservation ²	(8)	(14)	(20)	(27)	(34)
Adjusted for Recycled Water ³	(6)	(9)	(11)	(12)	(14)
Planning Level of Demand	216	219	226	228	229
Available Supply & Need for Supplemental Supply					
Normal Year	>216	>219	>226	>228	>229
Supplemental Supply Need	0	0	0	0	0
Single Dry Year (Multiple Dry Years - Year 1) Moderate Stage (-7% deficiency) ⁴	200	203	210	212	213
Supplemental Supply Need	0	0	0	0	0
Multiple Dry Years - Year 2 Severe Stage (25% deficiency) ⁴	162	164	169	171	172
Supplemental Supply Need	0	0	0	0	0
Multiple Dry Years - Year 3					
Available Supply	125	114	95	84	77
Deficiency	42%	48%	58%	63%	67%
Supplemental Supply Need ⁵ (to limit deficiency to 25%)	87	102	128	142	154

1. Demand taken from the 2000 Demand Study.

2. Conservation water savings goals from the WCMP 1999 Annual Report, 2 mgd in 1999 and 34 mgd for year 2020, linearly interpolated into five-year increments.

3. Chapter 5 of UWMP.

Note: Conservation and Reclamation savings reported are those attributed to programs which are a part of the 1993 WSMP. Reference Chapter 6 of UWMP.

4. Drought conditions per Table 3-1, UWMP.

5. The supplemental supply need is calculated from modeling studies and is the amount of water needed to limit customer deficiency to 25 percent and to implement all provisions of the 1998 JSA.

June 12, 2002

Mr. Scott Gregory
c/o Ms. Aliza Gallo, Executive Director
250 Frank Ogawa Plaza, Suite 3315
Oakland, CA 94612

Dear Mr. Gregory:

Re: Draft Environmental Impact Report - Oakland Army Base Area Redevelopment Plan

East Bay Municipal Utility District (District) appreciates this opportunity to comment on the Draft Environmental Impact Report (EIR) for the Oakland Army Base Area (OARB) Redevelopment Plan. The District notes that the Water Supply Assessment prepared by the District, dated February 19, 2002 is included in Volume 2, Appendices, Draft EIR, Section 4.9A. Although not California Environmental Quality Act related, the District's comments in the response to the Notice of Preparation of the Draft EIR regarding obtaining water service are still valid.

The District has the following comments regarding water, recycled water, and wastewater service. Please review this information and incorporate it into your response to the City of Oakland.

WATER SERVICE

Sections 3.6.2, 3.6.3, and 3.8.1, under the heading Demolition, Site Preparation, and Remediation, "...all structures would be demolished or deconstructed..." – Please clarify if demolition includes underground utilities as well as above ground structures.

Section 4.9.3, page 4.9-9, lines 33 and 34, change sentence to the following – *EBMUD serves Oakland with potable water from its Orinda and Upper San Leandro Water Treatment Plants.*

If any water main extensions are requested in the future, the District requests access to any and all information that is developed concerning hazardous materials, contaminated soils, and contaminated groundwater at the OARB property, but not limited to the Installation Restoration Program, the current environmental status section of the Base Realignment and Closure Cleanup Plan, and the preliminary Assessment/Site Inspection data.

The District urges prospective project sponsors to contact the District's New Business Office at the earliest possible time at (510) 287-1008 to initiate discussions regarding water service to any proposed developments.

RECYCLED WATER

The term "recycled water" is the industry standard in California. Please change all references to "reclaimed water" to "recycled water."

The District has been coordinating with OBRA staff over the past two years regarding incorporating recycled water into redevelopment plans in the area. The latest communication in this ongoing dialog was in February 2002. Based on information provided by OBRA, the Gateway and Port Projects are suited for recycled water use for landscape irrigation, non-residential toilet flushing, and industrial uses. The 16th and Wood Subdivision/Central Station Project is suited for landscape irrigation and possibly industrial uses (specifics to be determined when this portion of the project becomes further defined). The District is planning to provide recycled water to the Oakland Army Base Project, and has incorporated the project's anticipated recycled water demand into the preliminary design of the recycled water distribution system. As the project proceeds, the project sponsors need to continue to coordinate with the District to incorporate the use of recycled water.

Section 3.6.2, page 3-30, lines 21 to 23 and Section 3.6.3, page 3-33, lines 28 to 30, reference is made to the EIR certified by the District for the East Bayshore Recycled Water Project. Please note that in the area of the OARB, construction impacts in the East Bayshore Recycled Water Project EIR were assessed within Maritime Street only. The certified EIR does not address construction impacts within the OARB project.

WASTEWATER SERVICE

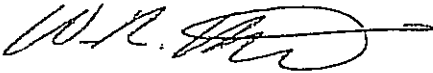
Section 4.9.3, page 4.9-9, line 11 – the size range of the District's wastewater interceptors was stated as "9 to 12 feet in diameter." The actual size range is 42 inches to 105 inches.

Section 4.9.4, page 4.9-13, lines 8-10 – "redirection" of wastewater flow allocations between subbasins is not allowed without prior approval by District. Proposed wastewater redirection locations need to be evaluated by the District and if it is determined that they could adversely impact District's wastewater conveyance system, they would not be approved. Redirection of Subbasin 64-X flows to Subbasin 64-15 has been evaluated by District and would be approved.

Section 4.9.4, page 4.9-13, line 15 – the Draft EIR states that the total gross wastewater capacity allocation for the OARB study area is 14.2 mgd. This statement is incorrect. The total gross wastewater capacity allocation of 14.2 mgd is for both the OARB study area and the adjacent Army Reserve property (Heroic Ward Dead Site). Therefore, the wastewater capacity allocation for the Army Reserve site is not available for use by the OARB study area and the associated gross allocation of 14.2 mgd needs to be reduced by the amount contributed by the Army Reserve property.

If you have any questions or if the District can be of further assistance, please contact Marie A. Valmores, Senior Civil Engineer, Water Service Planning at (510) 287-1084.

Sincerely,

A handwritten signature in black ink, appearing to read 'W.R. Kirkpatrick', with a long horizontal stroke extending to the right.

WILLIAM R. KIRKPATRICK
Manager of Water Distribution Planning

WRK:CDC:sb
sb02_215.doc

cc: Ms. Aliza Gallo, Executive Director
Ms. Gayle Borchard

/

Thornton, Elois A

From: Kent Lewandowski [kentlewan@yahoo.com]
Sent: Wednesday, February 15, 2006 11:57 PM
To: eathornton@oaklandnet.com
Subject: Auto Mall proposal on Oakland Army Base

Dear Mr. Thornton,

I just read the summary of the OAKLAND ARMY BASE Auto Mall Project EIR. There is clearly a lot of unexamined "environmental impact" that would arise from such a development. If you attended the City Council hearing on the proposed reuse of Oakland Army Base (OAB) at the end of January, you would have heard several proposals from West Oakland residents, local developers and transportation advocates all urging that a truck parking and services facility be placed on the Oakland Army Base. The West Oakland community has and continues to suffer from diesel pollution caused in large part by trucks driving through the neighborhood or simply idling waiting for appointments at the Port (the Port does not offer more than 10% of their pickups by appointment). These citizens and even business advocates were responding to this problem. You however do not mention it anywhere in your plan.

A solution needs to be found to encourage / force truckers to stay off West Oakland streets and pollute / idle their engines as little as possible while on their way to and from the Port. Putting a truck parking and services facility, combined perhaps with a logistics complex, on the Army Base would help facilitate this solution. Relocating AUTO DEALERS to the base, on the other hand, will not only cause increased air pollution, it will not help alleviate any of the pollution problems that currently exist.

Additionally, I fail to see how the auto dealers can be thrilled about being relocated away from their customers in downtown Oakland to an area where people seldom travel. Neither can I envision a retail "big box" doing very well there. Oakland has enough shopping already.

Sincerely,

Kent Lewandowski
360 Monte Vista Ave., Apt. 213
Oakland, CA 94611

2/16/2006

February 15, 2006

Elois Thornton
City of Oakland
Community and Economic Agency
250 Frank Ogawa Plaza, 3rd Floor
Oakland, California 94612

Dear Ms. Thornton:

Since the fate of the Oakland Army Base became known in 1995, the prospect for relief from the trucking operations clogging our streets and fouling our air has been held open to West Oakland residents. In hundreds of meetings over the ensuing decade countless West Oakland residents spoke in favor of reserving enough OAB space to adequately meet the trucking needs of the maritime operations of the Port of Oakland. Up until the year 2005, this appeared a likely prospect. With the emergence of the Auto Mall project, added to the other proposed developments, this no longer appears likely.

The failure to provide adequate space for truck parking, truck servicing and trucking operations on the former Oakland Army Base will have significant negative environmental impacts on the West Oakland neighborhood and will represent a major betrayal of the many West Oakland residents who have worked for years in the Army Base conversion process with the understanding, encouraged by the City and the Port, that the end result would offer real relief from all the truck related activities currently taking place in our neighborhoods.

We believe that support for Port maritime activities should be among the highest priorities of any OAB development, especially so when it provides environmental benefits to the surrounding residential areas.

Sincerely,

Ellen Wyck-Rutensson

Ray Kiddle

Yvonne L. Smith

Pat. Nichols

Christopher Thomas

Michael Sydnor

Alona Clifton

MONSA Niboto

Jaqueline Havel

Berene Grant

Queen E. Thurston

Ray R.

Ananya Gratia-Lin

Jean Damm

Guy E. Hodge

Margaret Sordor

Arthur W.

H. Z.

Eugene Anzera

Paul Cobb

Eugene Mays

Paul Wright

Van M.

MORRIS M. Mapp

Martha Benitz

RAYMOND MALOSCI

Bruce Beech

Donel M. Hornsby

From: Nadel, Nancy
Sent: Tuesday, April 04, 2006 2:59 PM
To: Thornton, Elois A
Subject: Auto mall EIR scoping
Dear Elois,

I seem to have missed the deadline on this and it is very important that some analysis be given to the fact that the space was formerly truck parking and therefore, those trucks are now displaced probably into the West Oakland community. In addition, the mitigations that are in the programmatic EIR for the Army Base, should kick in at the beginning of a development project (not at the end as the final EIR proposed which would make the mitigations we need impossible to implement). It is my understanding that there are now discussions going on with the truckers and trucking companies but I think this should be part of the analysis. Since it was determined that the EIR for the Auto Mall did need further analysis for air quality and transportation/circulation issues, I think that the trucking issue should be included.

I look forward to hearing your response.

Nancy

"We are the leaders we've been waiting for."
Lisa Yvette Sullivan

Please sign up to a District Three List Serve!
Go to www.NancyNadel.org/signup.php
510-238-7003

INITIAL STUDY DETERMINATION

**TO DETERMINE WHETHER FURTHER CEQA REVIEW IS
REQUIRED FOR IMPLEMENTATION OF THE
OAKLAND ARMY BASE REUSE PLAN**

FOR THE

OARB AUTO MALL PROJECT

PREPARED FOR:

CITY OF OAKLAND



BY: **LAMPHIER -GREGORY**

1944 EMBARCADERO

OAKLAND, CA 94606

JANUARY 2006

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APPENDIX A

Mitigation Measures from the Previous EIR

OARB Area Redevelopment Plan EIR Mitigation Measure Checklist

Summary of Significant Impacts and Mitigation (from the OARB Area Redevelopment Plan Final EIR)

ENVIRONMENTAL DETERMINATION

GENERAL INFORMATION

Purpose of Document

The purpose of this evaluation is to determine what, if any, further environmental review needs to be performed in order to consider approval of an auto mall at the former Oakland Army Base (OARB), since an EIR has already been certified for the Oakland Army Base Redevelopment Plan and Reuse Plan. An additional project option is being reviewed which would include a larger auto mall and “big box” retail.

Project Name

OARB Auto Mall

Lead Agency

City of Oakland
Community and Economic Development Agency
250 Frank Ogawa Plaza, 3rd Floor
Oakland, California 94612
Contact Person: Elois Thornton, Planner IV
Phone: 510-238-6284

Project Location and Site Information

The Project site is located on an approximately 30-acre portion of the former Oakland Army Base (OARB) and within the Oakland Army Base Redevelopment Area. The site is specifically described as the North Gateway Development Area. It is bounded by the East Bay Municipal Utility District (EBMUD) Wastewater Treatment Plant on the north, West Grand Avenue to the south and I-880 on the east. Access to the site is via Wake Avenue from Maritime Street, and West Grand Avenue.

The City of Oakland also wishes to evaluate a Project option (Option B) that includes approximately 30 acres of additional land, primarily to the south of West Grand Avenue and east of Maritime Street.

Current General Plan Designation and Zoning:

The Project site is designated in the adopted City of Oakland Land Use and Transportation Element as Business Mix on the eastern portion (east of Maritime Street/Wake Street) and General Industrial/ Transportation on the westerly portion. The entire site is zoned M-40: Heavy Industrial. The Project as proposed (auto sales use within the North Gateway area) is consistent with the



current General Plan and zoning designations for the site as either a permitted or conditionally permitted use.

However, the City may choose to take this an opportune time to amend the General Plan and the Redevelopment Plan and to re-zone portions of the OARB (including the Project site) for the purpose of planning for and zoning the former OARB consistent with the adopted OARB Reuse Plan.¹ General Plan and Redevelopment Plan amendments were fully contemplated pursuant to implementation of the OARB Reuse Plan and evaluated in the OARB Redevelopment EIR. These amendments are not required to implement the Project, but may conveniently be processed together with the proposed Project. Similarly, rezoning of the site is not required for the project but may be considered concurrently with the Project to provide a “better fit” with the General Plan amendment.

Existing Land Uses:

The western portion of the North Gateway is known as the Baldwin Yard and is currently being used for outdoor sorting and storage of gravel and other rock. The eastern portion of the site is known as the Subaru site and is currently unused and fenced. South of West Grand Avenue/I-880 the former Army Base buildings, including the large warehouses, are being used primarily for Port-related storage and logistics activities.

Surrounding Land Uses:

The proposed Project site is located within the northeastern portion of the former Oakland Army Base. Land uses to the north of the Project site include the EBMUD Wastewater Treatment Plant and the Interstate-80 approach to the San Francisco Bay Bridge. Land uses on the west side of Maritime Street and to the south are comprised largely of Port-related activities such as container storage. Land uses on the east of the project site consist of a series of railroad tracks principally used by the Port for cargo distribution. The Port of Oakland plans to continue to use these tracks along the Project site’s eastern boundary for a railroad car storage and a turnaround facility, consistent with the use of these lands as envisioned under the OARB Redevelopment Plan and as analyzed in the OARB Redevelopment Plan EIR.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

Environmental factors which may be affected by the Project are listed alphabetically below.

Factors marked with a filled in block (■) have been determined to be potentially affected by the Project, involving at least one impact that has been identified as a “Potentially Significant Impact”, as indicated in the attached CEQA Evaluation and related discussion that follows.

Unmarked factors (□) were determined to be either not significantly affected by the Project, adequately examined by the earlier OARB Redevelopment Plan EIR, or fully mitigated through

¹ The existing General Plan land use designations reflect a scenario whereby the Port would have controlled all lands west of Maritime Street and the City having control of all lands east of Maritime Street. In fact, as ultimately determined through the Reuse Plan, the Port and the City generally “swapped” control of these areas east and west of Maritime Street.




implementation of mitigation measures adopted by the City of Oakland as both lead agency and project sponsor.

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Hazards and Hazardous Materials	<input type="checkbox"/> Population and Housing
<input type="checkbox"/> Agriculture Resources	<input type="checkbox"/> Hydrology and Water Quality	<input type="checkbox"/> Public Services
<input checked="" type="checkbox"/> Air Quality	<input type="checkbox"/> Land Use and Planning	<input type="checkbox"/> Recreation
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Mineral Resources	<input checked="" type="checkbox"/> Transportation and Circulation
<input type="checkbox"/> Cultural Resources	<input type="checkbox"/> Noise	<input type="checkbox"/> Utilities and Service Systems
<input type="checkbox"/> Geology and Soils		

LEAD AGENCY DETERMINATION

On the basis of this initial evaluation:

I find that a Supplemental or Subsequent EIR needs to be prepared that further evaluates only air quality and transportation/circulation issues. All other environmental impacts have been adequately analyzed in the previously certified OARB Redevelopment EIR pursuant to applicable legal standards, and have been addressed by adoption of feasible mitigation measures, as appropriate.



Elois Thornton, Planner IV

1-19-06
Date



INTRODUCTION

This document evaluates a proposed Auto Mall and other potential commercial development located on a portion of the former Oakland Army Base (OARB) and within the OARB Redevelopment Area under the California Environmental Quality Act (CEQA).

A previous Environmental Impact Report for the OARB Area Redevelopment Plan and Reuse Plan (OARB Redevelopment EIR) was certified in July of 2002 (SCH# 2001082058). That “Project” EIR described and disclosed the potential environmental consequences associated with adoption by the City of Oakland, the Oakland Base Reuse Authority (OBRA) and the Port of Oakland of a Redevelopment Plan for an area comprising about 1,800 acres (including and surrounding the 430-acre former OARB). The Redevelopment Plan as evaluated in the 2002 OARB Redevelopment EIR involved replacing existing uses, some in derelict condition, with a variety of new uses including a “Flexible Alternative” of office/R&D, light industry, warehouse/distribution and retail use.

The primary purpose of this evaluation is to determine, pursuant to Public Resources Code sections 21090 and 2166 and CEQA Guidelines Sections 15180, 15162 and 15163 whether a Subsequent or Supplemental EIR is needed to fully assess and evaluate the currently proposed Auto Mall project. CEQA provides that when an EIR has been certified, no Subsequent or Supplemental EIR shall be prepared unless the City determines, on the basis of substantial evidence, one or more of the following:

1. substantial changes are proposed as part of the current Project that would involve major revisions to the original 2002 OARB Redevelopment EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects,
2. substantial changes have occurred with respect to circumstances under which the current Project is undertaken (i.e., a significant change in the existing or future condition) that would involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects, and/or
3. new information of substantial importance indicates that the Project may have a new significant environmental effect or a substantial increase in the severity of previously identified significant effects.

As stated above and detailed in the rest of this document, a Supplemental or Subsequent EIR does need to be prepared, but that addresses only air quality and transportation/circulation issues.

OVERVIEW OF THE PROJECT

At the time of preparation of the Notice of Preparation, the City of Oakland (as both Project sponsor and lead agency) had identified one Project for review, as well as one additional Project option, referred to in this document as Option B, that the City wished to also be evaluated:



- The Project generally consists of the redevelopment of approximately 30 acres of land in the North Gateway portion of the former Oakland Army Base to provide space for automobile dealerships on five (5) separate parcels of approximately 5 acres each, plus associated roadways and infrastructure improvements (See **Figure 5**).
- Option B is a larger effort on a total of approximately sixty (60) acres, including the Project as described above plus three (3) additional 5-acre automobile dealerships and one (1) approximately 12 to 15-acre site for “big box” retail use (See **Figure 5**).

BACKGROUND

Oakland Army Base Closure

In 1995, the Federal Base Realignment and Closure (BRAC) Commission recommended closure and realignment/disposal of the approximately 430-acre Oakland Army Base (OARB). The U.S. Army, the lead agency for base closure and transfer, conducted or participated in the required environmental processes pursuant to the closure, and conveyed the majority of the OARB land to the Oakland Base reuse Authority (OBRA). Three parcels (26 acres) were reserved for the U.S. Army Reserve, and 15 acres were assigned to the Department of the Interior for conveyance to the East Bay Regional Park District (EBRPD).

The Oakland Base Reuse Authority was established as the local reuse authority responsible for managing OARB assets and planning for reuse of the former OARB. OBRA operates the current leasing operations of the facilities remaining on the Base, and acquired the land from the U.S. Army and from the U.S. Army Reserves. OBRA will in turn transfer former OARB and U.S. Army Reserves property to other entities for redevelopment and reuse.

OARB Redevelopment Area

Immediately upon the BRAC Commission’s recommendation to close the OARB, the City of Oakland began to evaluate how best to implement reuse of the OARB and the surrounding areas. The City investigated redevelopment options, designated a Redevelopment Survey Area, and prepared the *Oakland Army Base Area Redevelopment Plan* that established an 1,800-acre Redevelopment Project Area, including the 430-acre OARB. The OARB Redevelopment Area is divided into the following three sub-districts:

1. **The OARB Sub-district** is 470 acres in size, consisting of the 430-acre OARB (both the land and submerged parcels of the Base, including lands currently owned by the Reserves) and several parcels immediately adjacent to the northern boundary of OARB, between the Base and I-80, totaling approximately 39 acres. The OARB Sub-district is bounded (clockwise from the north) by the Bay Bridge, I-880, the Port of Oakland and the Bay. This sub-district comprises two development areas:
 - The 220-acre Port Development Area (primarily in the west and southeast portion of the OARB)



- The City of Oakland's 170-acre Gateway Development Area (primarily in the northwest portion of the OARB).² The City Gateway Development Area is further subdivided into the following districts:
 - a. North Gateway, north of West Grand Avenue
 - b. East Gateway, south of West Grand Avenue and east of Maritime Street
 - c. Central Gateway, south of West Grand Avenue and I-80 and west of Maritime Street
 - d. West Gateway, south of I-80
 - e. Gateway Park, the most westerly point of the OARB.
- 2. **The Maritime Sub-district** is approximately 1,290 acres in size. The majority of this sub-district comprises that portion of the Port of Oakland dedicated to maritime use. The area that comprises this sub-district runs from the Outer Harbor on the west to and including Howard Terminal on the east (including Schnitzer Steel, a non-Port property, and from the Inner Harbor on the South to Berth 10 on the north).
- 3. **The 16th/Wood Sub-district** is approximately 41 acres in size. This sub-district is located roughly between the realigned Cypress Freeway (I-880) to the west and Wood Street to the east; West Grand Avenue to the north to 7th Street to the south.

Figure 1 shows the general boundaries of the OARB Redevelopment Area and its subareas. **Figure 2** shows the smaller districts within the City Gateway Development Area.

OARB Redevelopment Plan and Reuse Plan

The Redevelopment Plan provides a framework of agency powers, duties, and obligations to enable redevelopment of the Redevelopment Area. The Redevelopment Plan also incorporates the OARB Reuse Plan.³ The Reuse Plan describes a “Flexible Alternative” land use plan for the City Gateway Development area. The Reuse Plan also describes the Port of Oakland's plans for maritime and rail facilities in the Port development area. A summary of the assumptions for land use redevelopment as contained in the Redevelopment Plan and Reuse Plan for the Redevelopment Area is shown on the following **Table 1**.

² The current acreages for both the Port Development Area and the City Gateway Development Area are slightly different than as presented in the OARB Redevelopment EIR. These differences are due to more accurate calculations made since certification of that previous EIR.

³ Amended Draft Final Reuse Plan for the Oakland Army Base, OBRA 1998, as amended 2001



Table 1
OARB Redevelopment Area Buildout, through 2020

Potential Land Uses	Units	Redevelopment Sub-District				Total
		<u>OARB</u>	Port	<u>Maritime</u>	<u>16th/Wood</u>	
		Gateway				
Light Industry	sq. ft.	494,000	-	-	305,000	799,000
Office, R&D	sq. ft.	1,528,000	-	-	1,437,000	2,965,000
Retail	sq. ft.	25,000	-	-	1,300	26,300
Warehouse/distribution	sq. ft.	300,000	-	-	-	300,000
Total square feet		2,347,000	-	-	1,743,300	4,090,300
Live/work units		-	-	-	375	375
Acres						
From uses listed above:	ac.	168	-	-	40	208
Park, Public Access	ac.	29	-	-	1	30
New Maritime	ac.	-	55	65	-	120
Terminal Recon.	ac.	-	-	82	-	82
Maritime Support	ac.	15	2	88 ^e	-	105
Rail	ac.	-	130	35	-	165
Acres redeveloped		212	187	270	41	710
Total acres		228	241	1,290	41	1,800

Source: OARB Redevelopment Plan EIR, Table 3-1, page 3-8.

Note that total acres and acres redeveloped are different now due to more accurate calculations made since the time the OARB Redevelopment EIR was certified

The OARB Reuse Plan's "Flexible Alternative" strategy was intended to balance economic and community interests while maintaining flexibility to meet changing market conditions.

Assumptions for the Project Site(s) under the Redevelopment /Reuse Plan

As included in the OARB Redevelopment/Reuse Plan, the land uses envisioned for the approximately 30-acre Project site included approximately 300,000 square feet of warehouse and distribution facilities on the easterly portion of the site (known as the Subaru Site). It also anticipated providing 15 acres for ancillary maritime support (truck parking and associated uses) on the westerly portion of the site on property known as the Baldwin Yard.

Within the Option B area south of West Grand Avenue, the OARB Redevelopment/Reuse Plan anticipated redevelopment of that approximately 30-acre area to contain approximately 390,000 square feet of light industrial/flex-office use (assuming an average FAR of 0.30 for these uses, as calibrated from the OARB Redevelopment EIR).



Oakland Army Base Area Redevelopment Plan EIR

In July 2002 the EIR was certified by OBRA, the City of Oakland and the Port of Oakland that analyzed redevelopment of the entire 1,800-acre OARB Redevelopment Area. *The OARB Area Redevelopment Plan EIR* (hereafter OARB Redevelopment EIR) evaluated and disclosed the environmental impacts of establishing and implementing the OARB Redevelopment Plan and Reuse Plan. The analysis contained in the Redevelopment EIR identified all potentially significant environmental impacts of the Redevelopment Plan and provided mitigation measures that reduced the majority of impacts to a less than significant level. The Redevelopment EIR identified some impacts that would be Significant and Unavoidable in the following areas:

- Transportation and Traffic,
- Air Quality,
- Cultural Resources,
- Aesthetics, and
- Biology.

To acknowledge these significant and unavoidable impacts, OBRA, the City of Oakland and the Port of Oakland respectively adopted Statements of Overriding Considerations after certification of the OARB Redevelopment EIR.

PROJECT DESCRIPTION

PROJECT SITE

The Project site is located on an approximately 30-acre portion of the former OARB and within the Oakland Army Base Redevelopment Area. The site is specifically described as the North Gateway Development Area, a triangular site bounded by the East Bay Municipal Utility District Wastewater Treatment Plant on the north, West Grand Avenue to the south and I-880 on the east. Access to the site is via Wake Avenue from Maritime Street, and West Grand Avenue.

The Option B site includes the entire site described for the Project, combined with approximately 30 acres of additional land primarily to the south of West Grand Avenue and east of Maritime Street. This addition to the Project site is also located within the former OARB, within the Oakland Army Base Redevelopment Area, and is described as a portion of the East Gateway area.

Figure 3 shows the site location and vicinity, and **Figure 4** shows an aerial photo of the Project site(s).

PROPOSED LAND USES

Project

The approximately 30-acre Project site (the North Gateway) is now potentially envisioned by the City for land uses that would include automobile dealerships arranged as an Auto Mall.



Automobile Dealerships

Four or five separate automobile dealerships would occupy five separate parcels of approximately 4 to 6 acres each (Parcels A through E). Each dealership would include 1- to possibly 3-story building space to accommodate auto showrooms, sales space, and auto repair and service facilities. Each dealership also includes outdoor surface area for automobile storage, employee and customer parking and circulation.

Access Road and Utilities

A North Gateway access road would be extended from the intersection of West Grand Avenue and Maritime Street in order to carry traffic on the north side of West Grand Avenue and to provide access to auto dealership sites in the North Gateway. The access road is anticipated to align with the plans for a closed loop of this road that would re-connect with Maritime Street south of Grand Avenue in the East Gateway.

Additionally, utility infrastructure (water, sewer, storm drain, electricity, etc.) improvements would be completed as necessary and utility infrastructure would be extended to serve each of the dealership sites.

Ancillary Maritime Support

Pursuant to the requirements of the Bay Conservation and Development Commission's *Bay Plan*, the reuse and redevelopment of the OARB Redevelopment Area is required to include a total of 105 acres of ancillary maritime support (AMS) uses. Ancillary maritime support uses include truck parking associated with Port usage and other related services. According to the OARB Redevelopment/Reuse Plan a total of 15 acres of AMS uses were designated within the City Gateway Development Area and anticipated to be located on the Baldwin Yard in the North Gateway.⁴ With reconsideration of this site for auto dealership uses, the AMS land use designation will need to be relocated. The City of Oakland envisions transferring this AMS land use requirement to a 15-acre portion of the Central Gateway, at the southern boundary adjacent to the Port's Development Area.

Option B

As an additional option for consideration and review, City staff has also elected to study an expanded project. This expanded project (Option B) would include the Project as described above, plus an additional approximately 30-acre portion of the East Gateway immediately south of West Grand Avenue. Within this additional 30 acres, this option includes:

- Three (3) additional 5-acre automobile dealerships (Parcels F, G and H).
- One (1) approximately 12 to 15-acre site (Parcel I) for "big box" retail use, including approximately 150,000 square feet of building space, and customer and employee parking. The big box retail is expected to have total employment in the range of approximately 400 to 600 people.

⁴ The remaining 90 acres of Ancillary Maritime Support uses were designated within the Port Development Area and the Port's Maritime Subarea.



- Continuation of the North Gateway Access Road to the south (under West Grand Avenue) and reconnecting to Maritime Street.
- Associated infrastructure extensions.

Construction of the uses described above for the expanded Option B would necessitate removal of four or five of the “800 Series” warehouses plus several smaller warehouses and associated structures. These buildings are part of the OARB Historic District. The removal of these structures, resulting in the significant and unavoidable loss of these historic resources was fully analyzed and addressed in the OARB Redevelopment EIR. A Statement of Overriding Considerations was adopted by the City for this significant and unavoidable impact on historic resources.

A summary of the land uses anticipated under the Project and Option B is shown on **Table 2**.

Table 2					
OARB Auto Mall Project, Land Use Summary					
<u>Parcel</u>	<u>Use</u>	<u># of Buildings</u>	<u>Floors</u>	<u>Total Floor Area (sq.ft.)</u>	<u>Parcel Size (acres)</u>
Project, North Gateway					
A	Auto dealership	1	1	40,000	5.1
B	Auto dealership	1	2	160,000	6.0
C	Auto dealership	1	2	120,000	5.5
D	Auto dealership	2	1	40,000	3.8
E	Auto dealership	1	1	<u>30,000</u>	3.9
Loop Road					<u>5.7</u>
subtotal		6		390,000	30
Option B, East Gateway					
F	Auto dealership	1	1	20,000	5.4
G	Auto dealership	1	1	15,000	4.0
H	Auto dealership	1	1	15,000	4.0
I	“Big Box” retail	1	1	<u>150,000</u>	12.0
Loop Road					<u>4.6</u>
subtotal		4		200,000	30
Total		10		590,000	60.0

COMPARISON TO THE OARB REUSE PLAN AND OARB REDEVELOPMENT EIR

The land uses anticipated under the Project and Option B, while allowed under the current General Plan and zoning designations for these sites, were not specifically anticipated in the OARB Reuse Plan or the OARB Redevelopment EIR. These Project land uses may require amendments to the Reuse Plan and could potentially result in different environmental impacts than were analyzed in the



OARB Redevelopment EIR. This document provides a brief analysis of these comparative environmental effects.

Table 3 shows a comparison of the land use summary for the Project as compared to the land use assumptions for the Project area as included in the OARB Reuse Plan and analyzed in the OARB Redevelopment EIR.

Table 3 Comparison of Land Use OARB Reuse Plan vs. Project and Project Option			
	<u>OARB</u> <u>Reuse Plan</u>	<u>Project</u>	<u>Project plus</u> <u>Option B</u>
North Gateway			
Warehouse/distribution	300,000 square feet	-	-
Ancillary maritime support	15 acres	-	-
Auto dealership	-	390,000 square feet	390,000 square feet
East Gateway			
Light Industrial/Flex-Office	390,000 square feet	390,000 square feet	-
Auto dealerships	-	-	50,000 square feet
Big Box retail	-	-	150,000 square feet
Note: 15 acres of Ancillary Maritime Support uses moved from North Gateway to Central Gateway under the Project scenario and/or Option B			

Changed Circumstances

There have been a number of circumstances that have changed since certification of the OARB Redevelopment EIR in 2002. These changes include:

- A major portion of the OARB Redevelopment District's 16th and Wood Street subarea has since been approved for a development project known as Central Station.
- All portions of West Oakland not located in a previously established redevelopment area or the OARB Redevelopment Area has since been included into a new West Oakland Redevelopment Area.
- City staff has held discussions with potential developers that have interest in developing projects in portions of the OARB Gateway other than at the project site. Although no final plans for these areas have been developed and no applications filed, City staff does consider the potential for these projects as reasonable and feasible such that they should be included in a new cumulative projection of land uses for the area.



- The City of Oakland and the Port of Oakland have conducted minor land transfers in the vicinity of the Project for purposes of facilitating more accessible access and rail yard configurations.
- Hazardous materials clean-up operations have been initiated in several portions of the OARB, including the removal of Building #1 and the hazardous substances at that site pursuant to the approved OARB Remedial Action Plan/Risk Management Plan (RAP/RMP).
- The U.S. Army Reserves have completed transfer of their former land ownerships within the former OARB to OBRA, and
- The City of Oakland and State Lands Commission have negotiated and settled issues related to the designation of lands subject to Tidelands Trust.

Other than the projections for future growth and development used in forecasting cumulative traffic and cumulative air quality conditions, these changed circumstances are not anticipated to have any other implications on environmental consequences associated with the proposed Project.

REQUESTED ACTIONS AND REQUIRED APPROVALS

This environmental evaluation (and the Supplemental/Subsequent EIR) covers all steps necessary to implement the Project or Option B, as well as other matters contemplated under the OARB Redevelopment Plan, including without limitation:

- Oakland Base Reuse Authority (OBRA) approval of an amendment to the OARB Reuse Plan to reflect the proposed land use change to include auto mall (and potentially “big box” retail under Option B),
- Bay Conservation and Development Commission (BCDC) approval of re-designation of Ancillary Maritime Support uses from the North Gateway to the Central Gateway,
- Oakland Redevelopment Agency (ORA) issuance of Disposition and Development Agreements and any related documents as necessary for the individual developments,
- Obtain department of Toxic Substance Control (DTSC) and City approval for OARB Remedial Action Plan/Risk Management Plan (RAP/RMP) applicability to proposed uses which were not specifically identified in the Reuse Plan,
- Planning Commission approval of Design Review, conditional use permits, variances, subdivision applications and/or other land use approvals required for individual development applications, and
- Administrative approval of subsequent demolition, grading and building permits, infrastructure improvements and environmental remediation activities.

The City may choose this an opportune time to take the following additional actions for the purpose of planning for and zoning the former OARB consistent with the adopted OARB Reuse Plan. These additional actions were fully contemplated pursuant to implementation of the OARB Reuse Plan



and evaluated in the OARB Redevelopment EIR. They are not required, but may conveniently be processed together with the proposed project:

- City Council approval of a General Plan amendment,
- Oakland Redevelopment Agency (ORA) approval of an amendment to the OARB Area Redevelopment Plan to reflect the General Plan amendment, and
- City Council re-zoning of the Project site to provide a “better fit” with the General Plan amendment.



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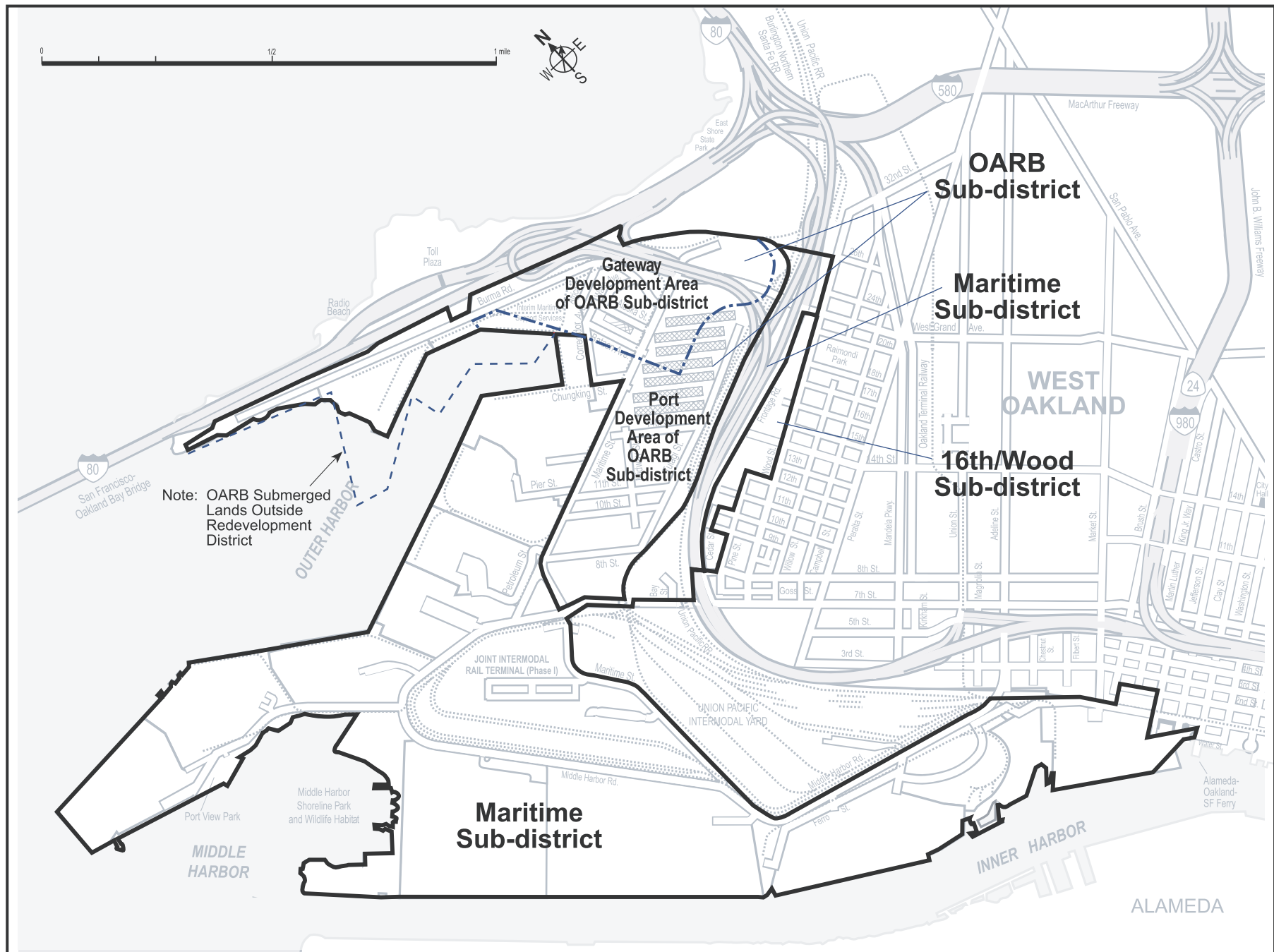


Figure 1: OARB Redevelopment District and Sub-districts



Source: OARB Redevelopment EIR
g. borchard & associates

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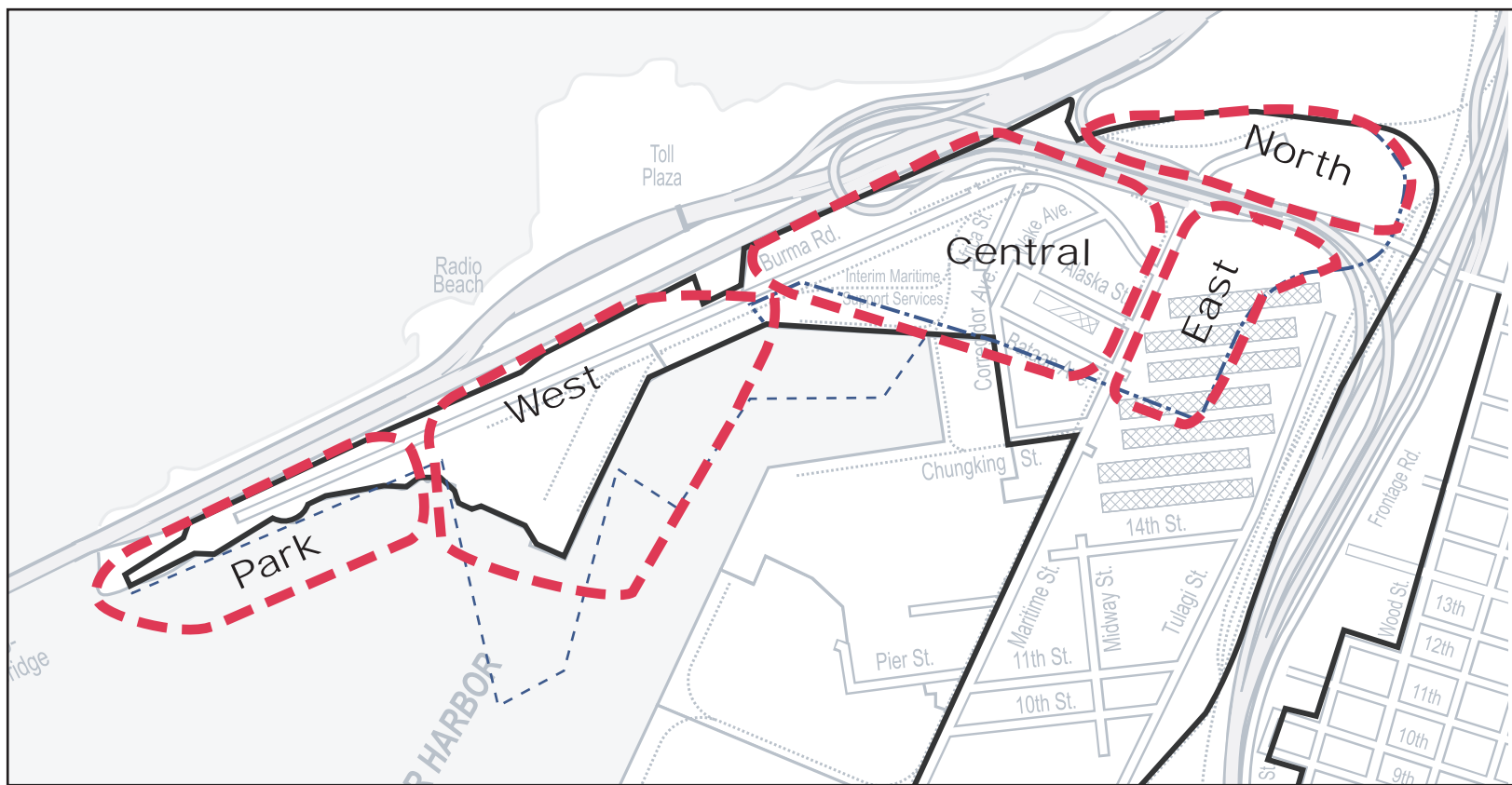


Figure 2: Gateway Development Area Subareas



Source: Modified from OARB Redevelopment EIR
g.borchard & associates

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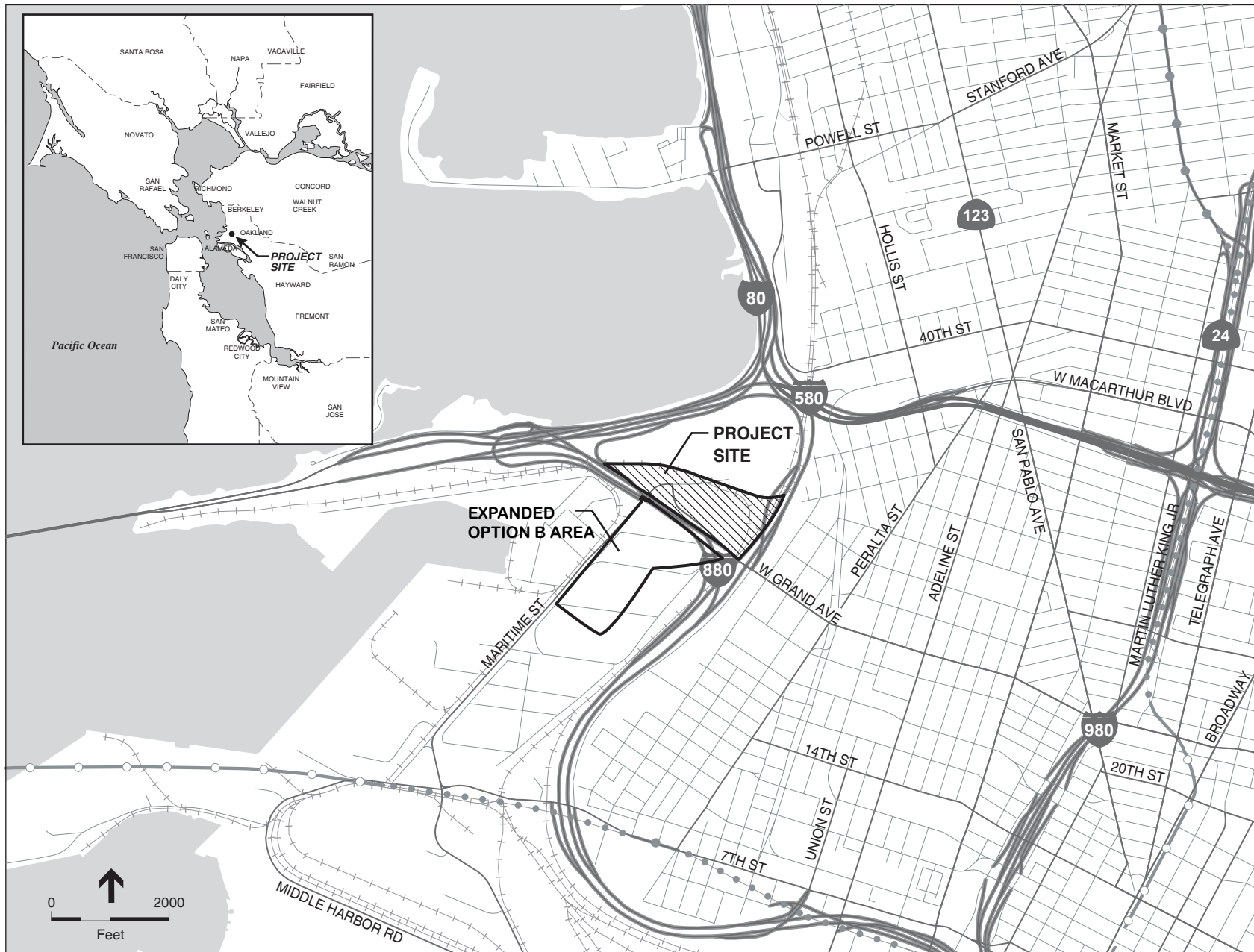


Figure 3
Project Site Vicinity



SOURCE: Lamphier-Gregory

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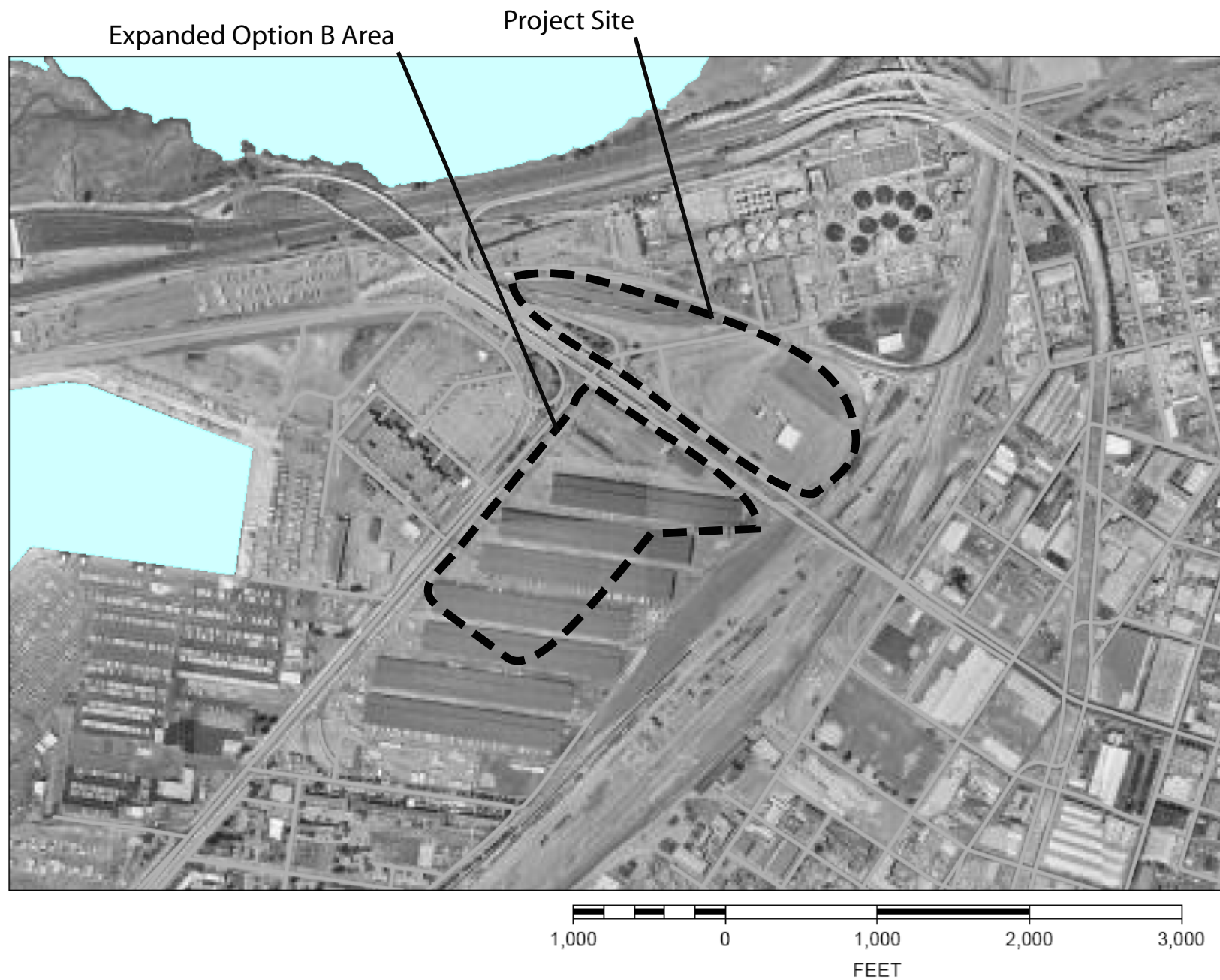


Figure 4
Aerial Photograph



Source: City of Oakland CEDA

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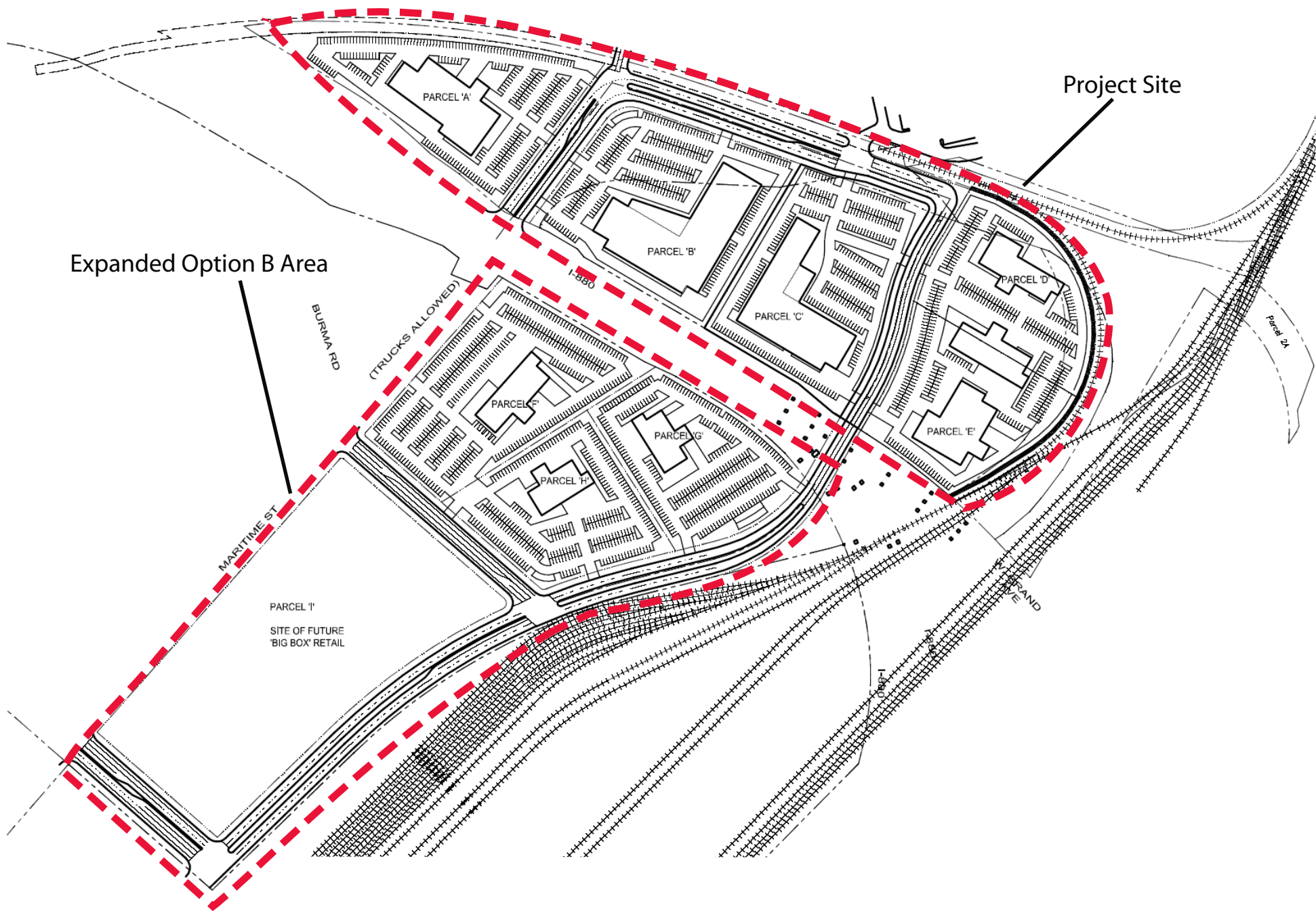


Figure 5
Site Concept

Source: Fee Munson Ebert

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CEQA EVALUATION

Pursuant to CEQA Guidelines Section 15063, the following sections provide an evaluation of whether the Project will have any new significant effects on the environment.

- If an environmental issue would not be affected by the project it is identified in the following evaluation as “***No Impact***”.
- If an environmental issue may cause a significant effect on the environment, this evaluation also determines whether this effect was adequately examined in the previous OARB Redevelopment Plan EIR. If the environmental issue was adequately examined in the previous document it is identified in the following evaluation as “***No New Impact***”. To the extent that mitigation measures were adopted pursuant to the OARB Redevelopment Plan EIR and these measures are applicable to the project, these measures are specifically identified in the following discussion. All mitigation measures from the OARB Redevelopment EIR are listed in **Appendix A**. This list also identifies which measures are specifically applicable to the Project and which are not.
- If an environmental issue may cause a significant effect on the environment that was not adequately examined in the previous OARB Redevelopment Plan EIR, but the applicant as lead agency has already agreed to implement mitigation measures that would reduce this impact to a less than significant level, it is identified in the following evaluation as “***Less than Significant with New Mitigation***” and these new measures are specifically identified.
- If an environmental issue may cause a significant effect on the environment that was not adequately examined in the previous OARB Redevelopment Plan EIR it is identified in the following evaluation as “***Potentially Significant***” and will be analyzed in a later Supplemental or Subsequent EIR.



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AESTHETICS

Environmental Factors and Focused Questions for Determination of Environmental Impact		Potentially Significant Impact	Less Than Significant with New Mitigation	No New Impact	No Impact
I.	AESTHETICS — Would the Project:				
	a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	e) Introduce landscape that would now or in the future cast substantial shadows on existing solar collectors (in conflict with California Public Resources Code Section 25980-25986)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	f) Cast shadow that substantially impairs the function of a building using passive solar heat collection, solar collectors for hot water heating, or photovoltaic solar collectors?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	g) Cast shadow that substantially impairs the beneficial use of any public or quasi-public park, lawn, garden, or open space?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	h) Cast shadow on a historic resource, as defined by CEQA Section 15064.5(a), such that the shadow would materially impair the resource's historic significance by materially altering those physical characteristics of the resource that convey its historical significance and that justify its inclusion on or eligibility for listing in the National Register of Historic Places, California Register of Historic Resources, Local register of historical resources or a historical resource survey form (DPR Form 523) with a rating of 1-5.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	i) Require an exception (variance) to the policies and regulations in the General Plan, Planning Code, or Uniform Building Code, and the exception causes a fundamental conflict with policies and regulations in the General Plan, Planning Code, and Uniform Building Code addressing the provision of adequate light related to appropriate uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



Environmental Factors and Focused Questions for Determination of Environmental Impact	Potentially Significant Impact	Less Than Significant with New Mitigation	No New Impact	No Impact
j) Create winds exceeding 36 mph for more than one hour during daylight hours during the year? NOTE: Wind analysis is required if project's height is 100 feet or greater (measured to the roof) <u>and</u> one of the following conditions exists: a) the project is located adjacent to a substantial water body (i.e., Oakland Estuary, Lake Merritt or San Francisco Bay), or b) the project is located in Downtown Oakland.	[]	[]	[]	[✓]

a), c), g), h), i) and j):

The OARB Redevelopment Plan EIR determined that future development within the entire Redevelopment Area would result in blockage of views toward the Outer Harbor for east-bound travelers on I-80. However these views do not constitute important views or scenic vistas. The proposed Project, as well as Option B, would not include any buildings that would cast significantly negative shadows, or any buildings taller than one hundred feet that would potentially lead to significant wind impacts. Neither the proposed Project nor Option B would result in any significant aesthetic impacts not previously addressed in the prior EIR.

b):

The proposed Project would have no impact on any scenic resources. The North Gateway area includes a currently vacant lot with weeds growing through disintegrating paving and a lot being used for outdoor sorting and storage of gravel and other rock. There are no historic buildings on the proposed Project site.

Option B however, would have an impact on scenic resources, as analyzed in the previous Redevelopment Plan EIR. Option B would involve removal of historic buildings along a state scenic highway. Development of this Option would eliminate visual evidence of a specific period in the history of West Oakland military transportation, including certain structures contributing to the OARB Historic District. The most visually striking of these contributing buildings are what is termed the “800 series” warehouses, seven large rectangular buildings, each encompassing approximately 235,000 square feet. These buildings are visually prominent from local roadways, are large in scale, and have distinctive architectural elements, including rooflines with double eaves and clerestory windows. They are located between existing Maritime Street and the Knight Railyard, and straddle the boundary between the Gateway and Port development areas. The 800 series warehouses are not clearly visible from I-580, a state scenic highway. They are, however, briefly visible to eastbound travelers on the Bay Bridge (I-80) a local scenic route, and from local arterial roads such as Maritime Street.

Development of Option B would result in the deconstruction of several of these 800 series warehouses plus three other smaller warehouses that are contributors to the OARB Historic District. Loss of their distinctive form representative of a period of West Oakland’s history is considered a significant visual impact that will remain significant and unavoidable even after



mitigation. A Statement of Overriding consideration was adopted along with the OARB Redevelopment EIR. The following OARB Redevelopment EIR mitigation measure is applicable to Option B.

Mitigation 4.6-12: At least one building each in the Gateway and Port development areas of the OARB sub-district, if feasible, shall include architectural design elements such as double eaves and clerestory windows evocative of the warehouse structures.

d):

Security lighting and lighting for night time operations is present throughout the OARB area. New construction in the OARB, including the Project or Option B would require nighttime illumination for security. This could increase nighttime light and glare and light spillage across property boundaries. This would have less impact at the proposed Project site and the expanded area of Option B than at sites closer to residential areas or to the Bay. The following OARB Redevelopment EIR mitigation measure is applicable to reduce this potential impact to a less than significant level:

Mitigation 4.11-1: New lighting shall be designed to minimize off-site light spillage; "stadium" style lighting shall be prohibited.

e) and f):

While active and passive solar systems are not currently present or planned in or near the Project area or the expanded Option B area, future development in the OARB area could include solar collectors or passive solar design. Development subsequent to the installation of such systems may cast shadows that could substantially affect their operation. The following OARB Redevelopment EIR mitigation measures are applicable to reduce this potential impact to a less than significant level:

Mitigation 4.11-3: New active or passive solar systems within or adjacent to the project area shall be set back from the property line a minimum of 25 feet.

Mitigation 4.11-4: New construction within the Gateway development area adjacent to a parcel containing permitted or existing active or passive solar systems shall demonstrate through design review that the proposed structures shall not substantially affect operation of existing solar systems.

Conclusion:

Therefore, there are no changes in the project, change in circumstances, or new information that would result in new significant aesthetic environmental effects, or a substantial increase in the severity of previously identified aesthetic environmental effects.



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AGRICULTURAL RESOURCES

Environmental Factors and Focused Questions for Determination of Environmental Impact		Potentially Significant Impact	Less Than Significant with New Mitigation	No New Impact	No Impact
II.	AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the Project:				
	a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	[]	[]	[]	[✓]
	b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	[]	[]	[]	[✓]
	c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	[]	[]	[]	[✓]

a), b), and c):

The OARB Redevelopment Plan EIR found that the majority of the Redevelopment Area, including the Project site and the expanded area of Option B and its vicinity are already developed for urbanized uses. There are no agricultural resources in the area and there is no potential impact to agricultural resources from the proposed Project or from Option B.

Conclusion:

Therefore, there are no changes in the project, change in circumstances, or new information that would result in new significant agricultural resources environmental effects, or a substantial increase in the severity of previously identified agricultural resources environmental effects.



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AIR QUALITY

Environmental Factors and Focused Questions for Determination of Environmental Impact		Potentially Significant Impact	Less Than Significant with New Mitigation	No New Impact	No Impact
III.	AIR QUALITY — Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the Project:				
	a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	c) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	f) Contribute to CO concentrations exceeding the State AAQS of 9 ppm averaged over 8 hours and 20 ppm for 1 hour? NOTE: Pursuant to BAAQMD, localized carbon monoxide concentrations should be estimated for projects in which 1) vehicle emissions of CO would exceed 550 lb/day, 2) intersections or roadway links would decline to LOS E or F, 3) intersections operating at LOS E or F will have reduced LOS, or 4) traffic volume increase on nearby roadways by 10% or more unless the increase in traffic volume is less than 100 vehicles per hour.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	g) Result in total emissions of ROG, NO _x , or PM ₁₀ of 15 tons per year or greater, or 80 pounds per day or greater? NOTE: The Port of Oakland maintains PM ₁₀ and PM _{2.5} monitoring stations in West Oakland and data from these stations should be obtained and used.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	h) Result in potential to expose persons to substantial levels of Toxic Air Contaminants such that the probability of contracting cancer for the Maximally Exposed Individual exceeds one in 10 million?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	i) Result in ground level concentrations of non-carcinogenic Toxic Air Contaminants such that the Hazard Index would be greater than 1 for the Maximally Exposed Individual?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	j) Result in a substantial increase in diesel emissions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Environmental Factors and Focused Questions for Determination of Environmental Impact	Potentially Significant Impact	Less Than Significant with New Mitigation	No New Impact	No Impact
k) Fundamentally conflict with the currently adopted Bay Area Clean Air Plan because population growth for the jurisdiction exceeds values in the Clean Air Plan, based on population projections in ABAG's currently adopted projections?	[]	[]	[]	[✓]
l) Fundamentally conflict with the Clean Air Plan because the rate of increase in vehicle miles traveled in the jurisdiction is greater than the rate of increase in population?	[]	[]	[✓]	[]
m) Fundamentally conflict with the Clean Air Plan because the project does not demonstrate reasonable efforts to implement transportation control measures in the Clean Air Plan.	[]	[]	[✓]	[]

a), l), m):

There is no evidence that significant impacts currently exist relative to fundamental conflicts with applicable plans and policies to which the redevelopment program could contribute. Generally, development within the City and surrounding jurisdictions occurs in accordance with relevant plans and policies, as they may be amended from time to time.

e):

A more detailed discussion of odors can be found in the Land Use section. The proposed land uses are not expected to generate objectionable odors affecting a substantial number of people. A nearby waste water treatment facility does generate noxious odors but prevailing wind direction precludes the likelihood of odor events at the site.

h) and i):

A screening-level health risks evaluation was conducted by ENVIRON Corporation as part of the OARB Redevelopment EIR. This study found that health risks from diesel particulate emissions would exceed some risk standards or significance thresholds. This impact was deemed significant and unavoidable and a Certificate of Overriding Consideration was adopted along with the OARB Redevelopment EIR. The majority of diesel emissions come from maritime and other port-related transportation. The change in land uses proposed in the Project and Option B are not significantly different from those analyzed in the OARB Redevelopment EIR and would not result in a significant difference in health risks.

k):

The Project does not propose any uses that would change population projections nor does Option B.



b), c), d), f), g), i):

The OARB Redevelopment EIR evaluated potential impacts on air quality resulting from implementation of the Redevelopment Plan and found that redevelopment activities would produce pollutant emissions. These activities include construction/remediation, vessel movement, cargo handling and transport, passenger car travel and operation of commercial developments. Both criteria and toxic pollutants would be emitted in all sub-districts of the OARB. Toxic Air Contaminants would be emitted in the form of particulate matter from diesel fuel exhaust. Construction/remediation emissions consist of fugitive dust from earth disturbing activities and equipment exhaust from combustion of gasoline and diesel fuel. Cargo ships, tugboats, on-dock equipment, and trains in the Maritime sub-district and Port Development Area would emit pollutants in the exhaust, as would trucks and vehicles traveling to all sub-districts within the OARB. Office and other land uses would also be sources of emissions from combustion of natural gas for space and water heating, exhaust emissions from landscaping equipment, and volatile organic compound emissions from miscellaneous consumer products, solvents and cleaners. Emissions from trucks and vehicles would occur from all redevelopment within all sub-districts within the OARB Redevelopment area.

In order to reduce these impacts, the OARB Redevelopment EIR recommended a number of mitigation measures intended to reduce these air quality impacts to the extent possible. Many of these measures are not directly applicable to the current Project or Option B, but the Following measures would be applicable to the Project and Option B:

- | | |
|--------------------------|---|
| Mitigation 4.4-1 | Contractors shall implement all BAAQMD “Basic” and “Optional” PM10 (fugitive dust) control measures at all sites, and all “Enhanced” control measures at sites greater than four acres. |
| Mitigation 4.4-2 | Contractors shall implement exhaust control measures at all construction sites. |
| Mitigation 4.4-4: | The City and the Port shall jointly create, maintain, and fund on a fair share basis, a truck diesel emission reduction program. The program shall be sufficiently funded to reduce and/or off-set redevelopment related contributions to local West Oakland diesel emissions to the maximum extent feasible. |
| Mitigation 4.4-5 | Major developers shall fund on a fair share basis BAAQMD-recommended feasible Transportation Control Measures (TCMs) for reducing vehicle emissions from commercial, institutional, and industrial operations, as well as all CAP TCMs the BAAQMD has identified as appropriate for local implementation. |
| Mitigation 4.4-6 | Title 24 of the Uniform Building Code (UBC) requires that new construction include energy-conserving fixtures and designs. Additionally, the City and Port shall implement sustainable development policies and strategies related to new development design and construction. |

Even with implementation of all mitigation measures recommended in the OARB Redevelopment EIR, impacts to air quality remain significant and unavoidable. A Statement of Overriding Consideration for the following impacts was adopted along with the OARB Redevelopment EIR:



- Increased Port maritime and rail operations, as well as trucking activities associated with all redevelopment operations would emit NO_x, ROG, and PM₁₀ in excess of 15 tons per year or 80 pounds per day, substantially increase diesel emissions, and potentially expose pollution-sensitive receptors to substantial pollutant concentrations.
- Construction and remediation-related generation of criteria pollutants and diesel exhaust. Because details of remediation and construction were not yet completely defined and could involve large scale construction/remediation throughout the redevelopment area, the impact was considered potentially significant and unable to be reduced to a level that is less than significant.
- Passenger vehicles and delivery trucks associated with redevelopment would emit NO_x, ROG, CO, and PM in excess of 15 tons per year or 80 pounds per day.

Conclusions:

The proposed Project may, depending upon its traffic generation characteristics exacerbate potential air quality impacts over that analyzed in the previous EIR. The OARB Redevelopment EIR anticipated warehouse/distribution and light industrial land uses on the Project site and these uses may generate fewer emissions than emission associated with the currently proposed car dealerships and “big box” retail uses. These newly proposed uses could lead to a net increase in vehicle emissions over emissions levels estimated in the OARB Redevelopment EIR. Therefore, air quality impacts associated with the proposed Project may constitute a *significantly greater impact* than was previously evaluated in the OARB Redevelopment EIR. This issue will be addressed in greater detail in the EIR for the Project.



BIOLOGICAL RESOURCES

Environmental Factors and Focused Questions for Determination of Environmental Impact		Potentially Significant Impact	Less Than Significant with New Mitigation	No New Impact	No Impact
IV.	BIOLOGICAL RESOURCES — Would the Project:				
	a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	[]	[]	[]	[✓]
	b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	[]	[]	[]	[✓]
	c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	[]	[]	[✓]	[]
	d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	[]	[]	[]	[✓]
	e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	[]	[]	[]	[✓]
	f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	[]	[]	[]	[✓]
	g) Fundamentally conflict with the City of Oakland Creek Protection Ordinance (OMC Chapter 13.16) intended to protect biological resources?	[]	[]	[]	[✓]

a) through g), except c):

A biological resources analysis was conducted for the OARB Redevelopment EIR and included the proposed Project site and expanded Option B area. The majority of the potentially significant impacts identified in the prior EIR addressed marine and aquatic resources impacts related to Port activities and coastline development, and the remaining measures addressed the potential for the loss of protected trees. There are no trees on the Project site or the expanded Option B area, no creeks, and there are no maritime uses proposed; therefore, these mitigation measures would not apply. The Project site and expanded area of Option B is surrounded by urban use and was formerly a military use; therefore, there is no evidence of threatened or endangered species on the project site.



c):

An easterly portion of the Project site (referred to as the “Subaru Site”) was formerly under the jurisdiction of the U.S. Army Reserves. After certification of the OARB Redevelopment EIR this property was subject to a subsequent biological resources analysis pursuant to the *Finding of Suitability for Transfer* (FOST) report.⁵ This report concluded that no threatened or endangered species occurred on this portion of the Project site; however a *Wetland Investigation and Sensitive Plant Survey* (Vernadero Consulting, May 2003) determined that three isolated wetlands were present on the site in the vicinity of soil stockpiles. All three sites contained standing water and supported hydric vegetation at the time of investigation. The survey was not able to conclude whether the three potential wetland areas met the hydric soil wetland criteria. The survey concluded that the three potential wetland areas should be considered “isolated” and, therefore, not regulated by the U.S. Army Corps of Engineers (USACOE) under the Clean Water Act.

A subsequent field investigation was conducted in November 2003 on behalf of OBRA (Wetlands Research Associates Inc. [WRA], December 3, 2003). WRA described four general areas on the Project site that had indicators of wetland hydrology. WRA characterized two of the four identified areas as water-filled depressions created in dry land incidental to construction activity. The remaining two areas were characterized as a drainage ditch excavated on dry land and as an artificially irrigated area that would revert to upland if irrigation ceased. The WRA investigation supported previous findings by concluding that none of the four identified areas would be considered a jurisdictional wetland by USACOE.

In January 2004, The San Francisco U.S. Army Corps of Engineers determined that the wetlands on the Project site were non-jurisdictional under federal law; however, they may be regulated by the Regional Water Quality Control Board (RWQCB). Lastly, the California Department of Fish and Game (CDFG) reviewed the available wetlands/biology reports and concluded that isolated wetland features exist at three locations on the Project site; however, they may have been unintentionally created by the placement of fill material in the upland areas within the industrial site. The CDFG did not object to the loss of the “low-value wetland features” provided that an appropriate remedy to offset the loss of the wetland features was provided.

Pursuant to OARB Redevelopment EIR mitigation measures (see below), OBRA submitted a *Wetlands Offset Plan* (OBRA, April 15, 2004) to the RWQCB to offset the loss of the low-value wetland features:

Mitigation 4.12-13

Contractors and developers shall comply with all conditions imposed by the RWQCB for fill of wetlands. The RWQCB may issue waste discharge requirements or a conditioned waiver of such requirements for fill of these wetlands. In either case, the developer responsible for the wetlands fill (City, Port or private), as well as that developer's contractor, shall comply with the conditions imposed. The developer shall impose any relevant conditions on their contractor via contract specifications.

⁵ U.S. Army Reserve, *Finding of Suitability to Transfer*, June 2004.



The OBRA *Wetlands Offset Plan* was approved by Keith Lichten of the RWQCB on May 3, 2004. OBRA implemented the *Wetlands Offset Plan* on August 6, 2004. The activities included as part of this Plan included the following:

OBRA filed a *Notice of Intent to Comply* with the terms of the General Permit to Discharge Stormwater Associated with Construction Activity (WDID identification number 201C327470).

OBRA prepared a site specific Storm Water Pollution Prevention Plan.

OBRA contractor, Specialty Crushing, completed site grading activities that resulted in improved drainage patterns and the removal of all isolated wetland features.

OBRA provided \$70,000 for the purchase of plants and materials at the Lion Creek Restoration Project to the City of Oakland Public Works Agency, Environmental Services Division.

With implementation of the activities described above Mitigation Measure 4.12-13 of the OARB Redevelopment EIR was implemented and no further mitigation is required.

Conclusion:

Therefore, there are no changes in the project, change in circumstances, or new information that would result in new significant biological resources environmental effects, or a substantial increase in the severity of previously identified biological resources environmental effects.



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CULTURAL AND HISTORIC RESOURCES

Environmental Factors and Focused Questions for Determination of Environmental Impact		Potentially Significant Impact	Less Than Significant with New Mitigation	No New Impact	No Impact
V.	CULTURAL RESOURCES — Would the Project:				
	a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	[]	[]	[✓]	[]
	b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	[]	[]	[✓]	[]
	c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	[]	[]	[✓]	[]
	d) Disturb any human remains, including those interred outside of formal cemeteries?	[]	[]	[✓]	[]

b), c) and d):

Cultural resources impacts were addressed in detail in the OARB Redevelopment EIR. Most of the OARB area consists of land established through filling activities between 1900 and 1941. In terms of the archaeological record this precludes any likelihood of prehistoric archaeological resources within the redevelopment area. No archaeological sites, cultural landscapes, or other resources of concern to local Native Americans have been identified within the Project area or expanded Option B area. The following OARB Redevelopment EIR mitigation measure is applicable to ensure a less than significant impact even in the very unlikely event archaeological resources are encountered.

Mitigation 4.6-1: Should previously unidentified cultural resources be encountered during redevelopment, work in that vicinity shall stop immediately, until an assessment of the finds can be made by an archaeologist. If the resource is found to be significant under CEQA, an appropriate mitigation plan must be developed.

a): Historic Resources

Project Only: Significant historical resources (i.e. buildings and other structures) do exist at the OARB though not on the proposed Project site. The proposed Project would have no direct impact on historic resources. The North Gateway, where the proposed Project is located, includes a currently vacant lot and a lot being used for outdoor sorting and storage of gravel and other rock.

However, the OARB Redevelopment EIR identified that redevelopment activities throughout the OARB would result in the removal of all resources contributing to the OARB Historic District. This impact was considered significant and unavoidable and a Statement of Overriding Considerations was adopted along with the OARB Redevelopment EIR. Mitigation measures were recommended for all future development within the OARB, recognizing that virtually any new development within the OARB could materially impair the integrity of the National Register



Historic District. Therefore, the following measures are applicable to the proposed Project despite the fact that the proposed Project does not directly impact historical structures:

- Mitigation 4.6-2:** The City, Port and OARB sub-district developers shall fund on a fair-share basis development of a commemoration site, including preparation of a Master Plan for such a site, at a public place located within the Gateway development area. The City shall ensure that the scale and scope of the commemoration site reflects the scale of the actual loss of historic resources.
- Mitigation 4.6-3** The City shall ensure the commemoration site is linked to the Gateway Park and the Bay Trail via a public access trail.
- Mitigation 4.6-4** The City, Port and OARB sub-district developers shall fund on a fair-share basis collection and preservation of oral histories from OARB military and civilian staff.
- Mitigation 4.6-5** The City, Port, and OARB sub-district developers shall fund on a fair-share basis collaboration with “military.com” or a similar military history web site.
- Mitigation 4.6-6** The City, Port, and OARB sub-district developers shall fund on a fair-share basis distribution of copies of the complete OARB HABS/HAER documentation prepared by the Army to: Oakland History Room, Oakland Public Library; Bancroft Library, University of California; and Port of Oakland Archives for the purpose of added public access to these records.
- Mitigation 4.6-7** The City, Port, and OARB sub-district developers shall fund on a fair share basis distribution of copies of “A Job Well Done” documentary video published by the Army to: the Oakland History Room, Oakland Public Library; Bancroft Library, University of California; the Port of Oakland Archives; local public schools and libraries; and local public broadcasting stations.
- Mitigation 4.6-8** The City, Port, and OARB sub-district developers shall fund on a fair share basis preservation and long-term curation of murals from OARB Building No. 1, and OBRA shall either donate the murals to the Oakland Museum of California, or provide a permanent location within the project area.
- Mitigation 4.6-10** The City, Port, and OARB sub-district developers shall fund on a fair share basis production and distribution of a brochure describing history and architectural history of the OARB to local libraries and schools.
- Mitigation 4.6-11** The City, Port, and OARB sub-district developers shall fund on a fair share basis acquisition of copies of construction documentation and photographs of historic buildings currently in the OARB files. Copies shall be transferred to the Oakland History Room files and Port historic archives, including funding to cover costs of archiving and cataloging these materials at the Oakland History Room.
- Mitigation 4.6-16:** The City, Port, and OARB sub-district developers shall fund on a fair share basis preparation of a Historical Resource Documentation Program. This program shall consist of a coordinated effort of primary research and documentation, with a substantial scholarly input and publicly available products. The first product of this program shall include a coordinated effort to conduct the research, writing, photo documentation, assembly and



publication efforts needed to prepare a comprehensive book on the history of the Oakland Army Base. The book shall document the important contribution the Base has had to the U.S. military, to Oakland and to the nation at large.

The City of Oakland, pursuant to consideration of project approvals, would determine how these mitigation measures are to be implemented for the proposed Project. With implementation of these measures, no further mitigation would be required of the Project.

Option B: The expanded Option B site is located within the OARB National Register Historic District and any new development within the District would materially impair its integrity. Additionally, development of Option B would involve the deconstruction and removal of certain historic structures. These structures include several of the northerly “800 Series” warehouses (Buildings #808, 807, 806, 805 and potentially 804), the Maintenance Shop (Building #812) as well as three smaller warehouses immediately south of Grand Avenue (Buildings #821, 822 and 823). The loss of the Historic District and all of those structures that contribute toward it was fully analyzed in the OARB Redevelopment EIR. That EIR found this impact to be significant and unavoidable, and a Statement of Overriding Considerations was adopted along with the OARB Redevelopment EIR. That previous EIR did include mitigation measures specifically applicable to the demolition or deconstruction of historic buildings that would be applicable to Option B:

- Mitigation 4.6-9** The City, Port, and OARB sub-district developers shall fund on a fair share basis a program to salvage as whole timber posts, beams, trusses and siding of warehouses to be deconstructed. These materials shall be used on site if deconstruction is the only option. Reuse of a warehouse building or part of a warehouse building at its current location, or relocated to another Gateway location is preferable.
- Measure 4.6-14:** No demolition or deconstruction of contributing structures to the OARB Historic District shall occur until necessary. All efforts shall be made to retain as much of Building 1 as possible while still achieving remediation goals.⁶
- Measure 4.6-15:** As part of the deconstruction and salvaging requirements for demolition of any contributing structure within the OARB Historic District (see Mitigation Measure 4.6-9), specific architectural elements, building components or fixtures should be salvaged. A professional architectural historian shall determine which, if any of such elements, components or fixtures should be retained.

The City of Oakland, pursuant to consideration of project approvals under Option B would determine how these mitigation measures are to be implemented for the proposed Project. With implementation of these measures and those identified for the Project above, no further mitigation would be required of Option B, however some impacts would remain significant and unavoidable. A Statement of Overriding Consideration has been adopted for the following impacts in conjunction

⁶ Building 1 no longer exists on the project site. Remediation efforts necessitated immediate and full removal of Building 1 prior and unrelated to conception of this Project.



with the OARB Redevelopment EIR that were previously determined to be significant and unavoidable:

- Redevelopment would remove all resources contributing to the OARB Historic District.
- Redevelopment would render the OARB Historic District no longer eligible to the National and/or California Registers of Historic Places or the Local Register.

Conclusion:

Therefore, there are no changes in the project, change in circumstances, or new information that would result in new significant cultural and historic resources environmental effects, or a substantial increase in the severity of previously identified cultural and historic resources environmental effects.



GEOLOGY AND SOILS

Environmental Factors and Focused Questions for Determination of Environmental Impact		Potentially Significant Impact	Less Than Significant with New Mitigation	No New Impact	No Impact
VI.	GEOLOGY AND SOILS — Would the Project:				
	a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
	i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	[]	[]	[]	[✓]
	ii) Strong seismic ground shaking?	[]	[]	[✓]	[]
	iii) Seismic-related ground failure, including liquefaction?	[]	[]	[✓]	[]
	iv) Landslides?	[]	[]	[✓]	[]
	b) Result in substantial soil erosion or the loss of topsoil?	[]	[]	[✓]	[]
	c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of roadway improvements, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	[]	[]	[✓]	[]
	d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	[]	[]	[✓]	[]
	e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	[]	[]	[]	[✓]
	f) Be located above a well, pit, swamp, mound, tank vault, or unmarked sewer line, creating substantial risks to life or property?	[]	[]	[✓]	[]
	g) Be located above landfills for which there is no approved closure and post-closure plan, or unknown fill soils, creating substantial risks to life or property?	[]	[]	[✓]	[]

a), b), c) and d):

The proposed Project site, the expanded area of Option B, as well as the entire OARB Redevelopment Area are located in a seismically active region subject to building and safety requirements intended to protect people and structures from potentially destructive geological activity. The Project site and expanded area of Option B are approximately 5 miles from the closest



fault, Hayward Fault, and are not within an Alquist-Priolo Special Studies zone. Therefore, the likelihood of a rupture at the project site is very low.

Neither the proposed Project nor Option B would involve any new geotechnical impacts that were not addressed in the OARB Redevelopment EIR. The OARB Redevelopment EIR identified the following mitigation measures related to geology and soils which are applicable:

- Mitigation 4.13-1** Redevelopment elements shall be designed in accordance with criteria established by the UBC, soil investigation and construction requirements established in the Oakland General Plan, the Bay Conservation and Development Commission Safety of Fill Policy, and wharf design criteria established by the Port or City of Oakland (depending on the location of the wharf).
- Mitigation 4.13-2** Redevelopment elements shall be designed and constructed in accordance with requirements of a site-specific geotechnical evaluation.
- Mitigation 4.13-3** Prior to ground-disturbing activities, the contractor shall develop and implement a Regional Water Quality Control Board (RWQCB)-acceptable Stormwater Pollution Prevention Plan (SWPPP) that includes erosion control measures.

e):

Redevelopment would be served by municipal sewerage systems, and the use of septic systems is not anticipated.

f) and g):

Portions of the project area have functioned as a military base for approximately 50 years; some portions are previously-developed, and now vacant. There is potential for wells, pits, sumps, mounds, tank vault, unmarked sewer lines, landfills, and unknown fill materials to exist at the site. The OARB Redevelopment EIR identified the following mitigation measures to reduce these impacts to a less than significant level which would be applicable:

- Mitigation 4.13-4:** The project applicant shall thoroughly review available building and environmental records.
- Mitigation 4-13.5** The developer shall perform due diligence, including without limitation, retaining the services of subsurface utility locators and other technical experts prior to any ground-disturbing activities.

Conclusion:

Therefore, there are no changes in the project, change in circumstances, or new information that would result in new significant geology and soils environmental effects, or a substantial increase in the severity of previously identified geology and soils environmental effects.



HAZARDS AND HAZARDOUS MATERIAL

Environmental Factors and Focused Questions for Determination of Environmental Impact		Potentially Significant Impact	Less Than Significant with New Mitigation	No New Impact	No Impact
VII.	HAZARDS AND HAZARDOUS MATERIALS — Would the Project:				
	a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	[]	[]	[✓]	[]
	b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	[]	[]	[✓]	[]
	c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	[]	[]	[✓]	[]
	d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	[]	[]	[✓]	[]
	e) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area?	[]	[]	[]	[✓]
	f) For a Project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the Project area?	[]	[]	[]	[✓]
	g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	[]	[]	[]	[✓]
	h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	[]	[]	[]	[✓]

a) and b):

Remediation and construction workers and future commercial/industrial tenants and visitors occupying newly constructed or renovated facilities may be exposed to hazardous materials such as small quantities of gasoline, solvents, diesel fuel, oil and grease, hydraulic fluid, ethylene glycol, welding gases, and paint routinely used in construction or industrial/commercial operations. Hazardous materials may enter the study area via cargo on ships, trains or trucks. The type and quantity of hazardous materials that may be used in, stored or transported through the area would vary over time. Improper management of hazardous materials or accidental release could pose a substantial hazard to human health and the environment. However, management of hazardous



materials during construction and operations shall comply with applicable laws; therefore, this impact is considered less than significant with no mitigation warranted.

c):

There is no known component of the Project or of Option B that is anticipated to emit hazardous emissions or to result in the need to handle hazardous or acutely hazardous materials, substances, or waste. However, the OARB Redevelopment EIR provides mitigation measures that would be required to be implemented if any hazardous materials were to be present at the site:

Mitigation 4.7-1 For use of hazardous materials within ¼ mile of an existing or proposed school, business operators shall prepare Business Plan, update annually, and keep on file with the Oakland Fire Department.

Mitigation 4.7-2 For use of AHMs within ¼ mile of an existing or proposed school, in addition to a Business Plan, business operators shall prepare, implement, and update a Risk Management and Prevention Plan (RMPP) on at least an annual basis.

d):

The westerly portion of the Project site (the Baldwin Yard) and the expanded area of Option B is part of the former Oakland Army Base previously conveyed by the U.S. Army to OBRA. The easterly portion of the Project site (the Subaru site) was part of properties owned by the U.S. Army Reserves and which has now also been conveyed from the U.S. Army Reserves to OBRA.

OARB Remedial Action Plan/Risk Management Plan: The federal Comprehensive Environmental Responsibility, Compensation, and Liability Act (CERCLA) requires cleanup of inactive or abandoned sites that are contaminated with hazardous substances. CERCLA specifically applies to federal facilities and includes provisions to facilitate the reuse and redevelopment of property within closed federal facilities. Under CERCLA, a federal agency must take all necessary remedial actions before it can convey the property. The deed for the property in question must include a covenant that all remedial action necessary to protect human health and the environment with respect to any [hazardous] substances remaining on the property has been taken.

Transferring of remediated federal property requires a Finding of Suitability to Transfer (FOST) before the property can be conveyed. A FOST ensures that all necessary hazardous waste remediation has been completed and provides the basis for the covenant that is included on the deed of the property. With the approval by the state governor of a Covenant Deferral Request, however, the federal agency may undertake “early transfer” and issue a warranty that satisfies the deed covenant requirement. The early transfer process requires a Finding of Suitability for Early Transfer (FOSET). A FOSET must be based upon an approved Remedial Action Plan/Risk Management Plan (RAP/RMP) which defines remediation goals, establishes remediation actions and describes health protective measures to be taken. Under the “early transfer” scenario, the federal agency can convey property to a local agency without conducting environmental remediation; however, it must provide funds to the local agency for remediation efforts in accordance with the RAP/RMP.



The OARB Redevelopment EIR incorporates by reference and summarizes the RMP/RAP for the OARB that recognizes the planned future commercial/industrial uses of the former base. The RMP/RAP provides for risk-based remediation of hazardous materials throughout the base. It is anticipated that the Army will fund, in full or in part, remediation required under CERCLA at the OARB, and that remediation funding will be provided on a reimbursement basis pursuant to an Environmental Services Cooperative Agreement entered into by the Army, OBRA and the Oakland Redevelopment Agency (ORA).

The RMP/RAP defines the target risk-based remediation goals for use during and after redevelopment of the OARB and establishes the remedial actions for identified and reasonably anticipated locations where releases have occurred that necessitate response when compared with the agency-approved remediation goals. The RAP/RMP approach adopted by OBRA, consistent with the City of Oakland Urban Land Redevelopment (ULR) Program and other applicable requirements, allows for the phasing of the investigation and remediation of most locations at the OARB to coincide with implementation of planned infrastructure upgrades and redevelopment activities. This integrated remediation/redevelopment program assures that affected subsurface conditions are fully addressed in conjunction with planned redevelopment uses and allows for substantial economies of scale in completing subsurface earthwork activities for remediation purposes in tandem with site excavation and grading work needed for redevelopment.

These remediation activities would be conducted as necessary, pursuant to redevelopment activities on the former OARB property. The specific mitigation measures applicable to the Project and the Option B site, and that result in implementation of the RAP/RMP remediation program include:

- | | |
|--------------------------|--|
| Mitigation 4.7-3 | Implement RAP/RMP as approved by DTSC, and if future proposals include uses not identified in the Reuse Plan and incorporated into the RAP/RMP, or if future amendments to the remediation requirements are proposed, obtain DTSC and City approval. |
| Mitigation 4.7-9 | For above-ground and underground storage tanks (ASTs/USTs) on the OARB, implement the RAP/RMP. |
| Mitigation 4.7-11 | For LBP-impacted ground on the OARB, implementation of RAP/RMP to be approved by DTSC as part of the project will result in avoidance of this potentially significant impact. |
| Mitigation 4.7-13 | No future tenancies shall be authorized at the OARB for use categories that are inconsistent with the Reuse Plan without an updated environmental analysis and DTSC approval as provided for in the RAP/RMP. |
| Mitigation 4.7-15 | Known PCB transformers or PCB-contaminated transformers at the OARB shall be removed, monitored and/or maintained in accordance with applicable laws and regulations. |
| Mitigation 4.7-16 | Oil-filled electrical equipment in the redevelopment project area that has not been surveyed shall be investigated prior to the equipment being taken out of service to determine whether PCBs are present. |
| Mitigation 4.7-17 | PCB-containing or PCB-contaminated equipment taken out of service shall be handled and disposed in compliance with applicable laws and regulations. |



Additionally, because buildings are present in the expanded Option B area but not in the Project area, the following mitigation measures would be applicable to Option B that result in implementation of the RAP/RMP remediation program:

- Mitigation 4.7-6** Buildings and structures constructed prior to 1978 slated for demolition or renovation that have not previously been evaluated for the presence of LBP shall be sampled to determine whether LBP is present in painted surfaces, and the safety precautions and work practices as specified in government regulations shall be followed during demolition.
- Mitigation 4.7-7** Buildings, structures and utilities that have not been surveyed for ACM, shall be surveyed to determine whether ACM is present prior to demolition or renovation, and the safety precautions and work practices as specified in government regulations shall be followed during demolition.
- Mitigation 4.7-8** Buildings and structures proposed for demolition or renovation shall be surveyed for PCB-impacted building materials, and the safety precautions and work practices as specified in government regulations shall be followed during demolition.
- Mitigation 4.7-12** The condition of identified asbestos-containing material (ACM) shall be assessed annually, and prior to reuse of a building known to contain ACM.

U.S. Army Reserve FOST Report: With respect to the easterly portion of the Project site (the Subaru site) conveyed to OBRA by the U.S. Army Reserve, a FOST Report was prepared by the U.S. Army Reserve in June 2004. This report documents the state of the “Subaru Lot”, which encompasses the remaining area of the Project site not previously addressed in the OARB EIR (pursuant to the OARB RMP/RAP). The FOST identifies a set of environmental actions taken on the site, including record searches, preliminary assessments, site investigations and remedial investigations.

The documentation of transfer of the property from the U.S. Army Reserves to the City of Oakland determined that the area had been adequately assessed and evaluated for environmental hazards, environmental impacts anticipated from future use of the property to the extent known, and adequate notice of disclosure provided. The following mitigation measures from the OARB Redevelopment EIR have since been satisfied through the subsequent assessments and evaluations as contained in the U.S. Army Reserve’s FOST report:

- Mitigation 4.7-4** For the project area not covered by the DTSC-approved RAP/RMP, investigate potentially contaminated sites; if contamination is found, assess potential risks to human health and the environment, prepare and implement a clean-up plan for DTSC or RWQCB approval, prepare and implement a Risk Management Plan, and prepare and implement a Site Health and Safety Plan prior to commencing work.
- Mitigation 4.7-5** For the project areas not covered by the DTSC-approved RAP/RMP, remediate soil and groundwater contamination consistent with the City of Oakland ULR Program and other applicable laws and regulations.



Mitigation 4.7-11 For the remainder of the redevelopment project area, sampling shall be performed on soil or paved areas around buildings that are known or suspected to have LBP, and the safety precautions and work practices specified in government regulations shall be followed.

The U.S. Army Reserves determined that transfer of the property did not present a current or future risk to human health or the environment, subject to inclusion and compliance with the appropriate deed covenants. These covenants are consistent with the requirements identified in Mitigation Measure 4.7.4 above, and include:

Land use controls shall prohibit the establishment of sensitive uses such as residential housing, schools, day-care facilities, hospitals and hospices unless approved by the Department of Toxic Substances Control and the U.S. Army Reserves.

The construction of groundwater wells and extraction of groundwater from new and existing wells for all purposes is prohibited unless approved by these agencies.

In addition, the following specific mitigation measures from the OARB Redevelopment Plan EIR continue to be applicable to the Project and/or Option B:

Mitigation 4.7-10 For the remainder of the redevelopment project area (non-OARB areas), if an AST or UST is encountered, it would be closed in place or removed and the soil would be tested and remediated, if necessary, pursuant to regulatory approvals and oversight.

Mitigation 4.7-16 Oil-filled electrical equipment in the redevelopment project area that has not been surveyed shall be investigated prior to the equipment being taken out of service to determine whether PCBs are present.

Mitigation 4.7-17 PCB-containing or PCB-contaminated equipment taken out of service shall be handled and disposed in compliance with applicable laws and regulations.

e) through h):

The site of the Project and expanded area of Option B are not near a public airport or private airstrip nor are they located within an airport plan area. There are no wildlands on site or adjacent that could pose a risk of wildland fires. Neither the Project nor expanded Option B would impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Conclusion:

Therefore, there are no changes in the project, change in circumstances, or new information that would result in new significant hazards and hazardous materials environmental effects, or a substantial increase in the severity of previously identified hazards and hazardous materials environmental effects.



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HYDROLOGY AND WATER QUALITY

Environmental Factors and Focused Questions for Determination of Environmental Impact		Potentially Significant Impact	Less Than Significant with New Mitigation	No New Impact	No Impact
VIII.	HYDROLOGY AND WATER QUALITY — Would the Project:				
	a) Violate any water quality standards or waste discharge requirements?	[]	[]	[✓]	[]
	b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	[]	[]	[]	[✓]
	c) 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 which would result in substantial erosion or siltation on- or off-site?	[]	[]	[]	[✓]
	d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?	[]	[]	[]	[✓]
	e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	[]	[]	[✓]	[]
	f) Otherwise substantially degrade water quality?	[]	[]	[✓]	[]
	g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	[]	[]	[]	[✓]
	h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	[]	[]	[✓]	[]
	i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	[]	[]	[✓]	[]
	j) Inundation by seiche, tsunami, or mudflow?	[]	[]	[✓]	[]
	k) Fundamentally conflict with elements of the City of Oakland Creek Protection (OMC Chapter 13.16) ordinance intended to protect hydrologic resources?	[]	[]	[]	[✓]

a) through k):

The OARB Redevelopment EIR contained an analysis of impacts regarding hydrology and water quality issues including flood control, drainage, water quality of both storm water and recycled



water, and groundwater quality. The OARB Redevelopment EIR concluded that redevelopment could result in potentially significant impacts to groundwater and surface water. Potentially significant hydrology impacts could be reduced to less than significant levels with implementation of OARB Redevelopment EIR adopted mitigation measures.

The land uses proposed under the Project and in Option B are not significantly different from what was analyzed in the OARB Redevelopment EIR in terms of water use, water quality impacts and changes in drainage patterns. Neither the proposed Project nor Option B would involve any new environmental impacts that were not addressed in the OARB Redevelopment EIR regarding hydrology and water quality. The following OARB Redevelopment EIR mitigation measures are applicable to the Project and/or Option B to reduce this potential impact to a less than significant level:

- Mitigation 4.14-1** Installation of groundwater extraction wells into the shallow water-bearing zone or Merritt Sand aquifer for any purpose other than construction de-watering and remediation, including monitoring, shall be prohibited.
- Mitigation 4.14-2** Extraction of groundwater for construction de-watering or remediation, including monitoring, shall be minimized where practicable; if extraction will penetrate into the deeper aquifers, than a study shall be conducted to determine whether contaminants of concern could migrate into the aquifer; if so, extraction shall be prohibited in that location.
- Mitigation 4.15-2** Contractors and developers shall comply with all permit conditions from the Army Corps of Engineers, RWQCB, and BCDC.
- Mitigation 4.15-3** Prior to ground disturbing activities, the contractor shall develop and implement a Stormwater Pollution Prevention Plan to be reviewed by the City or the Port, including erosion and sediment control measures.
- Mitigation 4.15-4** Prior to construction or remediation, the contractor shall develop and implement a Stormwater Pollution Prevention Plan, including protocols for determining the quality and disposition of construction water which includes shallow groundwater encountered during construction/remediation.
- Mitigation 4.15-5** Post-construction controls of stormwater shall be incorporated into the design of new redevelopment elements to reduce pollutant loads.
- Mitigation 4.15-6** Site-specific design and best management practices shall be implemented to prevent runoff of recycled water to receiving waters.
- Mitigation 4.15-7** New development shall conform with the policies of the City of Oakland's Comprehensive Plan Environmental Health Hazards Element regarding flood protection.

Conclusion:

Therefore, there are no changes in the project, change in circumstances, or new information that would result in new significant hydrology and water quality environmental effects, or a substantial increase in the severity of previously identified hydrology and water quality environmental effects.



LAND USE AND PLANNING

Environmental Factors and Focused Questions for Determination of Environmental Impact		Potentially Significant Impact	Less Than Significant with New Mitigation	No New Impact	No Impact
IX.	LAND USE AND PLANNING — Would the Project:				
	a) Physically divide an established community?	[]	[]	[]	[✓]
	b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	[]	[]	[]	[✓]
	c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	[]	[]	[]	[✓]
	d) Result in a fundamental conflict between adjacent or nearby land uses?	[]	[]	[✓]	[]

a), b) and c):

The OARB Redevelopment EIR evaluated the land uses contemplated in the OARB Redevelopment/Reuse Plan and concluded that those land uses would not divide an established community, would not conflict with any applicable land use plan, nor are there any habitat conservation plans applicable to the site or that would be in conflict with those uses. The Auto Mall land uses contemplated under the Project and those under Option B are not so dissimilar to those anticipated under the Redevelopment Plan as to change this conclusion.

d):

The City Gateway Development Area, including the Project site and the Option B area, is not adjacent to any incompatible residential land uses. The EBMUD wastewater treatment plant is located north of the Gateway Development Area and does represent a potential incompatibility with people-attracting land uses. The OARB Redevelopment EIR evaluated these potential land uses incompatibilities. The land uses analyzed in the OARB Redevelopment EIR included ancillary maritime support, warehouse/distribution and light industrial. The OARB Redevelopment EIR found that, due to the more industrial nature of these land uses, locating them near the WWTP would be a less than significant impact. The change in land use to automobile dealerships and warehouse retail could result in a potential impact due to the more people-attracting nature of these uses. However as noted in the OARB Redevelopment DEIR, the Project site is located upwind of the WWTP and the prevailing wind direction in this area is from the west and northwest, and only occasionally from the southwest. Because the wind direction is seldom from the northeast and blowing toward the Project site the likelihood of significant odor events at the OARB is low. Due to the low frequency of expected odor events at the Project site and the expanded Option B area, land use incompatibility issues associated with adjacency to the EBMUD Wastewater Treatment Plan is considered less than significant.



The Project site and the expanded Option B area are also adjacent to the Port Development Area. The types of land uses planned for the Port Development area and the City's Gateway Development Area are distinctly different from one another, with the Port Development area to be used for port-related industrial and transportation-type uses. In many instances, these dissimilar uses would be separated by major infrastructure. However, the adjacency of the uses may not always be compatible. For this reason, the OARB Area Redevelopment EIR included mitigation measures that would avoid or minimize potential land use impacts between the City Gateway and the Port Development areas. The following OARB Redevelopment EIR mitigation measure is applicable to ensure a less than significant impact:

Mitigation 4.2-1: The City shall ensure that Gateway Development Area redevelopment activities adjacent to Port of Oakland industrial maritime facilities are designed to minimize any land use incompatibilities to the extent feasible.

Conclusion:

Therefore, there are no changes in the project, change in circumstances, or new information that would result in new significant land use and planning environmental effects, or a substantial increase in the severity of previously identified land use and planning environmental effects.



MINERAL RESOURCES

Environmental Factors and Focused Questions for Determination of Environmental Impact		Potentially Significant Impact	Less Than Significant with New Mitigation	No New Impact	No Impact
X.	MINERAL RESOURCES — Would the Project:				
	a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	[]	[]	[]	[✓]
	b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	[]	[]	[]	[✓]

a) and b):

The Initial Study conducted prior to the OARB Area Redevelopment EIR eliminated the presence of mineral resources as a focus of study in that EIR. The land use changes proposed for the Project or for Option B do not alter this conclusion. Therefore, no further analysis is necessary and no mitigation measures are necessary.

Conclusion:

Therefore, there are no changes in the project, change in circumstances, or new information that would result in new significant mineral resources environmental effects, or a substantial increase in the severity of previously identified mineral resources environmental effects.



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NOISE

Environmental Factors and Focused Questions for Determination of Environmental Impact		Potentially Significant Impact	Less Than Significant with New Mitigation	No New Impact	No Impact
XI.	NOISE — Would the Project:				
	a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	[]	[]	[]	[✓]
	b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	[]	[]	[]	[✓]
	c) A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?	[]	[]	[]	[✓]
	d) A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?	[]	[]	[]	[✓]
	e) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?	[]	[]	[]	[✓]
	f) For a Project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels?	[]	[]	[]	[✓]
	g) Violate the City of Oakland Noise Ordinance (Oakland Planning Code Section 17.120.050) regarding operational noise?	[]	[]	[]	[✓]
	h) Violate the City of Oakland Noise Ordinance (Oakland Planning Code Section 17.120.050) regarding construction noise, except if an acoustical analysis is performed and all feasible mitigation measures imposed.	[]	[]	[✓]	[]
	i) Violates the City of Oakland Noise Ordinance (Oakland Municipal Code Section 8.18.020) regarding nuisance of persistent construction related noise?	[]	[]	[]	[✓]
	j) Generate interior L_{dn} or CNEL greater than 45 dBA for multi-family dwellings, hotels, motels, dormitories and long term care facilities per California Noise Insulation Standards (CCR Part 2, Title 24)?	[]	[]	[]	[✓]
	k) Result in a 5 dBA permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	[]	[]	[]	[✓]
	l) Conflict with state land use compatibility guidelines for all specified land uses for determination of acceptability of noise?	[]	[]	[]	[✓]



a) through l) except h):

As discussed in the OARB Redevelopment EIR, existing noise sources in the Project area include vehicle traffic on I-880, noise from BART operations, commercial aircraft and activities at nearby railyards. There are also existing noise sources from industrial facilities in the area, mostly involving heavy trucks and forklifts. Given this existing noise environment, the previous EIR did not find that redevelopment activities would increase ambient noise levels throughout the area to a significant level. Although the proposed Project and Option B may increase local traffic levels and their associated noise as compared to the original land uses assumed in the previous EIR, these new land uses would not produce ambient noise levels substantially higher than anticipated for the Project site in the OARB Redevelopment EIR.

h):

In terms of construction noise impacts, the proposed Project would be required to adhere to construction noise mitigation measures recommended in the previous EIR. These mitigation measures are listed below:

Mitigation 4.5-1: Schedule

- Schedule operation of one piece of equipment that generates extreme levels of noise at a time.
- Schedule activities that generate low and moderate levels of noise during weekend or evening hours.
- Standard construction activities shall be limited to between 7:00 a.m. and 7:00 p.m. Monday through Friday. No construction activities shall be allowed on weekends until after the building is enclosed without prior authorization of the Building Services and Planning Divisions of the Community and Economic Development Agency, or unless expressly permitted or modified by the provisions of a building and/or grading permit.

Pile Driving and/or Other Activities that Generate Extreme Levels of Noise for Noise Levels Greater than 90 dBA

- Pile-driving and/or other activities that generate noise above 90 dBA shall be limited to between 8:00 a.m. and 4:00 p.m., Monday through Friday, with no activity generating extreme levels of noise permitted between 12:30 and 1:30 p.m. No construction activities that generate extreme levels of noise shall be allowed on Saturdays, Sundays, or holidays unless expressly permitted or modified by the provisions of a building and/or grading permit.
- Install engine and pneumatic exhaust controls as necessary to ensure exhaust noise from pile driver engines are minimized. Such controls can reduce noise levels by 6 dBA L_{eq} .
- Employ sonic or vibratory pile drivers (sonic pile drivers are only effective in some soils). Such drivers may reduce maximum noise levels by as much as 12 dBA (L_{max}). In some cases however (e.g., sheet pile driving) vibratory pile drivers may generate more noise than impact pile drivers/methods. The specific circumstances should be evaluated.



- Tie rubber aprons lined with absorptive material around sheetpile.
- Hydraulically drive piles.
- Pre-drill pile holes.
- Erect temporary plywood noise barriers around the entire construction site.
- Use noise control blankets on the building structure as it is erected to reduce noise emission from the site.
- Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings.
- Monitor the effectiveness of noise attenuation measures by taking noise measurements.

Other Equipment, Methods

- A pre-construction meeting shall be held with the job inspectors and the general contractor/on-site project manager to confirm that noise mitigation and practices are completed prior to the issuance of a building permit (including construction hours, neighborhood notification, posted signs, etc.).
- All construction equipment, fixed and mobile, and motor-vehicles shall be properly maintained to minimize noise generation. This would include maintaining equipment silencers, shields, and mufflers in proper operating order. "Quiet package" or "hush" equipment, which is readily available for such equipment as trailer-mounted compressors, welders, etc. shall be used. All equipment shall be operated in the quietest manner practicable.
- Equipment and trucks used for construction shall use best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible).
- Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed-air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed-air exhaust should be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible, which could achieve a reduction of 5 dBA. Quieter procedures should be used, such as drills rather than impact equipment, where practicable.
- Stationary noise sources should be located as far from sensitive receptors as possible, and they should be muffled and enclosed within temporary sheds, or insulation barriers, or other measures should be incorporated to the extent feasible.
- Material stockpiles and/or vehicle staging areas should be located as far as practicable from dwellings.
- Public address systems would be designed and to minimize "spill over" of sound onto adjacent properties.



- Physical barriers/screens (e.g., along fence lines) may be used to attenuate noise.
- Project workers exposed to noise levels above 80 dBA would be provided personal protective equipment for hearing protection (i.e., ear plugs and/or muffs).
- Areas where noise levels are routinely expected to exceed 80 dBA would be clearly posted "Hearing Protection Required in this Area.
- "A process with the following components shall be established for responding to and tracking complaints pertaining to construction noise:
 - A procedure for notifying City Building Division staff and Oakland Police Department;
 - -A list of telephone numbers (during regular construction hours and off-hours);
 - A plan for posting signs on-site pertaining to complaint procedures, permitted construction days and hours, day and evening contact telephone numbers for the job site and day and evening contact telephone numbers for the City in the event of a problem;
 - Designation of a construction complaint manager for the project who will respond to and track complaints; and
 - Notification of neighbors within 300 feet of the project construction area at least 30 days in advance of construction activities.

These mitigation measures would reduce construction noise impacts to a level of *less than significant*.

Conclusion:

Therefore, there are no changes in the project, change in circumstances, or new information that would result in new significant noise environmental effects, or a substantial increase in the severity of previously identified noise environmental effects.



POPULATION AND HOUSING

Environmental Factors and Focused Questions for Determination of Environmental Impact		Potentially Significant Impact	Less Than Significant with New Mitigation	No New Impact	No Impact
XII.	POPULATION AND HOUSING — Would the Project:				
	a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	[]	[]	[]	[✓]
	b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	[]	[]	[]	[✓]
	c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	[]	[]	[]	[✓]

a), b) and c):

The OARB Redevelopment EIR determined that future redevelopment pursuant to implementation of the OARB Redevelopment Plan would not cause significant impacts regarding population and housing. Neither the proposed Project nor Option B include construction or displacement of housing, displacement of people or any other indirect inducement for substantial population increase. The change in land use would not alter the OARB Redevelopment EIR's conclusions regarding population and housing and no further analysis is necessary.

Conclusion:

Therefore, there are no changes in the project, change in circumstances, or new information that would result in new significant population and housing environmental effects, or a substantial increase in the severity of previously identified population and housing environmental effects.



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PUBLIC SERVICES

Environmental Factors and Focused Questions for Determination of Environmental Impact		Potentially Significant Impact	Less Than Significant with New Mitigation	No New Impact	No Impact
XIII. PUBLIC SERVICES —					
a) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
i) Fire protection?		[]	[]	[✓]	[]
ii) Police protection?		[]	[]	[]	[✓]
iii) Schools?		[]	[]	[]	[✓]
iv) Parks?		[]	[]	[]	[✓]
v) Other public facilities?		[]	[]	[]	[✓]

i): Fire Protection:

The OARB Redevelopment EIR's evaluation of fire protection issues assumed that the North and East Gateway sites would be occupied by warehouse/distribution and light industrial uses. The previous EIR concluded that a new fire station may ultimately need to be built to provide an adequate level of public safety. The following mitigation measure was recommended to address this impact:

Mitigation 4.9-1 The City and Port shall cooperatively investigate the need for, and if required shall fund on a fair-share basis construction and operation of a fire station in the OARB sub-district. Construction and operation of this fire station shall occur in accordance with all applicable measures recommended in this EIR to mitigate environmental impacts of such construction and operation.

The uses currently proposed for the Gateway area (the proposed automobile dealerships and potentially warehouse retail uses) would bring more people to the area compared to the previously anticipated warehouse and industrial uses. This increase in people will likely increase the demand for fire protection services to a greater degree than envisioned in the previous EIR. However, the mitigation measure recommended in the previous EIR (i.e., fair-share funding of a new fire station should it be needed) would still reduce this impact to a less than significant level. The City of Oakland shall determine, pursuant to consideration of subsequent Project approvals, how this measure shall be applied to individual projects.



ii) through v):

The OARB Redevelopment EIR concluded that implementation of the Redevelopment/Reuse Plan would lead to a larger service demand placed on all other public services, and recommended a set of mitigation measures that would mitigate these impacts. The proposed Project would be required to comply with the following public services mitigation measures included in the OARB Redevelopment EIR:

Mitigation 4.9-3 The Port and City shall require developers within their respective jurisdictions to notify OES of their plans in advance of construction or remediation activities.

Mitigation 4.9-10 The Port and City of Oakland shall work cooperatively to develop an ongoing joint program to identify and evaluate impacted local roadways and identify required maintenance/repair activities. The agencies will fund needed repairs and maintenance on a fair-share basis.

Conclusion:

Therefore, there are no changes in the project, change in circumstances, or new information that would result in new significant public services environmental effects, or a substantial increase in the severity of previously identified public services environmental effects.



RECREATION

Environmental Factors and Focused Questions for Determination of Environmental Impact		Potentially Significant Impact	Less Than Significant with New Mitigation	No New Impact	No Impact
XIV.	RECREATION —				
	a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	[]	[]	[✓]	[]
	b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	[]	[]	[✓]	[]

a) and b):

The proposed Project would not induce any significant impacts on nearby recreational facilities. The land uses established on the Project site would not include new residents that would normally make more use of recreation facilities than would users of the non-residential land uses proposed for the site. The same reasoning holds for the land uses proposed as Option B. No mitigation is necessary.

Conclusion:

Therefore, there are no changes in the project, change in circumstances, or new information that would result in new significant recreation environmental effects, or a substantial increase in the severity of previously identified recreation environmental effects.



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TRANSPORTATION / TRAFFIC

Environmental Factors and Focused Questions for Determination of Environmental Impact		Potentially Significant Impact	Less Than Significant with New Mitigation	No New Impact	No Impact
XV.	TRANSPORTATION/TRAFFIC — Would the Project:				
	a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	[✓]	[]	[]	[]
	b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	[✓]	[]	[]	[]
	c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	[]	[]	[]	[✓]
	d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	[✓]	[]	[]	[]
	e) Result in inadequate emergency access?	[✓]	[]	[]	[]
	f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	[✓]	[]	[]	[]
	g) Generate added transit ridership that would 1) increase the average ridership on AC Transit lines by 3% percent at bus stops where the average load factor with the project in place would exceed 125% over a peak thirty minute period, 2) Increase the peak hour average ridership on BART by 3% where the passenger volume would exceed the standing capacity of BART trains, or 3) Increase the peak hour average ridership at a BART station by 3% where average waiting time at fare gates would exceed one minute.	[✓]	[]	[]	[]

a) through g):

Traffic and circulation impacts were addressed in detail in the OARB Redevelopment EIR. That previous EIR concluded that redevelopment activities throughout the OARB Redevelopment Area would result in significant traffic and circulation impacts, some of which can be reduced to a less than significant level and others which would be significant and unavoidable.

A Statement of Overriding Consideration was adopted for the following impacts considered to be significant and unavoidable:



- Redevelopment would cause some roadway segments on the MTS to operate at LOS F and increase the V/C ratio by more than three percent on segments that would operate at LOS F without redevelopment.

Specifically, redevelopment would cause the following freeway segments on the MTS to operate at LOS F or increase the V/C ratio by more than three (3) percent for segments that would operate at LOS F without redevelopment:

- I-80 east of the I-80/I-580 split
- I-880 connector to I-80 east
- I-880 from 7th Street to the segment south of I-238
- I-580 east and west of I-980/SR-24
- SR-24 east of I-580

Conclusion:

Mitigation measures were recommended in that previous EIR, including fair-share contributions toward funding of many identified intersection improvements. These fair-share funding obligations would still be applicable to the Project as currently contemplated. However, a number of changes have occurred and there are new land uses currently proposed that require re-evaluation of traffic impacts pursuant to CEQA Guidelines Section 15162 and 15163 pertaining to Subsequent or Supplemental EIRs. These changes include:

1. Substantial changes are proposed as part of the land uses contemplated under the current Project as compared to the land uses envisioned under the original 2002 OARB Redevelopment EIR. These newly proposed land uses may generate substantially more traffic than the uses previously contemplated uses. This potential increase in traffic may result in environmental impacts, or increase the severity of environmental impacts over that identified in the previous EIR.
2. Substantial changes have occurred with respect to circumstances under which the current Project is undertaken. For example, the baseline condition evaluated in the 2003 OARB EIR was the 1995 pre-OARB closure condition (as appropriate for a base reuse EIR). However, baseline conditions have likely increased significantly since that time. Additionally, assumptions regarding the likely buildout of the remainder of the OARB and other cumulative traffic conditions in the vicinity have changed since certification of the OARB EIR.
3. New information of substantial importance indicates that the Project may have a significant impact, or a more significant impact than was disclosed in the previous EIR. For example, the previous 2002 OARB Redevelopment Plan EIR indicated that traffic impacts at certain intersections throughout the City (and beyond) could be mitigated through implementation of identified intersection improvements. However, since certification of that previous EIR the City has found that implementation of some of these intersection improvements is likely



infeasible, and traffic impacts at these intersections will likely remain significant and unavoidable.

Therefore, transportation and traffic impacts associated with the proposed Project may constitute a *significantly greater impact* than was previously evaluated in the OARB Redevelopment EIR. This issue will be addressed in greater detail in the EIR for the Project.



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UTILITIES AND SERVICES

Environmental Factors and Focused Questions for Determination of Environmental Impact		Potentially Significant Impact	Less Than Significant with New Mitigation	No New Impact	No Impact
XVI.	UTILITIES AND SERVICE SYSTEMS — Would the Project:				
	a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	d) Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	e) Result in a determination by the wastewater treatment provider, which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	f) Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	h) Violate applicable federal, state and local statutes and regulations relating to energy standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	i) Result in a determination by the energy provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments and require or result in construction of new energy facilities or expansion of existing facilities, construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) through i):

The OARB Redevelopment EIR concluded that redevelopment activities would increase the demands for public utilities and services, and recommended a series of mitigation measures that would mitigate these impacts. The proposed Project would be required to comply with the following mitigation measures included in the OARB Redevelopment EIR:

Mitigation 4.9-4 Individual actions with landscaping requirements of one or more acres shall plumb landscape areas for irrigation with reclaimed water.



- Mitigation 4.9-5** Individual buildings with gross floor area exceeding 10,000 square feet shall install dual plumbing for both potable and reclaimed water, unless determined to be infeasible by the approving agency (City or Port).
- Mitigation 4.9-6** Site design shall facilitate use of reclaimed water, and shall comply with requirements of CCR Title 22 regarding prohibitions of site run-off to surface waters.
- Mitigation: 4.9-7** To the maximum extent feasible, the City and Port shall jointly participate in a deconstruction program to capture materials and recycle them into the construction market.
- Mitigation 4.9-8** Concrete and asphalt removed during demolition/construction shall be crushed on-site or at a near-site location, and reused in redevelopment or recycled to the construction market.
- Mitigation 4.9-9** The City and Port shall require developers to submit a plan that demonstrates a good faith effort to divert at least 50 percent of operations phase solid waste from landfill disposal.

That previous EIR also found that infrastructure improvements to the water system, storm drain system, sewer lines, electrical and telecommunication systems, and natural gas service into the OARB sites would be necessary to service new redevelopment activities. These improvements were included as part of the OARB Redevelopment/Reuse Plan project description. Engineering studies regarding public and private utility infrastructure service extensions are on-going, and more detailed information has been developed in regards to needed infrastructure improvements than was known at the time of the previous OARB Redevelopment Plan EIR. However, no impacts of a significant nature have been identified as being associated with these infrastructure improvements that were not previously identified in the OARB Redevelopment EIR.

Conclusion:

Therefore, there are no changes in the project, change in circumstances, or new information that would result in new significant utilities and services environmental effects, or a substantial increase in the severity of previously identified utilities and services environmental effects.



MANDATORY FINDINGS

Environmental Factors and Focused Questions for Determination of Environmental Impact		Potentially Significant Impact	Less Than Significant with New Mitigation	No New Impact	No Impact
XVII.	MANDATORY FINDINGS OF SIGNIFICANCE —				
	a) Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	[]	[]	[✓]	[]
	b) Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a Project are considerable when viewed in connection with the effects of past Projects, the effects of other current Projects, and the effects of probable future Projects.)	[✓]	[]	[]	[]
	c) Does the Project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	[✓]	[]	[]	[]

a):

This Initial Study does not indicate that there are any biology, hydrology or water quality impacts associated with the proposed Project or Option B that would substantially degrade the quality of the environment. There is no evidence to indicate that there are any fish or wildlife populations that would be significantly affected by the proposed Project. Implementation of the Project would not threaten to eliminate a plant or animal, nor reduce the number nor restrict the range of a rare or endangered plant or animal species. However, implementation of Option B would result in the elimination of several buildings that are important examples of California history (i.e., buildings associated with the OARB National Register Historic District).

b):

The OARB Redevelopment EIR found several cumulatively considerable impacts associated with redevelopment activities at the Oakland Army Base. Most cumulative effects were fully and adequately addressed in the OARB Redevelopment EIR and need no further environmental review. However, as discussed under the topics of Traffic and Air Quality (above) there may be new cumulative effects associated with these issues that were not adequately addressed in the OARB Redevelopment EIR and will be further reviewed in this EIR.



c):

This evaluation concludes that the Project may result in the emission of air quality pollutants that may exceed, or contribute on a cumulative basis toward exceeding established air quality thresholds. The emission of these air quality pollutants could cause adverse effects on the health of nearby residents.

Growth Inducement:

Growth inducement is an inherent effect of redevelopment. The basic premise of the OARB Area Redevelopment Plan is to foster economic growth by improving business and employment opportunities. As described in the OARB Redevelopment EIR, the surrounding area has historically suffered from blighted conditions and associated economic depression, and these conditions could worsen as a result of the closure of the OARB. Redevelopment activities such as the proposed Project have the potential to generate substantial numbers of jobs and therefore to improve the physical and economic condition of West Oakland and of the City and its citizens as a whole. The OARB Redevelopment EIR concluded that job and population growth associated with the Redevelopment Plan was well within that projected by ABAG for the build-out period. The extent of job growth projected under the Project is consistent with that assumed in the OARB Redevelopment EIR. Therefore, consistent with the conclusion of the OARB Redevelopment EIR, potential growth inducing impacts are considered less than significant.



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APPENDIX A

MITIGATION MEASURES FROM THE PREVIOUS EIR

OARB AREA REDEVELOPMENT PLAN EIR MITIGATION MEASURE CHECKLIST

and

SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION

(FROM THE OARB AREA REDEVELOPMENT PLAN FINAL EIR)

OARB AREA REDEVELOPMENT PLAN EIR - MITIGATION MEASURE CHECKLIST

The chart on the following pages identifies the party responsible for implementation of each OARB Redevelopment Plan EIR mitigation measure. The legend to this chart is as follows:

- An “X” under the column header of “City” indicates that the City of Oakland as lead agency is responsible for carrying out that specific mitigation requirement.
- An “X” under the column headers of “City Gateway” and/or “Port” indicates that each redevelopment project within the City’s OARB Gateway Development Area and/or the Port’s OARB Development Area/Maritime subarea is responsible for implementation of the mitigation measure.
- An “X” under the column headed “Auto Mall Project” indicates which of the OARB EIR mitigation measures would be applicable to the Project and to Option B.
- The words “Option B” under the column headed “Auto Mall Project” indicate the mitigation measures would be applicable to the expanded Option B only.
- The word “EIR” under the column headed “Auto Mall Project” indicates the mitigation measures will be reassessed as part of the subsequent or supplemental EIR for the project.
- If a cell is blank, that indicates that measure would not apply to that particular subarea or project site. Blank cells under the column header “City”, followed by an “X” under the columns headed “City Gateway” and/or “Auto Mall Project” indicate that the City would assign the responsibility for implementation of that measure to individual development projects within those areas.
- Note that this checklist lists those mitigation measures only applicable to the 16th/Wood sub-district but does not include a column for that sub-district.

Table A-2: OARB Mitigation Measure Implementation Responsibility Checklist

Mitigation Measures	City	City Gateway Area	Auto Mall Project	Port
Mitigation 4.1.1: Bay/Seaport Plan Amend.	X			
Mitigation 4.2-1: Land Use Compatibility/Gateway		X	X	
Mitigation 4.2-2: Land Use Compatibility/Port				X
Mitigation 4.2-3: Land Use Coordination	X			X
Mitigation 4.3-1: West Grand Avenue / Maritime Street.		X	EIR	X
Mitigation 4.3-2: West Grand Avenue / I-880 Frontage Road		X	EIR	X
Mitigation 4.3-3: 7 th /Maritime Street		X	EIR	X
Mitigation 4.3-4: Transit Access Plan		X	EIR	X
Mitigation 4.3-5: Standard Design Practices		X	EIR	X
Mitigation 4.3-6: Truck Signage Plan				X
Mitigation 4.3-7: Truck Management Plan	X			X
Mitigation 4.3-8: Emergency Evacuation Plan	X			X
Mitigation 4.3-9: Alternative Transportation Facilities		X	EIR	X
Mitigation 4.3-10: Parking		X	EIR	X
Mitigation 4.3-11: Port Truck Parking				X
Mitigation 4.3-12: BART Capacity Assessment	X			X
Mitigation 4.3-13: Construction Period Traffic		X	EIR	X
Mitigation 5.3-1: 7 th /Maritime Street		X	EIR	X
Mitigation 5.3-2: 7 th Street/I-880 Northbound Ramps		X	EIR	X
Mitigation 5.3-3: 3 rd /Adeline Street		X	EIR	X
Mitigation 5.3-4: 3 rd /Market Street		X	EIR	X
Mitigation 5.3-5: 12 th /Brush Street		X	EIR	X
Mitigation 5.3-6: Powell Street/I-80 Northbound Ramps		X	EIR	X
Mitigation 5.3-7: Truck Impact Reduction Program.	X			X
Mitigation 5.3-8: BART Capacity Improvements	X	X		X
Mitigation 4.4-1: Dust Control		X	X	X

Table A-2: OARB Mitigation Measure Implementation Responsibility Checklist				
Mitigation Measures	City	City Gateway Area	Auto Mall Project	Port
Mitigation 4.4-2: Construction-period Exhaust Controls		X	X	X
Mitigation 4.4-3: Criteria Pollutant Reduction Plan				X
Mitigation 4.4-4: Diesel Emission Reduction Program	X	X	X	X
Mitigation 4.4-5: Vehicle Emission Reduction		X	X	X
Mitigation 4.4-6: Sustainable Development Design and Construction	X	X	X	X
Mitigation 5.4-1: Emission Reduction Projects	X			X
Mitigation 4.5-1: Noise Reduction Plan		X	X	X
Mitigation 4.6-1: Discovery of Cultural Resources		X	X	X
Mitigation 4.6-2: Historic Commemoration Site		X	X	X
Mitigation 4.6-3: Public Trail Access		X	X	
Mitigation 4.6-4: Oral Histories		X	X	X
Mitigation 4.6-5: Historic Military Website		X	X	X
Mitigation 4.6-6: HABS/HAER Distribution		X	X	X
Mitigation 4.6-7: Video Distribution		X	X	X
Mitigation 4.6-8: Mural Preservation		X	X	X
Mitigation 4.6-9: Historic Warehouse Salvage Program		X	Option B	X
Mitigation 4.6-10: Historic Brochure		X	X	X
Mitigation 4.6-11: Historic Archive		X	X	X
Mitigation 4.6-12: Historic Architecture			Option B	
Mitigation 4.6-13: Central Station Retention and Protection				
Mitigation 4.6-14: Historic Structure Demolition, Timing		X	Option B	X
Mitigation 4.6-15: Historic Building, Deconstruction and Salvaging		X	Option B	X
Mitigation 4.6-16: Historic Resource Documentation Program		X	X	X
Mitigation 4.7-1: Haz. Mat. Business Plan		X	X	X
Mitigation 4.7-2: Risk Management and Prevention Plan		X	X	X
Mitigation 4.7-3: RAP/RMP Implementation		X	X	X

Table A-2: OARB Mitigation Measure Implementation Responsibility Checklist

Mitigation Measures	City	City Gateway Area	Auto Mall Project	Port
Mitigation 4.7-4: Hazmat Investigation and Remediation		X	X	X
Mitigation 4.7-5: Soil and Groundwater Remediation		X	X	X
Mitigation 4.7-6: Building Survey, Lead-Based Paint		X	Option B	X
Mitigation 4.7-7: Asbestos Safety Requirements		X	Option B	X
Mitigation 4.7-8: Building Survey, PCBs		X	Option B	X
Mitigation 4.7-9: RAP/RMP for Underground Storage Tanks		X	X	X
Mitigation 4.7-10: Underground Storage Tank Closure/Removal		X	X	X
Mitigation 4.7-11: Lead-Based Paint Safety Requirements		X	X	X
Mitigation 4.7-12: Asbestos-Containing Building Reuse		X	Option B	X
Mitigation 4.7-13: RAP/RMP Update		X	X	X
Mitigation 4.7-14: Building Survey, Asbestos-Containing Materials		X		X
Mitigation 4.7-15: Removal of PCB Transformers		X	X	X
Mitigation 4.7-16: PCB Investigation		X	X	X
Mitigation 4.7-17: PCB Safety Requirements		X	X	X
Mitigation 4.9-1: Fire and Emergency Response	X	X	X	X
Mitigation 4.9-2: OES Coordination	X			X
Mitigation 4.9-3: OES Notification	X		X	X
Mitigation 4.9-4: Reclaimed Water Pipelines		X	X	X
Mitigation 4.9-5: Dual-Plumbing		X	X	X
Mitigation 4.9-6: Compliance with Title 22 Requirements		X	X	X
Mitigation: 4.9-7: Deconstruction and Recycling		X		X
Mitigation 4.9-8: Concrete and Asphalt Recycling		X	X	X
Mitigation 4.9-9: Solid Waste Diversion		X	X	X
Mitigation 4.9-10: Roadway Repair		X	X	X
Mitigation 4.11-1: Lighting Standards		X	X	X
Mitigation 4.11-2: Lighting Near Gateway Park		X		
Mitigation 4.11-3: Solar Energy Setbacks		X	X	X

Table A-2: OARB Mitigation Measure Implementation Responsibility Checklist				
Mitigation Measures	City	City Gateway Area	Auto Mall Project	Port
Mitigation 4.11-4: Solar Energy Operation		X	X	
Mitigation 4.11-5: Solar Access		X		X
Mitigation 4.11-6: Public Open Space Access		X		X
Mitigation 4.12-3: Raptor Deterrents		X		
Mitigation 4.12-4: Permit Requirements for Fill		X		X
Mitigation 4.12-5: In Water Construction				X
Mitigation 4.12-6: Spawning Habitat Protection				X
Mitigation 4.12-7: Tree Protection/Replacement		X		X
Mitigation 4.12-8: Tree Removal Schedule		X		X
Mitigation 4.12-9: Construction Near Active Bird Nest		X		
Mitigation 4.12-10: Ballast Water				X
Mitigation 4.12-11: Ballast Water Education				X
Mitigation 4.12-12: Exotic Species				X
Mitigation 4.12-13: Wetlands Mitigation		X	X	X
Mitigation 4.13-1: Construction Standards		X	X	X
Mitigation 4.13-2: Geotechnical Report		X	X	X
Mitigation 4.13-3: Stormwater Pollution Prevention/Erosion Control		X	X	X
Mitigation 4.13-4: Environmental Records Review		X	X	X
Mitigation 4.13-5: Due Diligence		X	X	X
Mitigation 4.14-1: Groundwater Extraction		X	X	X
Mitigation 4.14-2: Groundwater De-watering		X	X	X
Mitigation 4.15-1: In Water Construction				X
Mitigation 4.15-2: Subsequent Permit Conditions		X	X	X
Mitigation 4.15-3: Stormwater Pollution Prevention/Erosion Control		X	X	X
Mitigation 4.15-4: Stormwater Pollution Prevention/Erosion Control		X	X	X

Table A-2: OARB Mitigation Measure Implementation Responsibility Checklist				
Mitigation Measures	City	City Gateway Area	Auto Mall Project	Port
Mitigation 4.15-5: Post-construction Stormwater Controls		X	X	X
Mitigation 4.15-6: Recycled Water Runoff		X	X	X
Mitigation 4.15-7: Flood Protection		X	X	X
Mitigation 4.15-8: Flood Hazard Mapping	X			X

Table 1-1 Revised Summary of Significant Impacts and Mitigation

Significant Impact	Proposed Mitigation	Residual Significance
Consistency of Plans and Policies		
Impact 4.1-2: Proposed land uses in a portion of the 16 th /Wood sub-district would be fundamentally inconsistent with Seaport and Bay plan Port Priority Use designations.	Mitigation 4.1-1: Amend the Bay and Seaport plans to eliminate, where necessary, Port Priority Use designations within the 16th/Wood sub-district.	L
Land Use		
Impact 4.2-1: Under proposed redevelopment, dissimilar land uses may be located proximate to one another.	Mitigation 4.2-1: The City shall ensure that Gateway development area redevelopment activities adjacent to Port of Oakland industrial maritime facilities are designed to minimize any land use incompatibilities to the extent feasible.	L
	Mitigation 4.2-2: If any land use incompatibility is subsequently identified, the Port of Oakland shall use its best efforts, consistent with meeting cargo throughput demand, to locate maritime activities that could result in land use incompatibilities as far away from the property boundary as feasible.	
	Mitigation 4.2-3: The City and Port shall coordinate to implement Mitigation Measures 4.2-1 and 4.2-2. The City and Port shall cooperatively coordinate regarding the types of land uses to be developed at the coterminous boundary of their respective jurisdictions.	

Legend: S = Significant and unavoidable; L = Less than significant; A = Impact avoided

Table 1-1 Revised Summary of Significant Impacts and Mitigation

Significant Impact	Proposed Mitigation	Residual Significance
Transportation and Traffic		
Impact 4.3-1: Redevelopment would cause the level of service to degrade to worse than LOS D at three intersections located outside the Downtown area:	Mitigation 4.3-1: <i>West Grand Avenue/Maritime Street</i> . As part of the design for the realignment of Maritime Street, project area developers shall fund on a fair-share basis modifications to the West Grand Avenue/Maritime Street intersection.	L
<ul style="list-style-type: none"> West Grand Avenue/Maritime Street West Grand Avenue/I-880 Frontage Road 7th/Maritime Street 		
	Mitigation 4.3-2: <i>West Grand Avenue/I-880 Frontage Road</i> . Project area developers shall fund, on a fair-share basis, modifications to the West Grand Avenue/I-880 Frontage Road intersection.	
	Mitigation 4.3-3: <i>7th/Maritime Street</i> . As part of the design for the realignment of Maritime Street, project area developers shall fund on a fair-share basis modifications to the 7th/Maritime Street intersection.	
Impact 4.3-2: Redevelopment would cause some roadway segments on the MTS to operate at LOS F and increase the V/C ratio by more than three percent on segments that would operate at LOS F without redevelopment.	Mitigation 4.3-4: The City and Port, in consultation with transit agencies, shall jointly create and maintain a transit access plan(s) for the redevelopment project area designed to reduce demand for single-occupant, peak hour trips, and to increase access to transit opportunities. Major project area developers shall fund on a fair share basis the plan(s).	S
Impact 4.3-3: Redevelopment could result in traffic hazards to motor vehicles, bicycles, or pedestrians due to inadequate design features or incompatible uses.	Mitigation 4.3-5: Redevelopment elements shall be designed in accordance with standard design practice and shall be subject to review and approval of the City or Port design engineer.	L

Legend: S = Significant and unavoidable; L = Less than significant; A = Impact avoided

Table 1-1 Revised Summary of Significant Impacts and Mitigation

Significant Impact	Proposed Mitigation	Residual Significance
	Mitigation 4.3-6: The Port shall fund signage designating through transport truck prohibitions through the interior of the Gateway development area.	
	Mitigation 4.3-7: The City and the Port shall continue to work together and shall create a truck management plan designed to reduce the effects of transport trucks on local streets. The City and Port shall fund on a fair share basis implementation of this plan.	
Impact 4.3-4: Due to site constraints, it may not be possible to provide two emergency access routes to the western portion of the Gateway development area, which would be in excess of 1,000 feet from the nearest major arterial.	Mitigation 4.3-8: Provide an emergency service program and emergency evacuation plan using waterborne vessels.	L
	See Mitigation Measure 4.9-1, below.	
Impact 4.3-5: Redevelopment could fundamentally conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).	Mitigation 4.3-9: Redevelopment plans shall conform to City of Oakland or Port development standards with facilities that support transportation alternatives to the single-occupant automobile.	L
Impact 4.3-6: Redevelopment could result in an inadequate parking supply at the Gateway development area, the 16th/Wood sub-district, or for trucks serving the Port of Oakland.	Mitigation 4.3-10: The number of parking spaces provided in the project area shall comply with City code or Port requirements and/or with recommendations of a developer funded parking demand analysis.	L
	Mitigation 4.3-11: During both construction and operation, the Port shall provide truck parking within the Port development area or Maritime sub-district, at a reasonable cost to truck operators and provide advance information to operators where the parking is located.	

Legend: S = Significant and unavoidable; L = Less than significant; A = Impact avoided

Table 1-1 Revised Summary of Significant Impacts and Mitigation

Significant Impact	Proposed Mitigation	Residual Significance
Impact 4.3-9: Redevelopment would increase the peak hour average ridership at the West Oakland BART station by 3 percent where average waiting time at fare gates could exceed 1 minute.	Mitigation 4.3-12: The City and Port shall provide detailed information regarding redevelopment to BART to enable BART to conduct a comprehensive fare gate capacity assessment at the West Oakland BART station. Pending the results of this assessment, the City and the Port may need to participate in funding the cost of adding one or more fare gates at the West Oakland BART station.	L
Impact 4.3-11: Remediation, demolition/deconstruction, and construction activities within the redevelopment project area would utilize a significant number of trucks and could cause significant circulation impacts on the street system.	Mitigation 4.3-13: Prior to commencing hazardous materials or hazardous waste remediation, demolition, or construction activities, a Traffic Control Plan (TCP) shall be implemented to control peak hours trips to the extent feasible, assure the safety on the street system and assure that transportation activities are protective of human health, safety, and the environment.	L
Impact 5.3-1: Increased congestion at intersections exceeding the cumulatively significant threshold.	See Mitigation Measures 4.3-1, 4.3-2 and 4.3-3, above.	L: all but Maritime/Grand S: Maritime/Grand
	Mitigation 5.3-1: <i>7th/Maritime Street</i> . Project area developers shall fund a fair share of additional modifications at the 7th /Maritime Street intersection.	
	Mitigation 5.3-2: <i>7th Street/I-880 Northbound Ramps</i> . Project area developers shall fund a fair share of modifications at the 7th Street/I-880 Northbound ramp.	
	Mitigation 5.3-3: <i>3rd/Adeline Street</i> . Project area developers shall fund a fair share of the modifications at the 3rd/Adeline Street intersection.	
	Mitigation 5.3-4: <i>3rd/Market Street</i> . Project area developers shall fund a fair share of modifications at the 3rd/Market Street intersection.	

Legend: S = Significant and unavoidable; L = Less than significant; A = Impact avoided

Table 1-1 Revised Summary of Significant Impacts and Mitigation

Significant Impact	Proposed Mitigation	Residual Significance
	Mitigation 5.3-5: <i>12th /Brush Street</i> . Project area developers shall fund a fair share of modifications to the 12th/Brush Street intersection to increase the signal cycle length to 102 seconds. Implementation of this mitigation measure would reduce cumulative impacts at the 12th /Brush Street intersection to a level that is less than significant.	
	Mitigation 5.3-6: <i>Powell Street/I-80 Northbound Ramps</i> . Project area developers shall fund a fair share of modifications at the Powell Street/I-80 northbound ramps intersection.	
Impact 5.3-2: Increased congestion on the Metropolitan Transportation System (MTS) exceeding the cumulatively significant threshold.	See Mitigation Measure 4.3-4, above.	S
Impact 5.3-3: Increased traffic hazards.	See Mitigation Measure 4.3-5, above.	L
Impact 5.3-4: Inadequate emergency access.	See Mitigation Measure 4.3-8, above.	L
Impact 5.3-5: Inadequate truck-related parking.	See Mitigation Measures 4.3-10 and 4.3-11, above.	S
	Mitigation 5.3-7: The City and Port shall cooperatively develop a program that combines multiple strategic objectives and implementation tools designed to reduce cumulative truck parking and other AMS impacts.	
Impact 5.3-6: Increased ridership on AC Transit during peak weekday hours.	See Mitigation Measure 4.3-12, above.	L
Impact 5.3-7: Increased ridership on BART trains.	Mitigation 5.3-8: The City and Port shall work with BART to ensure adequate BART train capacity will be available for riders to and from the redevelopment project area, and possibly fund, on a fair share basis, BART train capacity improvements.	L

Legend: S = Significant and unavoidable; L = Less than significant; A = Impact avoided

Table 1-1 Revised Summary of Significant Impacts and Mitigation

Significant Impact	Proposed Mitigation	Residual Significance
Impact 5.3-8: Increased waiting time during peak weekday hours at BART fare gates.	See Mitigation Measure 4.3-12, above.	L
Air Quality		
Impact 4.4-1: PM as fugitive dust would be emitted during construction and remediation activities.	Mitigation 4.4-1: Contractors shall implement all BAAQMD "Basic" and "Optional" PM ₁₀ (fugitive dust) control measures at all sites, and all "Enhanced" control measures at sites greater than four acres.	L
Impact 4.4-2: Construction equipment exhaust could increase levels of NO _x , ROG, CO, and PM ₁₀ (the latter primarily as diesel PM) that could exceed 15 tons per year, or result in substantial increase in diesel emissions.	Mitigation 4.4-2: Contractors shall implement exhaust control measures at all construction sites.	S
Impact 4.4-3: Increased Port maritime and rail operations, as well as trucking activities associated with all redevelopment operations would emit NO _x , ROG, and PM ₁₀ in excess of 15 tons per year or 80 pounds per day, substantially increase diesel emissions, and potentially expose pollution-sensitive receptors to substantial pollutant concentrations.	Mitigation 4.4-3: The Port shall develop and implement a criteria pollutant reduction program aimed at reducing or off-setting Port-related emissions in West Oakland from its maritime and rail operations. The program shall be sufficiently funded to reduce and/or off-set redevelopment related contributions to local West Oakland air quality to the maximum extent feasible.	S
	Mitigation 4.4-4: The City and the Port shall jointly create, maintain, and fund on a fair share basis, a truck diesel emission reduction program. The program shall be sufficiently funded to reduce and/or off-set redevelopment related contributions to local West Oakland diesel emissions to the maximum extent feasible.	

Legend: S = Significant and unavoidable; L = Less than significant; A = Impact avoided

Table 1-1 Revised Summary of Significant Impacts and Mitigation

Significant Impact	Proposed Mitigation	Residual Significance
Impact 4.4-4: Passenger vehicles and delivery trucks associated with redevelopment would emit NO _x , ROG, CO, and PM in excess of 15 tons per year or 80 pounds per day.	Mitigation 4.4-5: Major developers shall fund on a fair share basis BAAQMD-recommended feasible Transportation Control Measures (TCMs) for reducing vehicle emissions from commercial, institutional, and industrial operations, as well as all CAP TCMs the BAAQMD has identified as appropriate for local implementation.	S
Impact 4.4-5: Space and water heating as well as routine maintenance of office buildings, warehouses, retail stores, and live-work space, could emit NO _x , ROG, CO, and PM ₁₀ in quantities that could exceed thresholds.	Mitigation 4.4-6: Title 24 of the Uniform Building Code (UBC) requires that new construction include energy-conserving fixtures and designs. Additionally, the City and Port shall implement sustainable development policies and strategies related to new development design and construction.	L
Impact 5.4-1: Redevelopment would result in significant cumulative air quality impacts associated with emissions of nitrogen oxides (NO _x), reactive organics gases (ROG), carbon monoxide (CO), particulate matter less than 10 microns in diameter (PM ₁₀), and diesel exhaust (almost entirely particulate matter less than 2.5 microns in diameter [PM _{2.5}]), the latter defined as a toxic air contaminant by the California Air Resources Board (CARB).	See Mitigation Measures 4.4-1 4.4-2, 4.4-3, 4.4-4, and 4.4-5, above.	S
	Mitigation Measure 5.4-1: The City and the Port shall encourage, lobby, and potentially participate in emission reduction demonstration projects that promote technological advances in improving air quality.	

Legend: S = Significant and unavoidable; L = Less than significant; A = Impact avoided

Table 1-1 Revised Summary of Significant Impacts and Mitigation

Significant Impact	Proposed Mitigation	Residual Significance
Noise		
Impact 4.5-1: Construction, including remediation, could result in short-term noise levels in excess of established standards, or that violate the City of Oakland Noise Ordinance at and near the redevelopment project area, and along construction haul routes.	Mitigation 4.5-1: Developers and/or contractors shall develop and implement redevelopment-specific noise reduction plans.	L
Cultural Resources		
Impact 4.6-1: Redevelopment has the potential to encounter previously unknown subsurface cultural resources during ground-disturbing activities.	Mitigation 4.6-1: Should previously unidentified cultural resources be encountered during redevelopment, work in that vicinity shall stop immediately, until an assessment of the finds can be made by an archaeologist. If the resource is found to be significant under CEQA, an appropriate mitigation plan must be developed.	L
Impact 4.6-2: Redevelopment would remove all resources contributing to the OARB Historic District.	Mitigation 4.6-2: The City, Port and OARB sub-district developers shall fund on a fair-share basis development of a commemoration site, including preparation of a Master Plan for such a site, at a public place located within the Gateway development area.	S
	Mitigation 4.6-3: The City shall ensure the commemoration site is linked to the Gateway Park and the Bay Trail via a public access trail.	
	Mitigation 4.6-4: The City, Port and OARB sub-district developers shall fund on a fair-share basis collection and preservation of oral histories from OARB military and civilian staff.	
	Mitigation 4.6-5: The City, Port, and OARB sub-district developers shall fund on a fair share basis collaboration with "military.com" or a similar military history web site.	

Legend: S = Significant and unavoidable; L = Less than significant; A = Impact avoided

Table 1-1 Revised Summary of Significant Impacts and Mitigation

Significant Impact	Proposed Mitigation	Residual Significance
	Mitigation 4.6-6: The City, Port, and OARB sub-district developers shall fund on a fair share basis distribution of copies of the complete OARB HABS/HAER documentation prepared by the Army to: Oakland History Room, Oakland Public Library; Bancroft Library, University of California; and Port of Oakland Archives for the purpose of added public access to these records.	
	Mitigation 4.6-7: If determined of significant historical educational value by the Oakland Landmarks Preservation Advisory Board and the Oakland Heritage Alliance, the City, Port, and OARB sub-district developers shall fund on a fair share basis distribution of copies of "A Job Well Done" documentary video published by the Army.	
	Mitigation 4.6-8: The City, Port, and OARB sub-district developers shall fund on a fair share basis preservation and long-term curation of murals from OARB Building No. 1, and OBRA shall either donate the murals to the Oakland Museum of California, or provide a permanent location elsewhere.	
	Mitigation 4.6-9: The City, Port, and OARB sub-district developers shall fund on a fair share basis a program to salvage as whole timber posts, beams, trusses and siding of warehouses to be demolished to the maximum extent feasible.	
	Mitigation 4.6-10: The City, Port, and OARB sub-district developers shall fund on a fair share basis production of a brochure describing history and architectural history of the OARB.	

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Table 1-1 Revised Summary of Significant Impacts and Mitigation

Significant Impact	Proposed Mitigation	Residual Significance
	Mitigation 4.6-11: The City, Port, and OARB sub-district developers shall fund on a fair share basis acquisition of copies of construction documentation and photographs of historic buildings currently in the OARB files and transfer the copies to the Oakland History Room files and Port historic archives, including funding to cover costs of archiving and cataloging these materials, as well as curator costs at the Oakland History Room. While select photos and information may be exhibited at the commemoration site, the Oakland History Room is the most appropriate location for this archive.	
	Measure 4.6-14: No demolition or deconstruction of contributing structures to the OARB Historic District shall occur until necessary.	
	Measure 4.6-15: As part of the deconstruction and salvaging requirements for demolition of any contributing structure within the OARB Historic District (see Mitigation Measure 4.6-9), specific architectural elements, building components or fixtures should be salvaged. A professional historic preservationist shall determine which, if any of such elements, components or fixtures should be retained.	

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Table 1-1 Revised Summary of Significant Impacts and Mitigation

Significant Impact	Proposed Mitigation	Residual Significance
	Mitigation 4.6-16: The City, Port, and OARB sub-district developers shall fund on a fair share basis preparation of an Historical Resource Documentation Program. This program shall consist of a coordinated effort of primary research and documentation, with a substantial scholarly input and publicly available products. The first product of this program shall include a coordinated effort to conduct the research, writing, photo documentation, assembly and publication efforts needed to prepare a comprehensive book on the history of the Oakland Army Base. The book shall document the important contribution the Base has had to the U.S. military, to Oakland and to the nation at large.	
Impact 4.6-3: Redevelopment would render the OARB Historic District no longer eligible to the National and/or California Registers of Historic Places or the Local Register.	See Mitigation Measures 4.6-2, 4.6-3, 4.6-4, 4.6-5, 4.6-6, 4.6-7, 4.6-8, 4.6-9, 4.6-10, 4.6-11, 4.6-14, 4.6-15, and 4.6-16, above.	S
Impact 4.6-4: Redevelopment would result in renovation of the SPRR (Amtrak) Station and 16 th Street Tower, which could alter the historic character of the buildings in a manner that could affect their eligibility.	Mitigation 4.6-13: Prior to major renovation of a historically significant structure, the redeveloper of the SPRR Station and 16 th Street Tower shall ensure that historically significant artifacts and features, if present, are retained and protected in place if feasible. If retention and protection is found Infeasible, such artifacts and features shall be recorded and deposited with the appropriate museum. Renovation of the exterior of a historic structure shall be consistent with the Secretary's of Interior's Standards.	L
Impact 5.6-1: Loss of historic resources.	See Mitigation Measures 4.6-2, 4.6-3, 4.6-4, 4.6-5, 4.6-6, 4.6-7, 4.6-8, 4.6-9, 4.6-10, 4.6-11, 4.6-14, 4.6-15, and 4.6-16, above.	S

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Table 1-1 Revised Summary of Significant Impacts and Mitigation

Significant Impact	Proposed Mitigation	Residual Significance
Hazardous Materials		
Impact 4.7-2: Hazardous or acutely hazardous materials (AHMs) may be handled or emitted within ¼ mile of an existing or proposed school.	Mitigation 4.7-1: For use of hazardous materials within ¼ mile of an existing or proposed school, business operators shall prepare Business Plan, update annually, and keep on file with the Oakland Fire Department.	L
	Mitigation 4.7-2: For use of AHMs within ¼ mile of an existing or proposed school, in addition to a Business Plan, business operators shall prepare, implement, and update a Risk Management and Prevention Plan (RMPP) on at least an annual basis.	
Impact 4.7-4: Site preparation, remediation and development of areas that contain contaminated soil and groundwater could expose remediation and construction workers, and future utility workers, tenants, and visitors to soil and groundwater contamination conditions.	Mitigation 4.7-3: Implement RAP/RMP as approved by DTSC, and if future proposals include uses not identified in the Reuse Plan and incorporated into the RAP/RMP, or if future amendments to the remediation requirements are proposed, obtain DTSC and City approval.	L
	Mitigation 4.7-4: For the project area not covered by the DTSC-approved RAP/RMP, investigate potentially contaminated sites; if contamination is found, assess potential risks to human health and the environment, prepare and implement a clean-up plan for DTSC or RWQCB approval, prepare and implement a Risk Management Plan, and prepare and implement a Site Health and Safety Plan prior to commencing work.	
Impact 4.7-5: Potential exposure to contaminants in soil and groundwater remaining in place after remediation could be a hazard to future residents, employees and visitors.	Mitigation 4.7-5: For the project areas not covered by the DTSC-approved RAP/RMP, remediate soil and groundwater contamination consistent with the City of Oakland ULR Program and other applicable laws and regulations.	L

Legend: S = Significant and unavoidable; L = Less than significant; A = Impact avoided

Table 1-1 Revised Summary of Significant Impacts and Mitigation

Significant Impact	Proposed Mitigation	Residual Significance
Impact 4.7-6: Workers and others could be exposed to LBP in buildings, ACM or PCBs during demolition, remediation, renovation and site work activities.	Mitigation 4.7-6: Buildings and structures constructed prior to 1978 slated for demolition or renovation that have not previously been evaluated for the presence of LBP shall be sampled to determine whether LBP is present in painted surfaces, and the safety precautions and work practices as specified in government regulations shall be followed during demolition.	L
	Mitigation 4.7-7: Buildings, structures and utilities that have not been surveyed for ACM, shall be surveyed to determine whether ACM is present prior to demolition or renovation, and the safety precautions and work practices as specified in government regulations shall be followed during demolition.	
	Mitigation 4.7-8: Buildings and structures proposed for demolition or renovation shall be surveyed for PCB-impacted building materials, and the safety precautions and work practices as specified in government regulations shall be followed during demolition.	
Impact 4.7-7: Workers or others could be exposed to hazardous materials and contamination in and around ASTs and USTs during remediation and redevelopment activities.	Mitigation 4.7-9: For ASTs/USTs on the OARB, implement the RAP/RMP, which incorporates the steps enumerated below.	L
	Mitigation 4.7-10: For the remainder of the redevelopment project area (non-OARB areas), if an AST or UST is encountered, it would be closed in place or removed and the soil would be tested and remediated, if necessary, pursuant to regulatory approvals and oversight.	

Legend: S = Significant and unavoidable; L = Less than significant; A = Impact avoided

Table 1-1 Revised Summary of Significant Impacts and Mitigation

Significant Impact	Proposed Mitigation	Residual Significance
Impact 4.7-8: Workers or others could experience direct contact exposure to LBP-contaminated soil, concrete, and pavement surrounding buildings that have LBP.	Mitigation 4.7-11: For LBP-impacted ground on the OARB, implementation of RAP/RMP to be approved by DTSC as part of the project will result in avoidance of this potentially significant impact. For the remainder of the redevelopment project area, sampling shall be performed on soil or paved areas around buildings that are known or suspected to have LBP, and the safety precautions and work practices specified in government regulations shall be followed.	L
Impact 4.7-10: During interim or future use of existing buildings, people could be exposed to ACM or other environmental hazards.	Mitigation 4.7-12: The condition of identified ACM shall be assessed annually, and prior to reuse of a building known to contain ACM.	L
	Mitigation 4.7-13: No future tenancies shall be authorized at the OARB for use categories that are inconsistent with the Reuse Plan without an updated environmental analysis and DTSC approval as provided for in the RAP/RMP.	
	Mitigation 4.7-14: For the remainder of the redevelopment project area (non-OARB areas), any building that has not been surveyed for ACM but potentially contains ACM shall be surveyed to determine whether ACM is present prior to demolition, renovation or reuse.	
Impact 4.7-11: Workers could be exposed to polychlorinated biphenyls (PCB) and PCB-contaminated equipment during remediation, construction and future operations.	Mitigation 4.7-15: Known PCB transformers or PCB-contaminated transformers at the OARB shall be removed, monitored and/or maintained in accordance with applicable laws and regulations.	L

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Table 1-1 Revised Summary of Significant Impacts and Mitigation

Significant Impact	Proposed Mitigation	Residual Significance
	Mitigation 4.7-16: Oil-filled electrical equipment in the redevelopment project area that has not been surveyed shall be investigated prior to the equipment being taken out of service to determine whether PCBs are present.	
	Mitigation 4.7-17: PCB-containing or PCB-contaminated equipment taken out of service shall be handled and disposed in compliance with applicable laws and regulations.	
Impact 5.7-1: Increased exposure to hazardous wastes during construction.	See Mitigation Measures 4.7-3, 4.7-4, 4.7-6, 4.7-7, 4.7-8, 4.7-9, 4.7-10, 4.7-11, and 4.7-14, above.	
Population, Housing, and Employment		
No significant impacts.		
Public Services and Utilities		
Impact 4.9-1: Construction activities and increases in employees and residents as well as increased building density would increase demand for fire, hazmat, and first responder medical emergency services.	Mitigation 4.9-1: The City and Port shall cooperatively investigate the need for, and if required shall fund on a fair-share basis, development and operation of increased firefighting and medical emergency response services via fireboat to serve the OARB sub-district.	L
Impact 4.9-6: Redevelopment construction could interfere with operation of the Maritime Street emergency response staging area, or with the West Grand Avenue and 7th Street evacuation routes.	Mitigation 4.9-2: The Port and City shall work with OES to ensure changes in local area circulation are reflected in the revised Response Concept.	L
	Mitigation 4.9-3: The Port and City shall require developers within their respective jurisdictions to notify OES of their plans in advance of construction or remediation activities.	

Legend: S = Significant and unavoidable; L = Less than significant; A = Impact avoided

Table 1-1 Revised Summary of Significant Impacts and Mitigation

Significant Impact	Proposed Mitigation	Residual Significance
Impact 4.9-8: Redevelopment would increase potable water demand.	Mitigation 4.9-4: Individual actions with landscaping requirements of one or more acres shall plumb landscape areas for irrigation with reclaimed water.	L
	Mitigation 4.9-5: Individual buildings with gross floor area exceeding 10,000 square feet shall install dual plumbing for both potable and reclaimed water, unless determined to be infeasible by the approving agency (City or Port).	
	Mitigation 4.9-6: Site design shall facilitate use of reclaimed water, and shall comply with requirements of CCR Title 22 regarding prohibitions of site run-off to surface waters.	
Impact 4.9-10: Redevelopment would increase the quantity of solid waste, and demand for solid waste services.	Mitigation: 4.9-7: To the maximum extent feasible, the City and Port shall jointly participate in a deconstruction program to capture materials and recycle them into the construction market.	L
	Mitigation 4.9-8: Concrete and asphalt removed during demolition/construction shall be crushed on-site or at a near-site location, and reused in redevelopment or recycled to the construction market.	
	Mitigation 4.9-9: The City and Port shall require developers to submit a plan that demonstrates a good faith effort to divert at least 50 percent of operations phase solid waste from landfill disposal.	
Impact 4.9-12: Both construction/remediation vehicles and increased operations vehicle activity would accelerate or advance deterioration of local roadways and the timing and extent of roadway maintenance/repair.	Mitigation 4.9-10: The Port and City of Oakland shall work cooperatively to develop an ongoing joint program to identify and evaluate impacted local roadways and identify required maintenance/repair activities. The agencies will fund needed repairs and maintenance on a fair-share basis.	L

Legend: S = Significant and unavoidable; L = Less than significant; A = Impact avoided

Table 1-1 Revised Summary of Significant Impacts and Mitigation

Significant Impact	Proposed Mitigation	Residual Significance
Impact 5.9-1: Increased demand for fire-related services.	See Mitigation Measure 4.9-1, above.	L
Impact 5.9-2: Increased demand for police protection services.	Existing funding mechanism	L
Impact 5.9-3: Increased demand for library services.	Existing funding mechanism	L
Impact 5.9-5: Increased demand for water.	See Mitigation Measures 4.9-4 and 4.9-5, above.	L
Impact 5.9-7: Increased demand for solid waste services.	See Mitigation Measures 4.9-7, 4.9-8, and 4.9-9, above.	L
Recreation and Public Access		
Impact 4.10-2: Construction and/or operation of the Gateway Park could have an adverse physical effect on the environment.	See Mitigation Measures 4.12-1, 4.12-2, 4.12-3, 4.15-1, and 4.15-2, below	L
Aesthetics		
Impact 4.11-2: Redevelopment would remove buildings contributing to a historic district, including visually striking warehouse structures visible from I-80, a locally designated scenic route, and a portion of the state scenic highway system.		S
Impact 4.11-3: New security lighting and/or lighting for night time operations would alter current patterns of light or glare, and could alter nighttime views in the area.	Mitigation 4.11-1: New lighting shall be designed to minimize off-site light spillage; "stadium" style lighting shall be prohibited.	L
	Mitigation 4.11-2: At or near the boundary of the proposed Gateway Park, new lighting shall be shielded to prevent light spillage into natural areas.	

Legend: S = Significant and unavoidable; L = Less than significant; A = Impact avoided

Table 1-1 Revised Summary of Significant Impacts and Mitigation

Significant Impact	Proposed Mitigation	Residual Significance
Impact 4.11-4: New construction could introduce building or landscaping elements that would now or in the future cast shadow on existing collectors or photovoltaic cells, or a building using passive solar heat collection.	Mitigation 4.11-3: New active or passive solar systems within or adjacent to the project area shall be set back from the property line a minimum of 25 feet.	L
	Mitigation 4.11-4: New construction within the Gateway development area adjacent to a parcel containing permitted or existing active or passive solar systems shall demonstrate through design review that the proposed structures shall not substantially impair operation of existing solar systems.	
	Mitigation 4.11-5: The City and Port shall coordinate with respect to the design of new, permanent buildings constructed along the Port/Gateway boundary to minimize conflicts over solar access.	
Impact 4.11-5: New construction could introduce building or landscaping elements that would now or in the future cast shadow that substantially impairs the beneficial use of a public park or open space.	Mitigation 4.11-6: New construction adjacent to a public park or open space shall demonstrate through design review that development shall not substantially impair enjoyment of the public using the space.	L
Biological Resources		
	Mitigation 4.12-3: Raptor deterrents shall be placed on light standards and other tall elements installed within the Gateway Park.	
	See Mitigation Measure 4.11-2, above.	

Legend: S = Significant and unavoidable; L = Less than significant; A = Impact avoided

Table 1-1 Revised Summary of Significant Impacts and Mitigation

Significant Impact	Proposed Mitigation	Residual Significance
Impact 4.12-3: Redevelopment would result in net loss of approximately 27 acres of open and covered water at New Berth 21.	Mitigation 4.12-4: Contractors, developers, the Port, and EBRPD shall comply with all permit conditions from the Corps, RWQCB, USFWS/NMFS, BCDC, and CDFG for fill.	L
Impact 4.12-4: Redevelopment could result in both temporary impacts to herring spawning habitat during construction, and a permanent net loss of Pacific herring spawning habitat associated with the wharf pilings at existing Berths 9, 10, 20 and 21 due to construction of New Berth 21.	Mitigation 4.12-5: A qualified observer shall be present on site during all in-water construction activities near potential herring spawning areas between December 1 and March 1.	L
	Mitigation 4.12-6: If spawning is observed, in-water construction activities shall be redirected for 200 meters around the spawning area for two weeks.	
Impact 4.12-6: Redevelopment may result in loss of protected trees measuring 4 inches dbh (or larger) or trees with a dbh of greater than 9 inches.	Mitigation 4.12-7: Application for a tree preservation/tree removal permit from the City of Oakland for all protected trees shall comply with the Tree Ordinance, which includes replacement of native trees at a minimum of a 1:1 ratio.	L
Impact 4.12-7: Redevelopment may affect nesting migratory birds.	Mitigation 4.12-8: Trees shall be removed between September 1 and January 31 to avoid the nesting season (February 1 to August 31). Alternatively, field surveys shall be conducted no earlier than 45 days and no later than 20 days prior to the removal of any trees during the nesting/breeding season of bird species potentially nesting on the site to determine whether birds are present.	L
	Mitigation 4.12-9: Construction shall not occur within 150 feet of an active nest until the nest is vacated or the juveniles have fledged.	

Legend: S = Significant and unavoidable; L = Less than significant; A = Impact avoided

Table 1-1 Revised Summary of Significant Impacts and Mitigation

Significant Impact	Proposed Mitigation	Residual Significance
Impact 4.12-8: Redevelopment could result in a substantial increase in the risk of establishment of invasive species in the San Francisco Bay.	Mitigation 4.12-10: The Port shall continue to enforce its tariff requirements regarding ballast water and if the State law sunsets, shall implement the remainder of its ballast water ordinance, as it may be amended from time to time.	S
	Mitigation 4.12-11: The Port shall continue to develop and implement a carrier ballast water education program.	
	Mitigation 4.12-12: The Port shall support international and United States efforts to adopt uniform international or national standards to avoid introduction of exotic species through shipping activities.	
Impact 4.12-9: Loss of up to approximately 0.5 acre of isolated, urban wetlands	Mitigation 4.12-13: Contractors and developers shall comply with all conditions imposed by the RWQCB for fill of wetlands.	L
Impact 5.12-1: Effects to sensitive species.	See Mitigation Measures 4.12-1, 4.12-2, and 4.12-3, above.	L
Impact 5.12-2: Loss of protected wetlands and waters of the U.S.	See Mitigation Measures 4.12-4 and 4.12-13, above.	L
Impact 5.12-3: Redevelopment could increase potential risk of invasive species being established in San Francisco Bay.	See Mitigation Measures 4.12-10, 4.12-11, and 4.12-12, above.	S
Geology, Seismicity, and Soils		
Impact 4.13-1: Redevelopment could expose increased numbers of people and structures to strong seismic ground shaking.	Mitigation 4.13-1: Redevelopment elements shall be designed in accordance with criteria established by the UBC, soil investigation and construction requirements established in the Oakland General Plan, the Bay Conservation and Development Commission Safety of Fill Policy, and wharf design criteria established by the Port or City of Oakland (depending on the location of the wharf).	L

Legend: S = Significant and unavoidable; L = Less than significant; A = Impact avoided

Table 1-1 Revised Summary of Significant Impacts and Mitigation

Significant Impact	Proposed Mitigation	Residual Significance
	Mitigation 4.13-2: Redevelopment elements shall be designed and constructed in accordance with requirements of a site-specific geotechnical evaluation.	
Impact 4.13-2: Redevelopment could expose increased numbers of people or structures to seismic related ground failure, including liquefaction, lateral spreading, subsidence, or collapse.	See Mitigation Measures 4.13-1 and 4.13-2, above.	L
Impact 4.13-3: Localized landsliding may occur in sloped shoreline areas.	See Mitigation Measures 4.13-1 and 4.13-2, above.	L
Impact 4.13-4: Under certain conditions, disturbance of soils during construction or remediation could result in erosion.	Mitigation 4.13-3: Prior to ground-disturbing activities, the contractor shall develop and implement a Regional Water Quality Control Board (RWQCB)-acceptable Stormwater Pollution Prevention Plan (SWPPP) that includes erosion control measures.	L
Impact 4.13-5: Redevelopment could occur on expansive soils.	See Mitigation Measures 4.13-1 and 4.13-2, above.	L
Impact 4.13-6: Redevelopment elements may be located above a well, pit, sump, mound, tank vault, unmarked sewer line, landfill, or unknown fill soils.	See Mitigation Measure 4.13-2, above	L
	Mitigation 4.13-4: The project applicant shall thoroughly review available building and environmental records.	
	Mitigation 4-13.5: The developer shall perform due diligence, including without limitation, retaining the services of subsurface utility locators and other technical experts prior to any ground-disturbing activities.	

Legend: S = Significant and unavoidable; L = Less than significant; A = Impact avoided

Table 1-1 Revised Summary of Significant Impacts and Mitigation

Significant Impact	Proposed Mitigation	Residual Significance
Impact 5.13-1: Exposure of persons or property to seismic risk.	See Mitigation Measures 4.13-1 and 4.13-2, above.	L
Groundwater		
Impact 4.14-1: Operation of wells could cause saltwater to intrude into shallow groundwater.	Mitigation 4.14-1: Installation of groundwater extraction wells into the shallow water-bearing zone or Merritt Sand aquifer for any purpose other than construction de-watering and remediation, including monitoring, shall be prohibited.	L
Impact 4.14-2: Operation of wells could cause contaminants to migrate to uncontaminated groundwater.	Mitigation 4.14-2: Extraction of groundwater for construction de-watering or remediation, including monitoring, shall be minimized where practicable; if extraction will penetrate into the deeper aquifers, than a study shall be conducted to determine whether contaminants of concern could migrate into the aquifer; if so, extraction shall be prohibited in that location.	L
Impact 5.14-1: Concurrent operation of multiple remediation wells or construction dewatering activities could further impair groundwater quality.	See Mitigation Measures 4.14-1 and 4.14-2, above.	L
Surface Water		
Impact 4.15-1: In-water construction or remediation would increase turbidity, and could release contaminants, affecting water quality.	Mitigation 4.15-1: Prior to in-water construction, the contractor shall prepare a water quality protection plan acceptable to the RWQCB, including site-specific best management practices for protection of Bay waters, and shall implement this plan during construction.	L
	Mitigation 4.15-2: Contractors and developers shall comply with all permit conditions from the Corps, RWQCB, and BCDC.	

Legend: S = Significant and unavoidable; L = Less than significant; A = Impact avoided

Table 1-1 Revised Summary of Significant Impacts and Mitigation

Significant Impact	Proposed Mitigation	Residual Significance
Impact 4.15-2: Under certain circumstances, disturbance of soils during construction and remediation could result in erosion, which in turn could increase sediment loads to receiving waters.	Mitigation 4.15-3: Prior to ground-disturbing activities, the contractor shall develop and implement a Stormwater Pollution Prevention Plan to be reviewed by the City or the Port, including erosion and sediment control measures.	L
Impact 4.15-3: During construction or remediation, shallow groundwater may be encountered that could be contaminated with sediment or chemicals, and could enter nearby receiving waters as could contaminated stormwater.	Mitigation 4.15-4: Prior to construction or remediation, the contractor shall develop and implement a Stormwater Pollution Prevention Plan, including protocols for determining the quality and disposition of construction water which includes shallow groundwater encountered during construction/remediation; <u>depending on the results of the testing, contaminated water shall be disposed of via standards of the applicable regulatory agency (RWQCB, DTSC, or EBMUD), as appropriate. In addition, the contractor shall comply with the requirements of NPDES Permit Nos. CAG912002 and CAG912003 if appropriate.</u>	L
Impact 4.15-4: Net changes in impervious surface could result in higher pollutant loads to receiving waters.	Mitigation 4.15-5: Post-construction controls of stormwater shall be incorporated into the design of new redevelopment elements to reduce pollutant loads.	L
Impact 4.15-5: Use of recycled water for non-potable purposes could lead to degradation of surface water quality.	Mitigation 4.15-6: Site-specific design and best management practices shall be implemented to prevent runoff of recycled water to receiving waters.	L
Impact 4.15-6: New construction could result in changes in localized flooding.	Mitigation 4.15-7: New development shall conform with the policies of the City of Oakland's Comprehensive Plan Environmental Health Hazards Element regarding flood protection.	A

Legend: S = Significant and unavoidable; L = Less than significant; A = Impact avoided

Table 1-1 Revised Summary of Significant Impacts and Mitigation

Significant Impact	Proposed Mitigation	Residual Significance
	Mitigation 4.15-8: The City and the Port shall complete flood hazard mapping in the project area, where necessary and applicable to delineate 100- and 500-year flood hazard zones.	
Impact 5.15-1: Construction-related increases in erosion and sedimentation/turbidity.	See Mitigation Measures 4.15-1, 4.15-2, and 4.15-3, above	L
Impact 5.15-2: Increases in 303(d) pollutants and toxics.	See Mitigation Measures 4.15-4 and 4.15-5, above	L

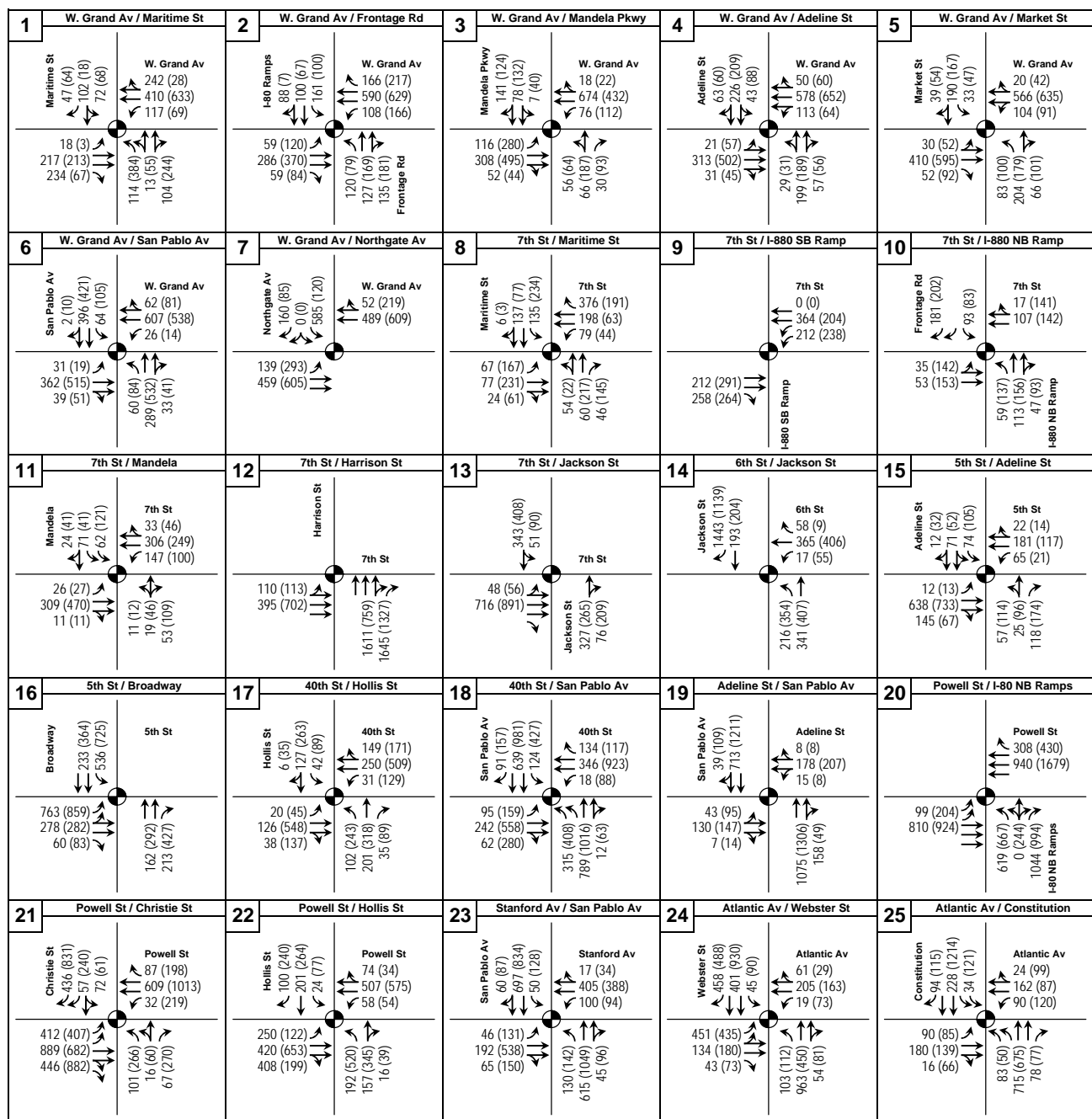
1
2
3

~ ~ ~
~

Legend: S = Significant and unavoidable; L = Less than significant; A = Impact avoided

APPENDIX C

TRAFFIC ANALYSIS



KEY

31 (27) = AM (PM) peak hour traffic volume

● = Signalized intersection

↔ = Intersection approach lane

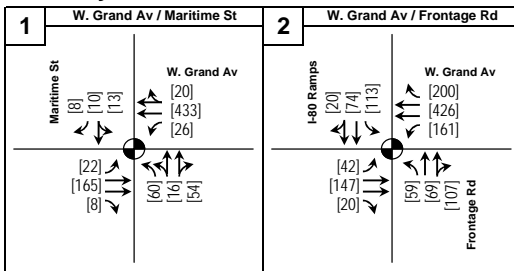
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Figure 4-2
Existing Traffic Volumes,
Lanes, and Traffic Controls

Saturday Traffic Volumes



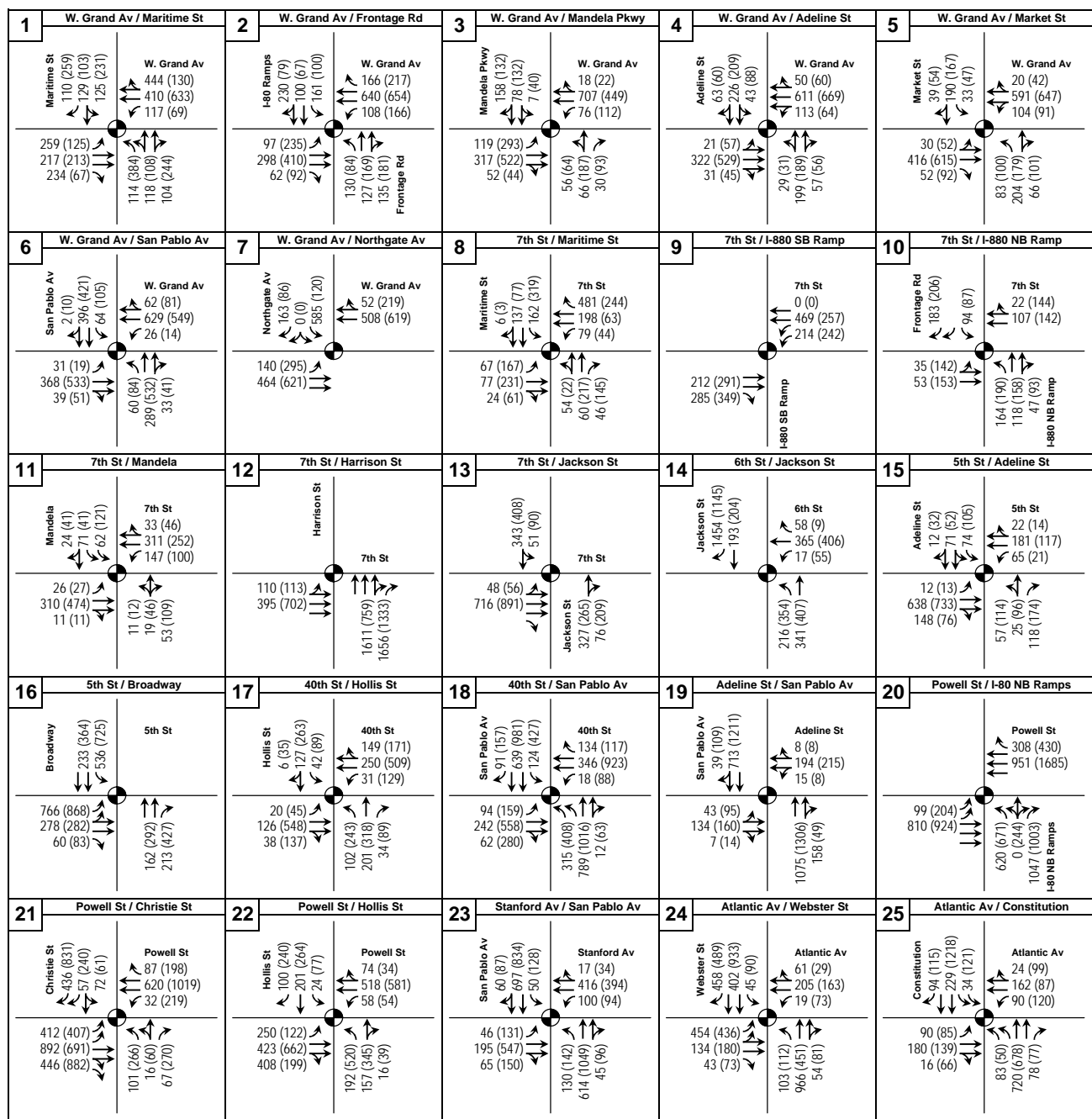
KEY

- [44] = Saturday peak hour traffic volume
- = Signalized intersection
- ✓ = Intersection approach lane

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Figure 4-2
Existing Traffic Volumes,
Lanes, and Traffic Controls



KEY

31 (27) = AM (PM) peak hour traffic volume

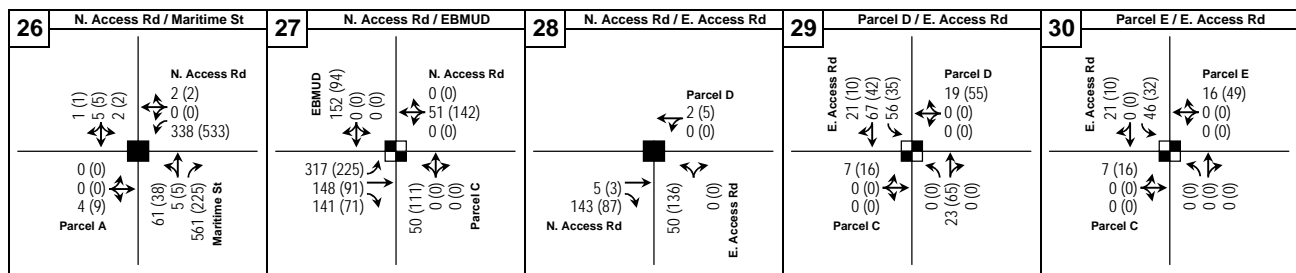
● = Signalized intersection

✓ = Intersection approach lane

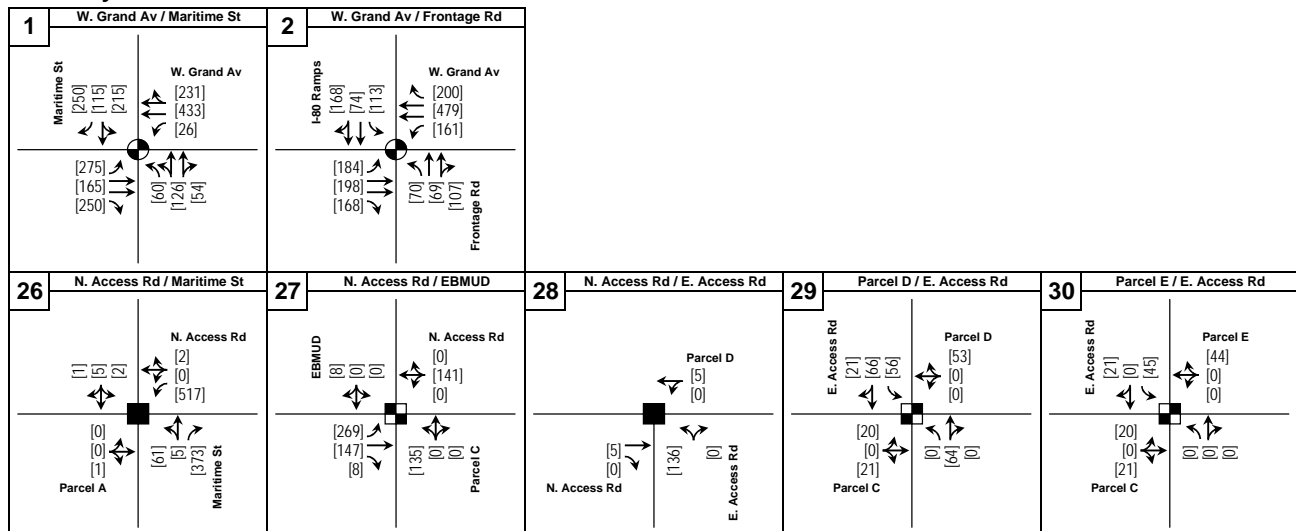
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Figure A.1
Existing Plus Project Traffic Volumes,
Lanes, and Traffic Controls



Saturday Traffic Volumes



KEY

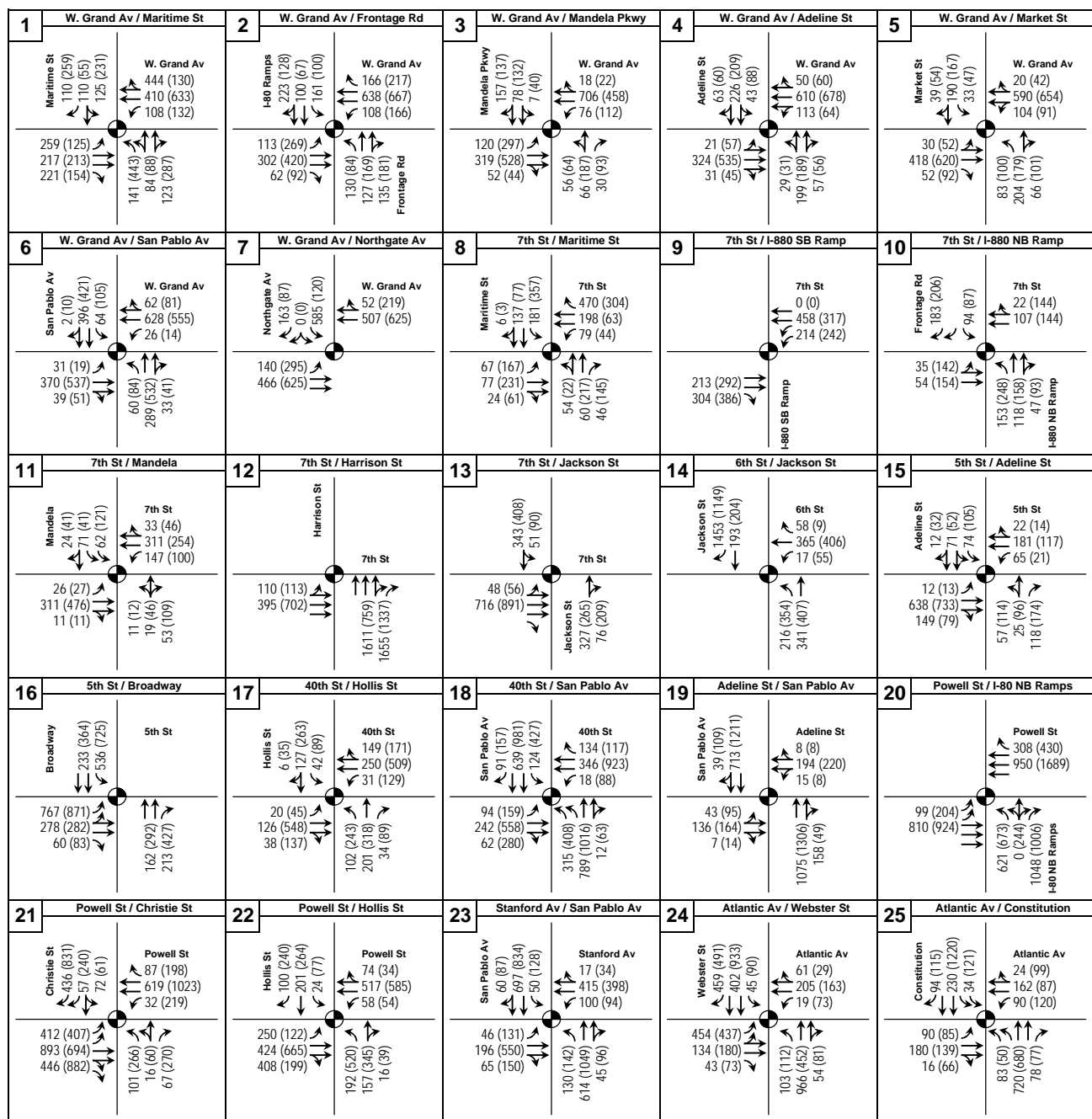
31 (27) [44] = AM (PM) [Saturday] peak hour traffic volumes
 = Signalized intersection
 = Intersection approach lane
 = All-way stop controlled intersection
 = Two-way stop controlled intersection
 = Intersection with one stop sign

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Figure A.1
Existing Plus Project Traffic Volumes,
Lanes, and Traffic Controls



KEY

31 (27) = AM (PM) peak hour traffic volume

● = Signalized intersection

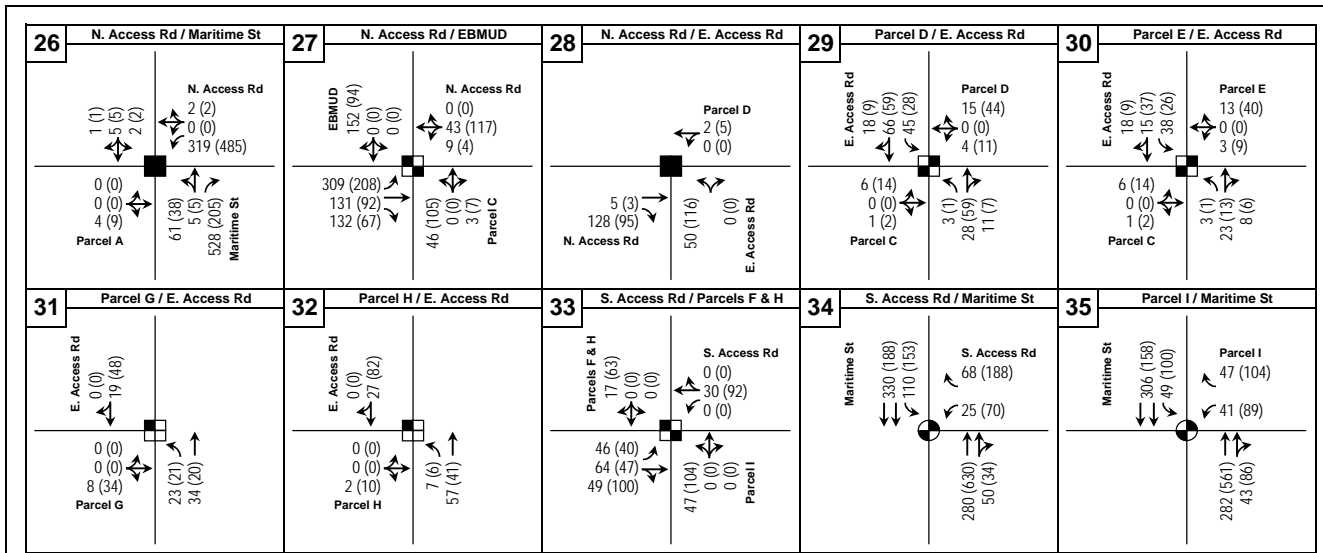
✓ = Intersection approach lane

Dowling Associates, Inc.

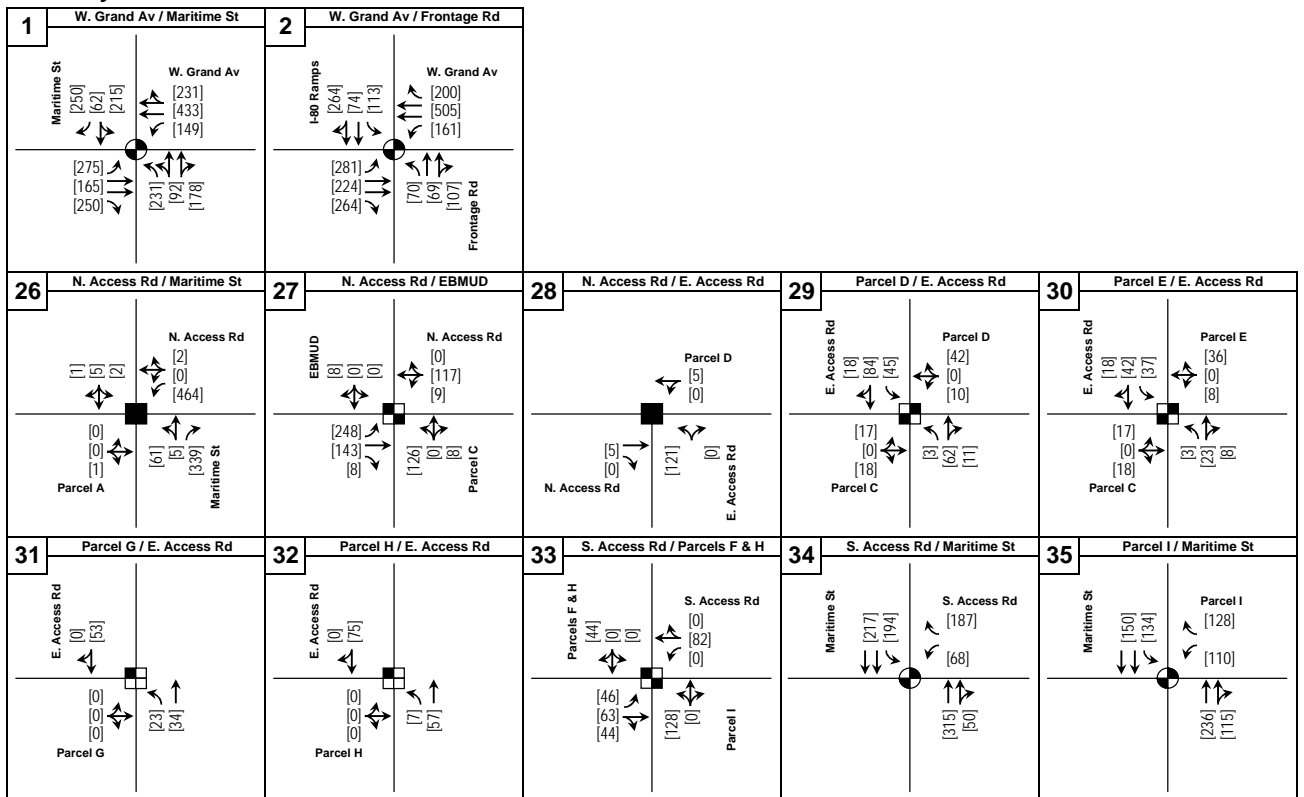
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Figure A.2
Existing Plus Option B Traffic Volumes,
Lanes, and Traffic Controls



Saturday Traffic Volumes



KEY

31 (27) [44] = AM (PM) [Saturday] peak hour traffic volumes

● = Signalized intersection

↔ = Intersection approach lane

■ = All-way stop controlled intersection

◻ = Two-way stop controlled intersection

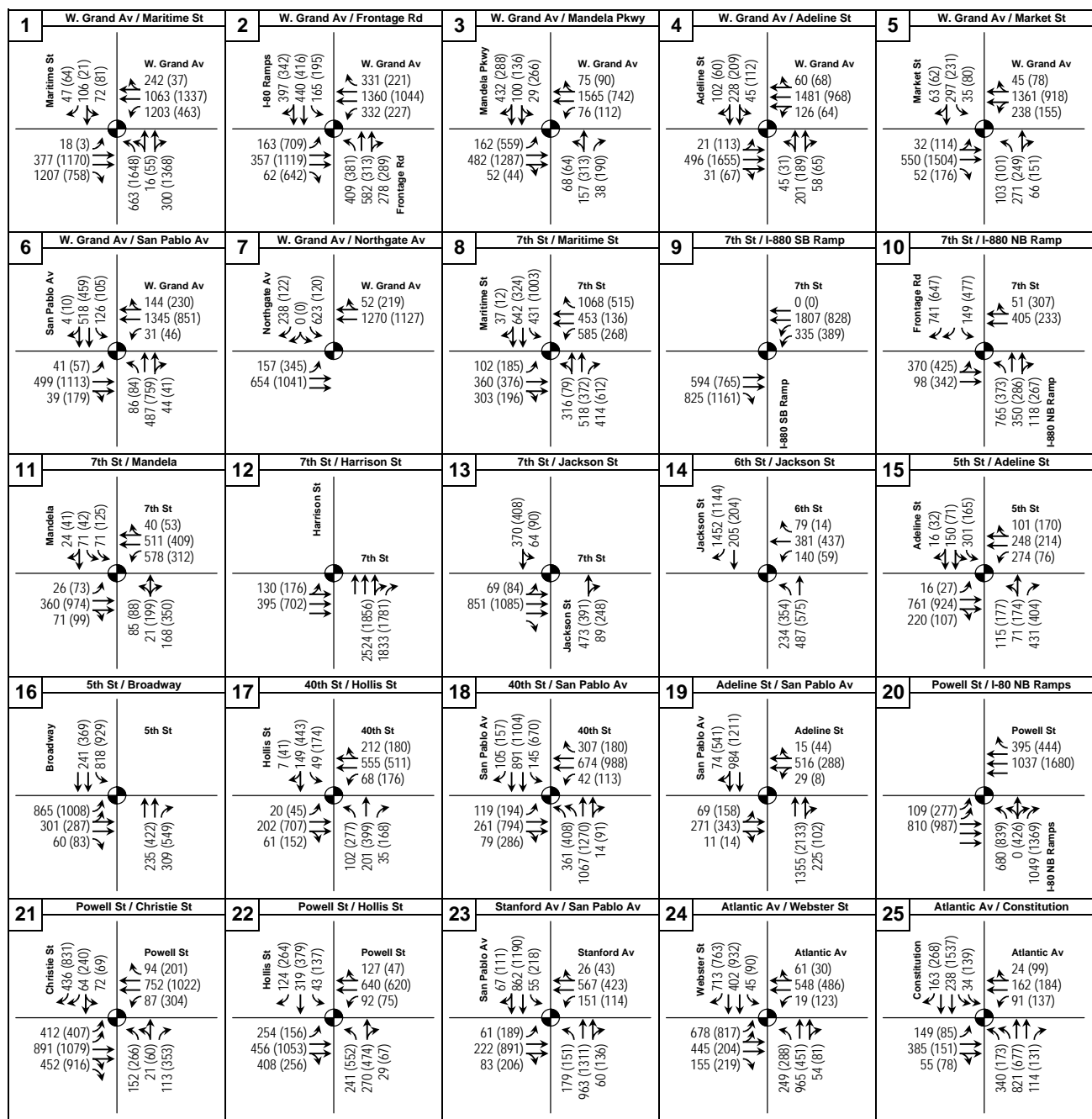
◻ = Intersection with one stop sign

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Figure A.2
Existing Plus Option B Traffic Volumes,
Lanes, and Traffic Controls



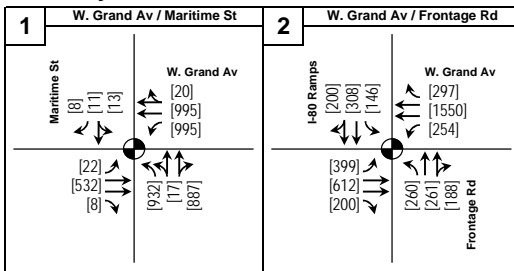
KEY
31 (27) = AM (PM) peak hour traffic volume
= Signalized intersection
= Intersection approach lane

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Figure A.3
Cumulative No Project Traffic Volumes,
Lanes, and Traffic Controls

Saturday Traffic Volumes



KEY

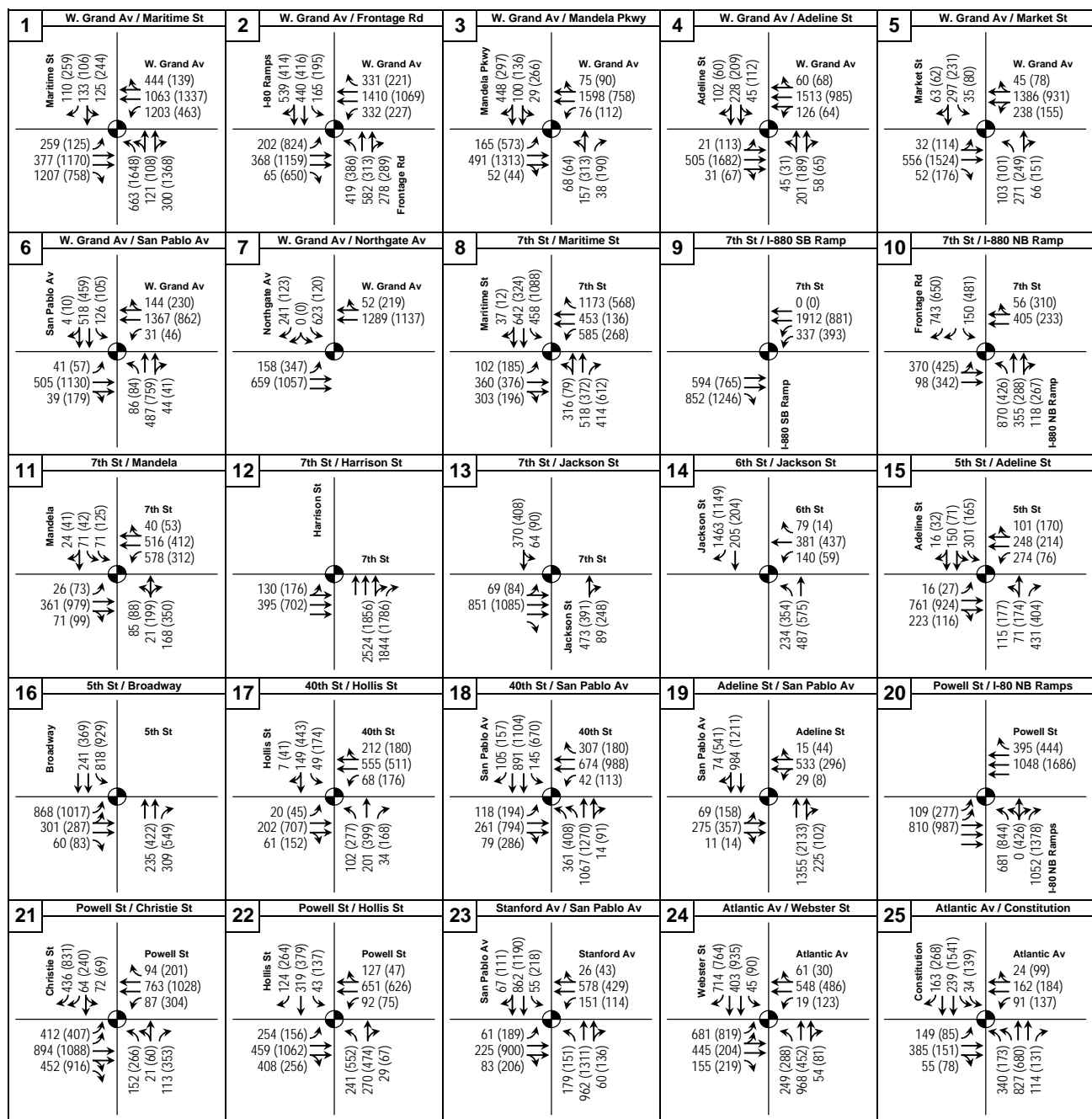
- [44] = Saturday peak hour traffic volume
- = Signalized intersection
- ✓ = Intersection approach lane

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Figure A.3
Cumulative No Project Traffic Volumes,
Lanes, and Traffic Controls



KEY

31 (27) = AM (PM) peak hour traffic volume

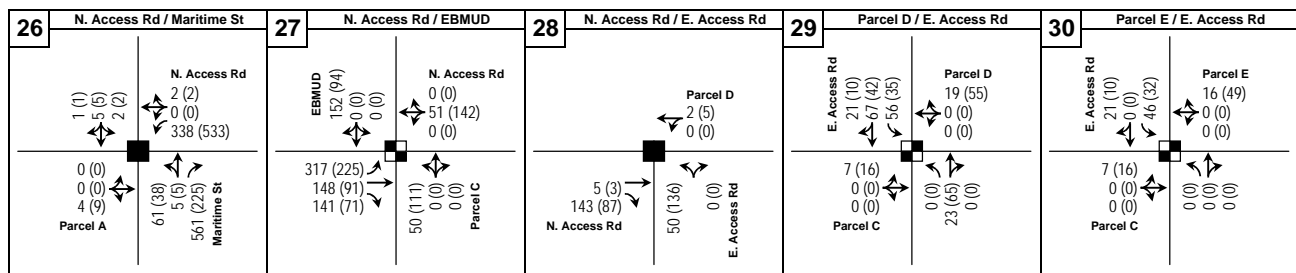
● = Signalized intersection

✓ = Intersection approach lane

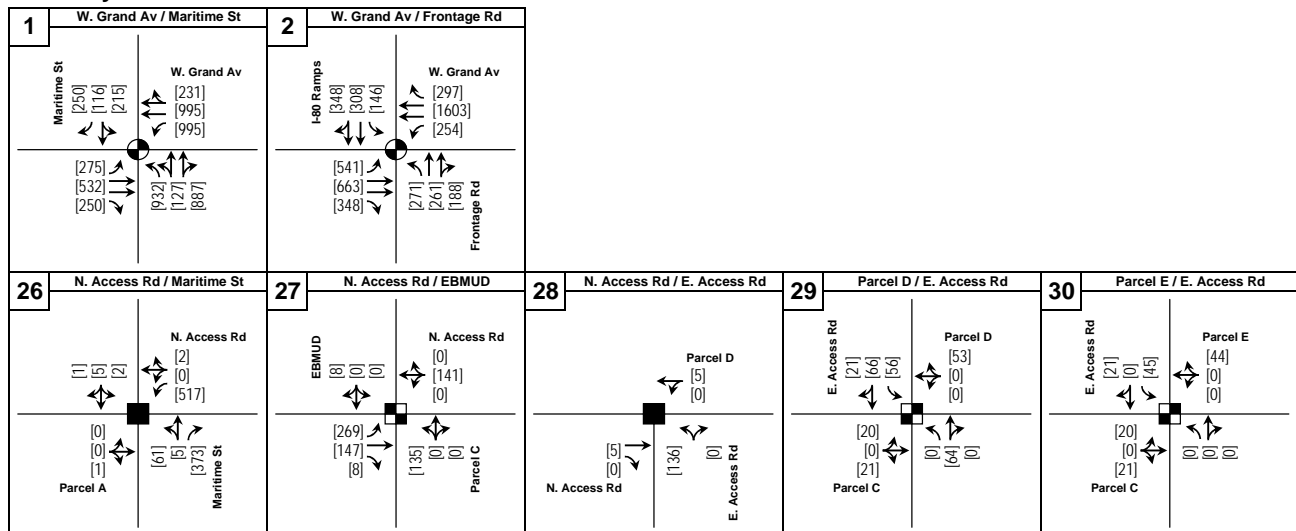
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Figure A.4
Cumulative Plus Project Traffic Volumes,
Lanes, and Traffic Controls



Saturday Traffic Volumes



KEY

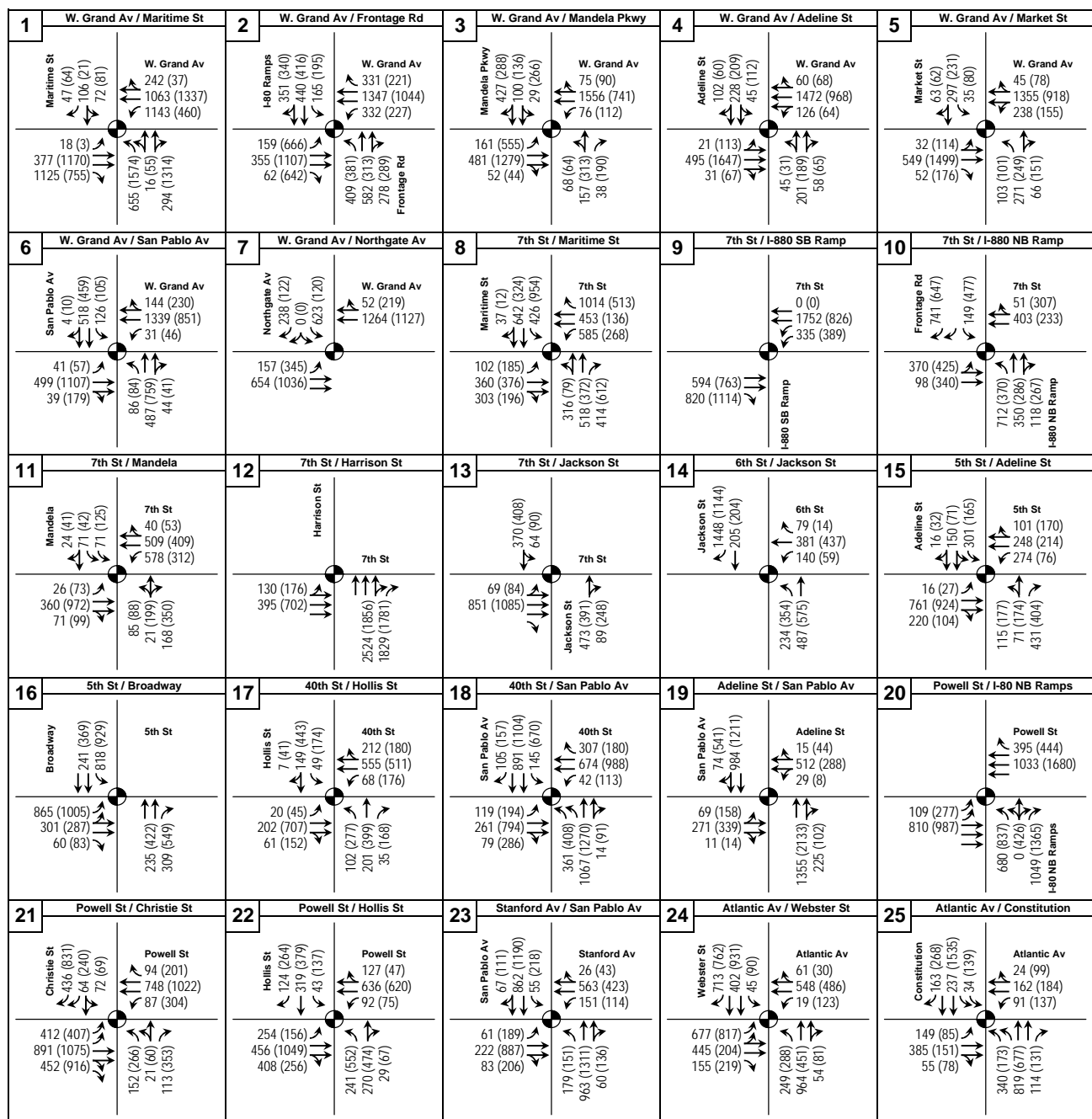
31 (27) [44] = AM (PM) [Saturday] peak hour traffic volumes
 = Signalized intersection
 = Intersection approach lane
 = All-way stop controlled intersection
 = Two-way stop controlled intersection
 = Intersection with one stop sign

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Figure A.4
Cumulative Plus Project Traffic Volumes,
Lanes, and Traffic Controls



KEY

31 (27) = AM (PM) peak hour traffic volume

● = Signalized intersection

↔ = Intersection approach lane

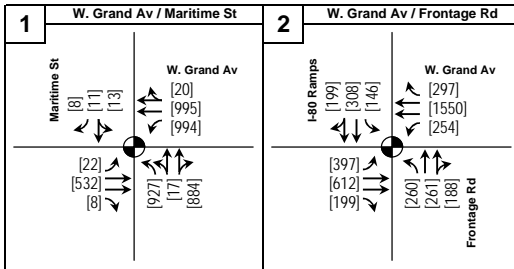
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Figure A.5
Cumulative No Option B Traffic Volumes,
Lanes, and Traffic Controls

Saturday Traffic Volumes



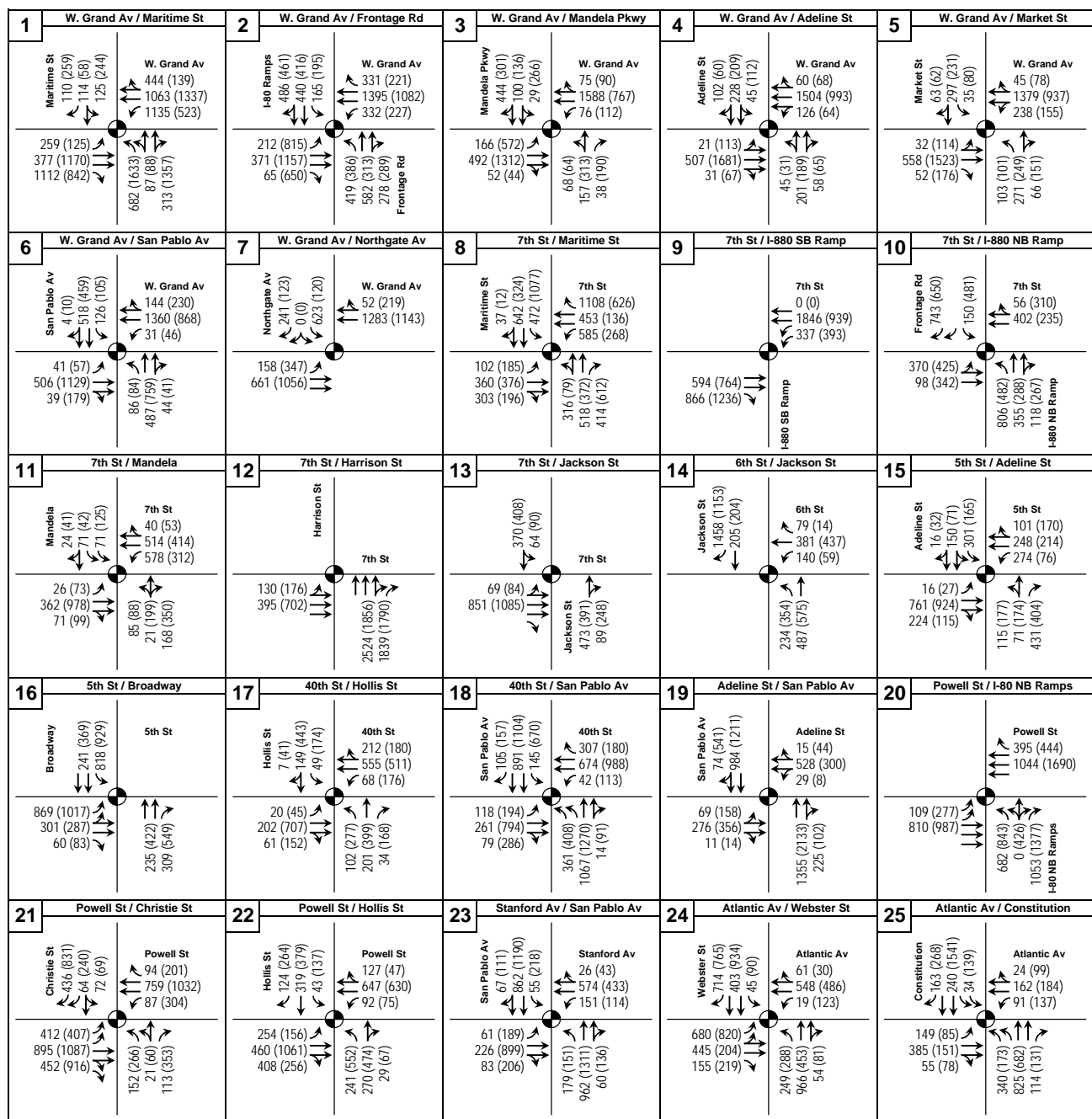
KEY

- [44] = Saturday peak hour traffic volume
- = Signalized intersection
- ✓ = Intersection approach lane

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OARB Auto Mall Project



Figure A.5
Cumulative No Option B Traffic Volumes,
Lanes, and Traffic Controls



KEY

31 (27) = AM (PM) peak hour traffic volume

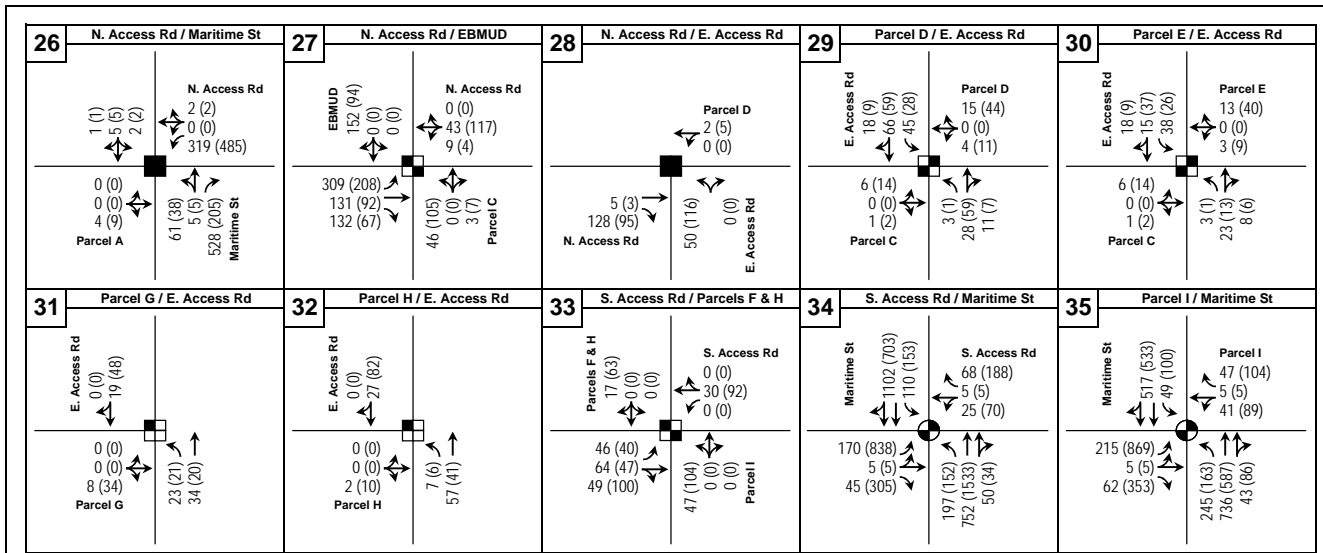
● = Signalized intersection

↕ = Intersection approach lane

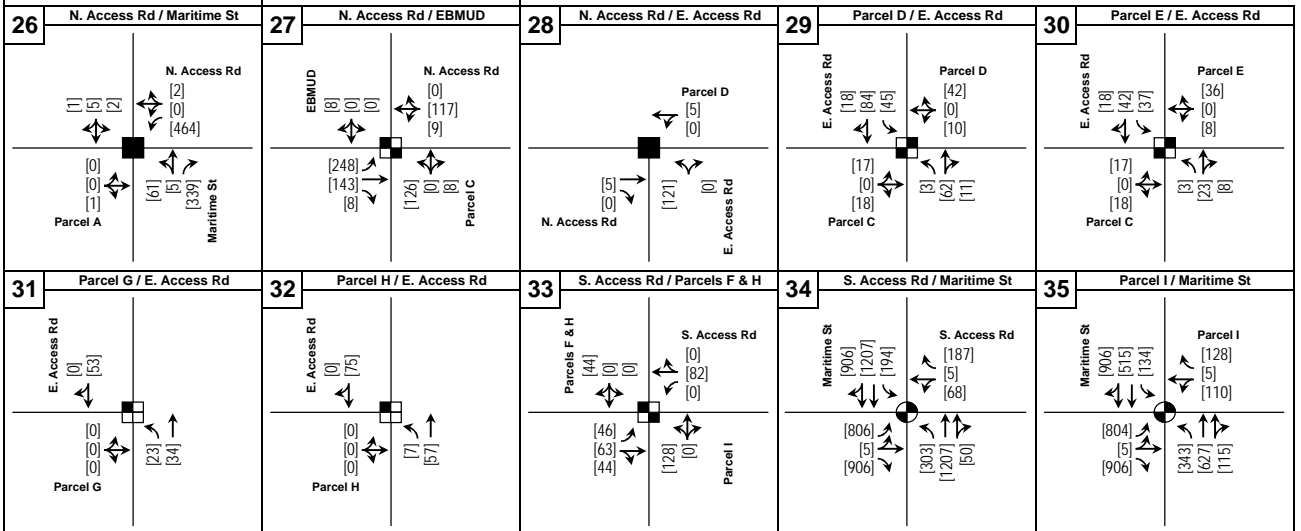
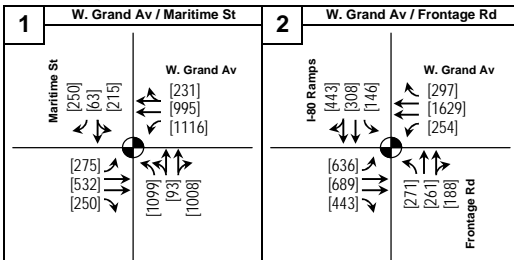
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OARB Auto Mall Project



Figure A.6
Cumulative Plus Option B Traffic Volumes,
Lanes, and Traffic Controls



Saturday Traffic Volumes



KEY

31 (27) [44] = AM (PM) [Saturday] peak hour traffic volumes

● = Signalized intersection

↔ = Intersection approach lane

■ = All-way stop controlled intersection

◻ = Two-way stop controlled intersection

◻ = Intersection with one stop sign

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OARB Auto Mall Project



Figure A.6
Cumulative Plus Option B Traffic Volumes,
Lanes, and Traffic Controls

OARB Automall EIR
Existing Freeway Level of Service Summary for Proposed Project

April 10, 2006

Freeway Segment	Existing				Existing Plus Project				Exisitng		Project Traffic		Significant?		
	AM		PM		AM		PM		Lanes	Traffic Volume		(in PCEs)			
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C		AM	PM		AM	PM	
I-80 at the Bay Bridge															
Eastbound	C	0.584	F	1.134	C	0.592	F	1.138	5	5,314	10,318	71	36		
Westbound	F	1.098	D	0.825	F	1.100	D	0.831	5	9,992	7,505	19	58		
I-80 between I-880 and I-580															
Eastbound	B	0.465	D	0.902	B	0.469	D	0.917	5	4,228	8,209	44	137		
Westbound	D	0.874	C	0.656	D	0.892	C	0.666	5	7,949	5,971	170	86		
I-80 East of I-80/I-580 Split															
Eastbound	C	0.619	F	1.221	C	0.624	F	1.230	5	5,637	11,115	38	115		
Westbound	F	1.165	D	0.888	F	1.180	D	0.896	5	10,599	8,085	142	72		
I-880 Connector to I-80 East															
Northbound	C	0.684	C	0.633	C	0.694	C	0.664	2	2,489	2,302	38	115		
Southbound	C	0.677	C	0.677	C	0.716	C	0.697	2	2,464	2,465	142	72		
I-880 Connector to I-80 West															
Northbound	B	0.507	B	0.380	B	0.524	B	0.434	2	1,846	1,384	63	195		
Southbound	A	0.248	B	0.426	A	0.314	B	0.459	2	902	1,549	241	122		
I-880 North of 7th St.															
Northbound	D	0.794	C	0.675	D	0.794	C	0.675	3	4,335	3,687	0	0		
Southbound	C	0.616	C	0.735	C	0.616	C	0.735	3	3,365	4,013	0	0		
I-880 South of 7th St.															
Northbound	D	0.860	D	0.797	D	0.880	D	0.807	3	4,695	4,353	110	55		
Southbound	C	0.734	C	0.680	C	0.739	C	0.697	3	4,005	3,714	29	89		
I-880 North of I-980															
Northbound	D	0.850	D	0.788	D	0.870	D	0.798	3	4,641	4,303	110	55		
Southbound	C	0.725	C	0.672	C	0.730	C	0.687	3	3,959	3,671	26	80		

Existing Freeway Level of Service Summary for Proposed Project

April 10, 2006

Freeway Segment	Existing				Existing Plus Project				Lanes	Exisitng		Project Traffic		Significant?	
	AM		PM		AM		PM			Traffic Volume	(in PCEs)				
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				AM	PM	AM	PM
I-880 South of I-980															
Northbound	F	1.201	F	1.164	F	1.214	F	1.171	4	8,740	8,477	99	50		
Southbound	E	0.970	F	1.171	E	0.974	F	1.182	4	7,063	8,523	26	80		
I-880 North of I-238															
Northbound	F	1.208	F	1.171	F	1.209	F	1.172	4	8,791	8,527	11	6		
Southbound	E	0.976	F	1.178	E	0.976	F	1.179	4	7,104	8,573	3	9		
I-580 East of I-980/SH-24															
Eastbound	D	0.831	F	1.114	D	0.835	F	1.127	4	6,050	8,110	31	97		
Westbound	F	1.025	D	0.919	F	1.041	D	0.927	4	7,461	6,690	121	61		
I-580 West of I-980/SH-24															
Eastbound	C	0.760	F	1.174	C	0.765	F	1.189	5	6,919	10,680	44	137		
Westbound	F	1.197	F	1.013	F	1.215	F	1.023	5	10,888	9,220	170	86		
I-980															
Eastbound	B	0.415	C	0.717	B	0.415	C	0.717	4	3,018	5,216	0	0		
Westbound	C	0.752	B	0.479	C	0.752	B	0.479	4	5,477	3,484	0	0		
SH 24 East of I-580															
Eastbound	B	0.437	D	0.896	B	0.439	D	0.903	4	3,180	6,526	14	44		
Westbound	F	1.077	C	0.615	F	1.084	C	0.618	4	7,839	4,474	55	28		

Source: Dowling Associates, Inc.

Freeway Capacity Source: 1985 Highway Capacity Manual	Ideal Freeway Capacity =	2000 (p. 3-8)	V/C	LOS
	Percent Trucks =	10.0%	0.350	A
	Actual Capacity / Ideal Capacity =	91%	0.540	B
	Adjusted Freeway Capacity =	1820	0.770	C
			0.930	D
			1.000	E

OARB Automall EIR
Existing Freeway Level of Service Summary for Option B

April 10, 2006

Freeway Segment	Existing				Existing Plus Option B				Exisitng		Option B		Significant?		
	AM		PM		AM		PM		Lanes	Traffic Volume		(in PCEs)			
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C		AM	PM		AM	PM	
I-80 at the Bay Bridge															
Eastbound	C	0.584	F	1.134	C	0.591	F	1.141	5	5,314	10,318	67	63		
Westbound	F	1.098	D	0.825	F	1.101	D	0.833	5	9,992	7,505	27	76		
I-80 between I-880 and I-580															
Eastbound	B	0.465	D	0.902	B	0.472	D	0.922	5	4,228	8,209	63	178		
Westbound	D	0.874	C	0.656	D	0.891	C	0.672	5	7,949	5,971	161	146		
I-80 East of I-80/I-580 Split															
Eastbound	C	0.619	F	1.221	C	0.625	F	1.240	5	5,637	11,115	54	149		
Westbound	F	1.165	D	0.888	F	1.180	D	0.902	5	10,599	8,085	135	121		
I-880 Connector to I-80 East															
Northbound	C	0.684	C	0.633	C	0.699	C	0.673	2	2,489	2,302	54	149		
Southbound	C	0.677	C	0.677	C	0.714	C	0.710	2	2,464	2,465	135	121		
I-880 Connector to I-80 West															
Northbound	B	0.507	B	0.380	B	0.532	B	0.450	2	1,846	1,384	90	254		
Southbound	A	0.248	B	0.426	A	0.310	B	0.483	2	902	1,549	228	209		
I-880 North of 7th St.															
Northbound	D	0.794	C	0.675	D	0.794	C	0.675	3	4,335	3,687	0	0		
Southbound	C	0.616	C	0.735	C	0.616	C	0.735	3	3,365	4,013	0	0		
I-880 South of 7th St.															
Northbound	D	0.860	D	0.797	D	0.878	D	0.818	3	4,695	4,353	99	114		
Southbound	C	0.734	C	0.680	C	0.742	C	0.703	3	4,005	3,714	47	126		
I-880 North of I-980															
Northbound	D	0.850	D	0.788	D	0.868	D	0.809	3	4,641	4,303	99	114		
Southbound	C	0.725	C	0.672	C	0.733	C	0.693	3	3,959	3,671	43	114		

Existing Freeway Level of Service Summary for Option B

April 10, 2006

Freeway Segment	Existing				Existing Plus Option B				Lanes	Exisitng		Option B		Significant?
	AM		PM		AM		PM			Traffic Volume	(in PCEs)	AM	PM	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C						
I-880 South of I-980														
Northbound	F	1.201	F	1.164	F	1.213	F	1.179	4	8,740	8,477	89	104	
Southbound	E	0.970	F	1.171	E	0.976	F	1.186	4	7,063	8,523	43	114	
I-880 North of I-238														
Northbound	F	1.208	F	1.171	F	1.209	F	1.173	4	8,791	8,527	10	12	
Southbound	E	0.976	F	1.178	E	0.977	F	1.179	4	7,104	8,573	5	13	
I-580 East of I-980/SH-24														
Eastbound	D	0.831	F	1.114	D	0.837	F	1.131	4	6,050	8,110	43	124	
Westbound	F	1.025	D	0.919	F	1.041	E	0.933	4	7,461	6,690	115	100	
I-580 West of I-980/SH-24														
Eastbound	C	0.760	F	1.174	C	0.767	F	1.193	5	6,919	10,680	63	178	
Westbound	F	1.197	F	1.013	F	1.214	F	1.029	5	10,888	9,220	161	146	
I-980														
Eastbound	B	0.415	C	0.717	B	0.415	C	0.717	4	3,018	5,216	0	0	
Westbound	C	0.752	B	0.479	C	0.752	B	0.479	4	5,477	3,484	0	0	
SH 24 East of I-580														
Eastbound	B	0.437	D	0.896	B	0.440	D	0.904	4	3,180	6,526	21	58	
Westbound	F	1.077	C	0.615	F	1.084	C	0.621	4	7,839	4,474	52	49	

Source: Dowling Associates, Inc.

Freeway Capacity Source: 1985 Highway Capacity Manual	Ideal Freeway Capacity =	2000 (p. 3-8)	V/C	LOS
	Percent Trucks =	10.0%	0.350	A
	Actual Capacity / Ideal Capacity =	91%	0.540	B
	Adjusted Freeway Capacity =	1820	0.770	C
			0.930	D
			1.000	E

OARB Automall EIR
Cumulative Freeway Level of Service Summary for Proposed Project

April 10, 2006

Freeway Segment	Cumulative No Project						Cumulative with Project						Lanes	Significant?		Considerable Contribution?	
	AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour							
	LOS	V/C	Vol.	LOS	V/C	Vol.	LOS	V/C	Vol.	LOS	V/C	Vol.		AM	PM	AM	PM
I-80 at the Bay Bridge																	
Eastbound	C	0.604	5,496	F	1.448	13,181	C	0.612	5,568	F	1.452	13,217	5				
Westbound	F	1.518	13,814	F	1.094	9,955	F	1.520	13,833	F	1.100	10,012	5				
I-80 between I-880 and I-580																	
Eastbound	B	0.470	4,276	F	1.006	9,156	B	0.475	4,320	F	1.021	9,293	5				
Westbound	E	0.996	9,065	C	0.719	6,544	F	1.015	9,235	C	0.729	6,630	5	Yes		Yes	
I-80 East of I-80/I-580 Split																	
Eastbound	C	0.713	6,492	F	1.253	11,401	C	0.718	6,531	F	1.265	11,516	5				
Westbound	F	1.260	11,469	E	0.994	9,048	F	1.276	11,611	F	1.002	9,120	5	Yes		Yes	
I-880 Connector to I-80 East																	
Northbound	F	1.007	3,666	D	0.834	3,036	F	1.018	3,704	D	0.866	3,151	2				
Southbound	D	0.820	2,987	D	0.848	3,086	D	0.859	3,129	D	0.867	3,158	2				
I-880 Connector to I-80 West																	
Northbound	C	0.693	2,522	B	0.501	1,825	C	0.710	2,585	C	0.555	2,020	2				
Southbound	A	0.323	1,177	C	0.620	2,256	B	0.389	1,418	C	0.653	2,378	2				
I-880 North of 7th St.																	
Northbound	E	0.964	5,262	C	0.759	4,144	E	0.964	5,262	C	0.759	4,144	3				
Southbound	C	0.633	3,454	D	0.820	4,475	C	0.633	3,454	D	0.820	4,475	3				
I-880 South of 7th St.																	
Northbound	F	1.215	6,636	E	0.980	5,351	F	1.235	6,746	E	0.990	5,407	3				
Southbound	D	0.858	4,687	E	0.957	5,227	D	0.864	4,715	E	0.973	5,315	3				
I-880 North of I-980																	
Northbound	F	1.232	6,725	E	0.967	5,282	F	1.252	6,835	E	0.978	5,338	3				
Southbound	D	0.874	4,771	D	0.895	4,885	D	0.879	4,797	D	0.909	4,964	3				

Cumulative Freeway Level of Service Summary for Proposed Project

April 10, 2006

Freeway Segment	Cumulative No Project						Cumulative with Project						Lanes	Significant?		Considerable Contribution?	
	AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour							
	LOS	V/C	Vol.	LOS	V/C	Vol.	LOS	V/C	Vol.	LOS	V/C	Vol.		AM	PM	AM	PM
I-880 South of I-980																	
Northbound	F	1.531	11,146	F	1.314	9,569	F	1.544	11,244	F	1.321	9,620	4				
Southbound	F	1.112	8,094	F	1.385	10,084	F	1.115	8,119	F	1.396	10,164	4				
I-880 North of I-238																	
Northbound	F	1.380	10,043	F	1.296	9,438	F	1.381	10,054	F	1.297	9,444	4				
Southbound	F	1.241	9,034	F	1.410	10,267	F	1.241	9,037	F	1.412	10,276	4				
I-580 East of I-980/SH-24																	
Eastbound	D	0.836	6,085	F	1.178	8,574	D	0.840	6,117	F	1.191	8,672	4				
Westbound	F	1.138	8,287	F	1.058	7,702	F	1.155	8,408	F	1.066	7,763	4				
I-580 West of I-980/SH-24																	
Eastbound	C	0.766	6,967	F	1.265	11,509	D	0.770	7,011	F	1.280	11,646	5				
Westbound	F	1.356	12,336	F	1.089	9,913	F	1.374	12,505	F	1.099	9,999	5				
I-980																	
Eastbound	B	0.481	3,500	D	0.875	6,368	B	0.481	3,500	D	0.875	6,368	4				
Westbound	D	0.876	6,376	C	0.619	4,504	D	0.876	6,376	C	0.619	4,504	4				
SH 24 East of I-580																	
Eastbound	B	0.482	3,509	F	1.031	7,506	B	0.484	3,523	F	1.037	7,551	4				
Westbound	F	1.180	8,594	C	0.722	5,253	F	1.188	8,649	C	0.725	5,281	4				

Source: Dowling Associates, Inc.

Freeway Capacity Source: 1985 Highway Capacity Manual
Ideal Freeway Capacity = 2000 (p. 3-8)
Percent Trucks = 10.0%
Actual Capacity / Ideal Capacity = 0.350
Adjusted Freeway Capacity = 1820
V/C LOS
0.350 A
0.540 B
0.770 C
0.930 D
1.000 E

OARB Automall EIR
Cumulative Freeway Level of Service Summary for Option B

April 10, 2006

Freeway Segment	Cumulative No Option B						Cumulative with Option B						Lanes	Significant?		Considerable Contribution?	
	AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour							
	LOS	V/C	Vol.	LOS	V/C	Vol.	LOS	V/C	Vol.	LOS	V/C	Vol.		AM	PM	AM	PM
I-80 at the Bay Bridge																	
Eastbound	C	0.601	5,471	F	1.448	13,180	C	0.609	5,538	F	1.455	13,243	5				
Westbound	F	1.518	13,812	F	1.091	9,931	F	1.521	13,839	F	1.100	10,007	5				
I-80 between I-880 and I-580																	
Eastbound	B	0.469	4,270	F	1.001	9,105	B	0.476	4,333	F	1.020	9,283	5				
Westbound	E	0.990	9,009	C	0.719	6,542	F	1.008	9,170	C	0.735	6,687	5	Yes		Yes	
I-80 East of I-80/I-580 Split																	
Eastbound	C	0.713	6,488	F	1.248	11,359	C	0.719	6,541	F	1.265	11,508	5				
Westbound	F	1.255	11,423	E	0.994	9,046	F	1.270	11,558	F	1.007	9,167	5	Yes		Yes	
I-880 Connector to I-80 East																	
Northbound	F	1.006	3,661	D	0.823	2,994	F	1.021	3,715	D	0.863	3,142	2				
Southbound	D	0.808	2,940	D	0.847	3,084	D	0.845	3,075	D	0.880	3,205	2				
I-880 Connector to I-80 West																	
Northbound	C	0.691	2,514	B	0.481	1,750	C	0.715	2,604	C	0.551	2,004	2				
Southbound	A	0.301	1,095	C	0.619	2,253	B	0.363	1,323	C	0.676	2,462	2				
I-880 North of 7th St.																	
Northbound	E	0.964	5,262	C	0.759	4,144	E	0.964	5,262	C	0.759	4,144	3				
Southbound	C	0.633	3,454	D	0.820	4,475	C	0.633	3,454	D	0.820	4,475	3				
I-880 South of 7th St.																	
Northbound	F	1.206	6,584	E	0.980	5,349	F	1.224	6,683	F	1.001	5,463	3	Yes		Yes	
Southbound	D	0.858	4,682	E	0.949	5,179	D	0.866	4,729	E	0.972	5,305	3				
I-880 North of I-980																	
Northbound	F	1.222	6,673	E	0.967	5,280	F	1.240	6,772	E	0.988	5,394	3				
Southbound	D	0.873	4,767	D	0.887	4,841	D	0.881	4,810	D	0.908	4,955	3				

Cumulative Freeway Level of Service Summary for Option B

April 10, 2006

Freeway Segment	Cumulative No Option B						Cumulative with Option B						Lanes	Significant?		Considerable Contribution?	
	AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour							
	LOS	V/C	Vol.	LOS	V/C	Vol.	LOS	V/C	Vol.	LOS	V/C	Vol.		AM	PM	AM	PM
I-880 South of I-980																	
Northbound	F	1.524	11,096	F	1.314	9,567	F	1.536	11,185	F	1.328	9,671	4				
Southbound	F	1.111	8,089	F	1.379	10,040	F	1.117	8,133	F	1.395	10,154	4				
I-880 North of I-238																	
Northbound	F	1.379	10,037	F	1.296	9,438	F	1.380	10,047	F	1.298	9,449	4				
Southbound	F	1.241	9,034	F	1.410	10,262	F	1.241	9,038	F	1.411	10,275	4				
I-580 East of I-980/SH-24																	
Eastbound	D	0.835	6,081	F	1.173	8,541	D	0.841	6,125	F	1.190	8,665	4				
Westbound	F	1.133	8,250	F	1.058	7,700	F	1.149	8,365	F	1.071	7,800	4				
I-580 West of I-980/SH-24																	
Eastbound	C	0.765	6,961	F	1.259	11,458	D	0.772	7,024	F	1.279	11,636	5				
Westbound	F	1.349	12,279	F	1.089	9,910	F	1.367	12,440	F	1.105	10,056	5				
I-980																	
Eastbound	B	0.481	3,500	D	0.875	6,368	B	0.481	3,500	D	0.875	6,368	4				
Westbound	D	0.876	6,376	C	0.619	4,504	D	0.876	6,376	C	0.619	4,504	4				
SH 24 East of I-580																	
Eastbound	B	0.482	3,507	F	1.029	7,488	B	0.485	3,528	F	1.037	7,547	4				
Westbound	F	1.178	8,575	C	0.721	5,252	F	1.185	8,626	C	0.728	5,301	4				

Source: Dowling Associates, Inc.

Freeway Capacity Source: 1985 Highway Capacity Manu	Ideal Freeway Capacity =	2000 (p. 3-8)	V/C	LOS
Percent Trucks =	10.0%		0.350	A
Actual Capacity / Ideal Capacity =	91%		0.540	B
Adjusted Freeway Capacity =	1820		0.770	C
			0.930	D
			1.000	E

CMP Analysis for OARB Auto Mall Project EIR

Alameda County Congestion Management Agency Analysis

Significance Criteria

The proposed project consist of two alternatives options, the Project and Option B alternatives. Both of these project variants have been studied at an equal level.

The roadway impacts of the project were considered significant if the addition of project-related traffic would result in a level of service (LOS) value worse than LOS E, except where the roadway link was already at LOS F under no project conditions. For those locations where this Baseline condition is LOS F, the impacts of the project were considered significant if the contribution of project-related traffic is at least three percent (3%) of the total traffic. This criterion has been included to address impacts along roadway segments currently operating under unacceptable levels and was developed based on professional judgment using a “reasonableness test” of daily fluctuations of traffic. Also a change of “volume to capacity” (V/C) ratio of 3% has been found to be the threshold for which a perceived change in congestion is observed (the V/C ratio is calculated by comparing the peak hour link volume to the peak hour capacity of the road link). This change is equivalent to about one-half of the change from one level of service to the next.

Level of service (LOS) is a measure of the traffic characteristics of a road segment under different traffic conditions, and is assigned a letter from “A” to “F”, with LOS A representing uncongested, high speed and minimum delay, conditions, while LOS F represents highly unstable congested conditions with low speeds and high delay.

This CMP analysis focuses on roadway links on MTS and CMP highway segments and transit corridors, and does not extend to intersections. This is consistent with the guidelines of the 2003 Congestion Management Program.

Congestion Management Program Land Use Analysis

Since the proposed project, as defined above, would generate more than 100 peak hour trips, the impacts of the project on the regional transportation system were assessed using the Alameda County Congestion Management Agency (ACCMA) Countywide Travel Demand Model. The impact analysis for roadways includes all MTS roadways and CMP-designated roadways, plus several local MTS roadways in the vicinity of the project area.

The traffic forecasts were based on the most recent version (during the period when the comments on the NOP were issued) of the Countywide Model, which uses Association of Bay Area Government’s (ABAG) *Projections 2002* (P’02) socio-economic forecasts. The socio-economic data for the project area was added into the model for the 2010 and 2025 forecasts for all traffic analysis zones within the project area. The table below summarizes the changes in land use for the commercial and residential project variants.

Year 2010	No Project		Project Alternative		Option B Alternative	
TAZ	Household	Jobs	Household	Jobs	Household	Jobs
475	0	1197	0	2305	0	2305
476	180	3387	180	3387	180	3042

Year 2025	No Project		Project Alternative		Option B Alternative	
TAZ	Household	Jobs	Household	Jobs	Household	Jobs
475	0	1648	0	2756	0	2756
476	480	5310	480	5310	480	4965

For the CMP analysis, traffic estimates were calculated for the proposed project using the model and then compared against 2010 and 2025 baseline volumes. The model was used to calculate trip generation, trip distribution, mode choice, and trip assignment of project trips from/to the OARB Auto Mall. The results were summarized for both highway and transit impacts. Highway impacts were summarized at the designated link locations identified based on discussions with ACCMA staff (these link locations are generally similar to those identified in the Notice of Preparation letter). Transit impacts were addressed for AC Transit and BART.

CMP and MTS Highway Segments

The levels of service (LOS) for the designated links were analyzed in a spreadsheet using the Florida Department of Transportation LOS methodology,¹ which provides a planning level analysis based on *Highway Capacity Manual 1985* methods. As a planning level analysis, the level of service is based on forecasts of traffic and assumptions for roadway and signalization control conditions, such as facility type (freeway, expressway, and arterial classification), speeds, capacity and number of lanes. The assumption for the number of lanes at each link location was extracted from the model and confirmed through field observations.

The traffic baseline forecasts for 2010 & 2025 were extracted at the required CMP and MTS highway segments from the ACCMA Countywide Travel Model, for the PM peak hour. The PM

¹ Florida Department of Transportation. Level of Service Standards and Guidelines Manual for Planning, 1995.

peak hour was evaluated in compliance with ACCMA requirements. The tables compare the Baseline results to the With-Project results for each model horizon year. The PM peak hour volumes, V/C ratios and the LOS for Baseline and With-Project conditions represent both directions of flow. Detailed tables are provided at the end of the analysis and include all data for 2010 and 2025 forecast years.

2010 Cumulative Impacts on the Regional and Local Roadways

The project would contribute to the 2010 cumulative impacts on the regional and local roadways.

Under both the Project and Option B alternatives, two MTS roadway segments are expected to result in significant impact: I-880 south of I-980 in the southbound direction, and I-880 north of I-238 in the southbound direction. At both of these locations, the baseline scenario would operate at LOS F, and the project trips would result in more than 3% in V/C increase. This is significant impact.

The addition of project-generated traffic to the regional and local roadways would also result in a change in LOS for some other roadway segments which do not result in significant impacts because they would operate within acceptable LOS E or better. Summary of the LOS analysis is shown in Tables 1 and 2.

2025 Cumulative Impacts on the Regional and Local Roadways

The project would contribute to the 2025 cumulative impacts on the regional and local roadways; however, this results in a less than significant impact.

The addition of project-generated traffic to the regional and local roadways would result in a change in LOS for both the Project and Option B alternatives when compared to the 2025 Baseline condition (see Tables 3 and 4), which do not result in significant impacts because they would operate within acceptable LOS E or better.

MTS Transit Corridors

The impact of the proposed project on the transit system was assessed using the latest version of the ACCMA Countywide Model. The transit trips generated by baseline and both proposed project conditions have been forecast using the ACCMA Countywide Model and are compared in **Table 5**. The model generates daily home-based work and non-work trips, but does not generate peak hour transit trips. Therefore to estimate the number of transit trips occurring during the peak period, it is conservatively assumed that half of the daily home based work trips occur during the PM peak hour. The ACCMA Countywide model predicts transit ridership for all operators, including AC Transit and BART.

For the purposes of the CMP analysis, the proposed OARB Auto Mall project area is located within the service area of AC Transit and BART. The frequency of transit service in the project area vicinity meets or exceeds the performance measures proposed in Table 8 of the 2001

Congestion Management Program. The project area is located within an area well served by BART trains but poorly served by AC Transit. The site is located within a mile of the West County BART station and the project sponsor has proposed to implement a system of shuttle buses from the site to the West Oakland BART station.

Ridership on AC Transit Buses

Future growth and development within the project area would provide a nominal increase in ridership on AC Transit buses; however, this would be a less than significant impact.

The impacts of both the Project and Option B alternatives on the baseline AC Transit bus system were assessed based on the ridership derived from the Countywide Model. For analysis purposes, a conservative assumption has been made that half of all daily project-related trips would occur during the peak hour. Based on this conservative assumption, the Project alternative has the potential to generate 3 new AC Transit peak hour bus trips by Year 2010, and 5 new AC Transit peak hour bus trips by Year 2025. The Option B alternative has the potential to generate 2 new AC Transit peak hour bus trips by Year 2010, and by Year 2025, it is not expected to generate any additional AC Transit services. This is a result of the future land changes in the surrounding area that affected the number of transit riders going in and out of the project site.

Today there is a limited service provided by AC Transit in the project area and buses during the peak hour have sufficient capacity to accommodate this nominal increase in bus trips. Therefore, the project is not expected to require a change of the transit service standard of 15-30 minute bus frequencies.

Ridership on BART

The project would slightly increase ridership on BART; however, this would be a less than significant impact.

The impacts of the project on the baseline BART system were assessed based on the ridership derived from the Countywide Model at the West Oakland BART station. For analysis purposes, a conservative assumption was made that half of all daily project-related trips would occur during the peak hour. Both the Project and Option B alternatives are expected to reduce a marginal amount of BART trips using the West Oakland station to and from the project site. The anticipated reduction in BART riders accessing the project site is primarily due to the land use change of the proposed project. The original TAZ for the no project conditions contains mainly manufacturing, service, and warehousing jobs, as a result, higher transit and BART riders are expected. However, the proposed project would consist of mainly auto dealerships and a major “big box” retail. The nature of these land uses is that they would attract fewer transit riders when compared to the no project land use types. The Project alternative is expected to reduce peak hour BART trips by 1 in Year 2010, and reduce by 3 by Year 2025. The Option B alternative is expected to reduce peak hour BART trips by 6 in Year 2010, and reduce by 9 by Year 2025.

BART operates four major transbay lines, all accessing the West Oakland BART station. The trains in the peak hour operate every 4.5 minutes. This represents a total of 13 trains per hour.

With an approximate capacity of 1,000 seated and standing passengers per 10 car train, this amounts to a maximum of 13,000 passengers per hour. Since both the project alternatives would not result in ridership increase, there is no impact to the BART operations at the West Oakland station.

Table 1: CMP Year 2010 LOS Analysis Summary – Project Alternative

Link Location	Northbound/Eastbound								Southbound/Westbound							
	No-Project 2010 PM Vol	Project 2010 PM Vol	% Vol Diff	Vol Diff	No-Project 2010 PM LOS	Project 2010 PM LOS	Change in V/C > 3%	Change in LOS	No-Project 2010 PM Vol	Project 2010 PM Vol	% Vol Diff	Vol Diff	No-Project 2010 PM LOS	Project 2010 PM LOS	Change in V/C > 3%	Change in LOS
Interstate/State Highways																
I-88 - at Bay Bridge	12,966	12,966	0.0%	0	F	F	no	no change	10,803	10,803	0.0%	0	F	F	no	no change
I-80 - east of I-804-580	8,726	8,867	1.6%	141	D	D	no	no change	9,396	9,649	2.6%	253	E	E	no	no change
I-880 - connector to I-80 east	2,817	2,817	0.0%	0	C	C	no	no change	2,983	3,058	2.5%	75	C	D	no	change
I-880 - connector to I-80 west	1,988	2,101	5.4%	113	B	B	no	no change	1,644	1,644	0.0%	0	B	B	no	no change
I-880 - north of 7th St	3,994	3,994	0.0%	0	C	C	no	no change	4,678	4,876	4.1%	198	D	D	yes	no change
I-880 - south of 7th St	4,087	4,087	0.0%	0	C	C	no	no change	4,778	4,974	3.9%	196	D	D	yes	no change
I-880 - south of I-980	6,642	6,695	0.8%	53	D	D	no	no change	8,380	8,799	4.8%	419	F	F	yes	no change
I-880 - north of I-238	7,902	7,938	0.5%	36	E	E	no	no change	8,882	9,292	4.4%	410	F	F	yes	no change
I-580 - east of I-980	9,183	9,183	0.0%	0	F	F	no	no change	5,546	5,547	0.0%	1	C	C	no	no change
I-580 - west of I-980	9,646	9,646	0.0%	0	E	E	no	no change	7,729	7,823	1.2%	94	D	D	no	no change
I-980 - north of 12th St	5,437	5,559	2.2%	122	E	E	no	no change	3,045	3,161	3.7%	116	B	B	no	no change
SR 24 - east of I-580	7,750	7,774	0.3%	24	E	E	no	no change	4,544	4,610	1.4%	66	C	C	no	no change
SR 260 - at Posey/Vebster Tubes	3,255	3,260	0.2%	5	F	F	no	no change	3,525	3,536	0.3%	11	F	F	no	no change
Arterials																
7th St - east of I-880	293	294	0.3%	1	D	D	no	no change	101	101	0.0%	0	D	D	no	no change
8th St - east of Castro		0						no change	352	362	2.8%	10	D	D	no	no change
14th St - east of Mandela Parkway	218	260	16.2%	42	D	D	no	no change	130	130	0.0%	0	D	D	no	no change
Broadway - north of 7th St	341	341	0.0%	0	D	D	no	no change	457	457	0.0%	0	D	D	no	no change
Harrison St - north of 7th St	1,711	1,716	0.3%	5	D	D	no	no change	0	0	0.0%	0	A	A	no	no change
Middle Harbor Rd - south of 3rd St	296	296	0.0%	0	D	D	no	no change	31	31	0.0%	0	D	D	no	no change
W. Grand Av - east of I-880	678	678	0.0%	0	D	D	no	no change	802	859	6.6%	57	D	D	yes	no change
Maritime St - South of W. Grand Av	273	293	6.8%	20	D	D	no	no change	92	92	0.0%	0	D	D	no	no change
	88,203	88,765	0.6%	562					77,898	79,804	2.4%	1,906				

Table 2: CMP Year 2010 LOS Analysis Summary – Option B Alternative

Link Location	Northbound/Eastbound								Southbound/Westbound							
	No-Project 2010 PM Vol	Project 2010 PM Vol	% Vol Diff	Vol Diff	No-Project 2010 PM LOS	Project 2010 PM LOS	Change in V/C > 3%	Change in LOS	No-Project 2010 PM Vol	Project 2010 PM Vol	% Vol Diff	Vol Diff	No-Project 2010 PM LOS	Project 2010 PM LOS	Change in V/C > 3%	Change in LOS
Interstate/State Highways																
I-88 - at Bay Bridge	12,966	12,966	0.0%	0	F	F	no	no change	10,803	10,803	0.0%	0	F	F	no	no change
I-80 - east of I-804-580	8,726	8,888	1.8%	162	D	D	no	no change	9,396	9,590	2.0%	194	E	E	no	no change
I-880 - connector to I-80 east	2,817	2,839	0.8%	22	C	C	no	no change	2,983	3,045	2.0%	62	C	D	no	change
I-880 - connector to I-80 west	1,988	2,084	4.6%	96	B	B	no	no change	1,644	1,644	0.0%	0	B	B	no	no change
I-880 - north of 7th St	3,994	3,994	0.0%	0	C	C	no	no change	4,678	4,843	3.4%	165	D	D	no	no change
I-880 - south of 7th St	4,087	4,087	0.0%	0	C	C	no	no change	4,778	4,944	3.4%	166	D	D	no	no change
I-880 - south of I-980	6,642	6,689	0.7%	47	D	D	no	no change	8,380	8,688	3.5%	308	F	F	yes	no change
I-880 - north of I-238	7,902	7,902	0.0%	0	E	E	no	no change	8,882	9,135	2.8%	253	F	F	yes	no change
I-580 - east of I-980	9,183	9,183	0.0%	0	F	F	no	no change	5,546	5,558	0.2%	12	C	C	no	no change
I-580 - west of I-980	9,646	9,646	0.0%	0	E	E	no	no change	7,729	7,785	0.7%	56	D	D	no	no change
I-980 - north of 12th St	5,437	5,502	1.2%	65	E	E	no	no change	3,045	3,098	1.7%	53	B	B	no	no change
SR 24 - east of I-580	7,750	7,756	0.1%	6	E	E	no	no change	4,544	4,576	0.7%	32	C	C	no	no change
SR 260 - at Posey/Vebster Tubes	3,255	3,259	0.1%	4	F	F	no	no change	3,525	3,533	0.2%	8	F	F	no	no change
Arterials		0								0						
7th St - east of I-880	293	293	0.0%	0	D	D	no	no change	101	102	1.0%	1	D	D	no	no change
8th St - east of Castro		0						no change	352	364	3.3%	12	D	D	no	no change
14th St - east of Mandela Parkway	218	271	19.6%	53	D	D	yes	no change	130	167	22.2%	37	D	D	no	no change
Broadway - north of 7th St	341	341	0.0%	0	D	D	no	no change	457	457	0.0%	0	D	D	no	no change
Harrison St - north of 7th St	1,711	1,720	0.5%	9	D	D	no	no change	0	0	0.0%	0	A	A	no	no change
Middle Harbor Rd - south of 3rd St	296	296	0.0%	0	D	D	no	no change	31	31	0.0%	0	D	D	no	no change
W. Grand Av - east of I-880	678	678	0.0%	0	D	D	no	no change	802	887	9.6%	85	D	D	yes	no change
Maritime St - South of W. Grand Av	273	293	6.8%	20	D	D	no	no change	92	92	0.0%	0	D	D	no	no change
	88,203	88,687	0.5%	484					77,898	79,342	1.8%	1,444				

Table 3: CMP Year 2025 LOS Analysis Summary – Project Alternative

Link Location	Northbound/Eastbound								Southbound/Westbound							
	No-Project	Project	% Vol Diff	Vol Diff	No-Project	Project	Change in V/C > 3%	Change in LOS	No-Project	Project	% Vol Diff	Vol Diff	No-Project	Project	Change in V/C > 3%	Change in LOS
	2025 PM Vol	2025 PM Vol			2025 PM LOS	2025 PM LOS			2025 PM Vol	2025 PM Vol			2025 PM LOS	2025 PM LOS		
Interstate/State Highways																
I-88 - at Bay Bridge	14,267	14,267	0.0%	0	F	F	no	no change	11,968	11,968	0.0%	0	F	F	no	no change
I-80 - east of I-804-580	9,332	9,436	1.1%	104	E	E	no	no change	9,499	9,535	0.4%	36	E	E	no	no change
I-880 - connector to I-80 east	3,316	3,442	3.7%	126	D	D	yes	no change	3,242	3,242	0.0%	0	D	D	no	no change
I-880 - connector to I-80 west	2,253	2,264	0.5%	11	C	C	no	no change	1,729	1,729	0.0%	0	B	B	no	no change
I-880 - north of 7th St	3,984	3,984	0.0%	0	C	C	no	no change	5,156	5,156	0.0%	0	D	D	no	no change
I-880 - south of 7th St	4,176	4,176	0.0%	0	C	C	no	no change	5,291	5,291	0.0%	0	D	D	no	no change
I-880 - south of I-980	6,974	6,984	0.1%	10	D	D	no	no change	8,953	9,018	0.7%	65	F	F	no	no change
I-880 - north of I-238	8,050	8,061	0.1%	11	F	F	no	no change	9,531	9,615	0.9%	84	F	F	no	no change
I-580 - east of I-980	9,062	9,131	0.8%	69	F	F	no	no change	5,947	5,960	0.2%	13	C	C	no	no change
I-580 - west of I-980	9,766	9,766	0.0%	0	E	E	no	no change	8,175	8,175	0.0%	0	D	D	no	no change
I-980 - north of 12th St	5,726	5,755	0.5%	29	E	E	no	no change	3,258	3,295	1.1%	37	B	B	no	no change
SR 24 - east of I-580	8,128	8,148	0.2%	20	F	F	no	no change	4,964	5,006	0.8%	42	C	C	no	no change
SR 260 at Posey/Webster Tubes	3,759	3,759	0.0%	0	F	F	no	no change	3,987	3,998	0.3%	11	F	F	no	no change
Arterials		0								0						
7th St - east of I-880	496	496	0.0%	0	D	D	no	no change	162	163	0.6%	1	D	D	no	no change
8th St - east of Castro		0						no change	444	452	1.8%	8	D	D	no	no change
14th St - east of Mandela Parkway	453	509	11.0%	56	D	D	yes	no change	207	207	0.0%	0	D	D	no	no change
Broadway - north of 7th St	425	425	0.0%	0	D	D	no	no change	579	583	0.7%	4	D	D	no	no change
Harrison St - north of 7th St	2,023	2,029	0.3%	6	D	D	no	no change	0	0	0.0%	0	A	A	no	no change
Middle Harbor Rd - south of 3rd St	913	913	0.0%	0	D	D	no	no change	88	88	0.0%	0	D	D	no	no change
W. Grand Av - east of I-880	878	884	0.7%	6	D	D	no	no change	1,048	1,096	4.4%	48	D	D	no	no change
Maritime St - South of W. Grand Av	703	706	0.4%	3	D	D	no	no change	220	220	0.0%	0	D	D	no	no change
	94,684	95,135	0.5%	451					84,448	84,797	0.4%	349				

Table 4: CMP Year 2025 LOS Analysis Summary – Option B Alternative

Link Location	Northbound/Eastbound								Southbound/Westbound							
	No-Project	Project	% Vol Diff	Vol Diff	No-Project	Project	Change in V/C > 3%	Change in LOS	No-Project	Project	% Vol Diff	Vol Diff	No-Project	Project	Change in V/C > 3%	Change in LOS
	2025 PM Vol	2025 PM Vol			2025 PM LOS	2025 PM LOS			2025 PM Vol	2025 PM Vol			2025 PM LOS	2025 PM LOS		
Interstate/State Highways																
I-88 - at Bay Bridge	14,267	14,267	0.0%	0	F	F	no	no change	11,968	11,968	0.0%	0	F	F	no	no change
I-80 - east of I-804-580	9,332	9,601	2.8%	269	E	E	no	no change	9,499	9,744	2.5%	245	E	E	no	no change
I-880 - connector to I-80 east	3,316	3,348	1.0%	32	D	D	no	no change	3,242	3,242	0.0%	0	D	D	no	no change
I-880 - connector to I-80 west	2,253	2,254	0.0%	1	C	C	no	no change	1,729	1,729	0.0%	0	B	B	no	no change
I-880 - north of 7th St	3,984	3,992	0.2%	8	C	C	no	no change	5,156	5,156	0.0%	0	D	D	no	no change
I-880 - south of 7th St	4,176	4,184	0.2%	8	C	C	no	no change	5,291	5,291	0.0%	0	D	D	no	no change
I-880 - south of I-980	6,974	7,024	0.7%	50	D	D	no	no change	8,953	8,953	0.0%	0	F	F	no	no change
I-880 - north of I-238	8,050	8,087	0.5%	37	F	F	no	no change	9,531	9,568	0.4%	37	F	F	no	no change
I-580 - east of I-980	9,062	9,226	1.8%	164	F	F	no	no change	5,947	5,959	0.2%	12	C	C	no	no change
I-580 - west of I-980	9,766	9,907	1.4%	141	E	E	no	no change	8,175	8,199	0.3%	24	D	D	no	no change
I-980 - north of 12th St	5,726	5,745	0.3%	19	E	E	no	no change	3,258	3,291	1.0%	33	B	B	no	no change
SR 24 - east of I-580	8,128	8,175	0.6%	47	F	F	no	no change	4,964	5,036	1.4%	72	C	C	no	no change
SR 260 - at Posey/Vebster Tubes	3,759	3,761	0.1%	2	F	F	no	no change	3,987	4,007	0.5%	20	F	F	no	no change
Arterials		0								0						
7th St - east of I-880	496	496	0.0%	0	D	D	no	no change	162	164	1.2%	2	D	D	no	no change
8th St - east of Castro		0						no change	444	455	2.4%	11	D	D	no	no change
14th St - east of Mandela Parkway	453	532	14.8%	79	D	D	yes	no change	207	241	14.1%	34	D	D	no	no change
Broadway - north of 7th St	425	425	0.0%	0	D	D	no	no change	579	588	1.5%	9	D	D	no	no change
Harrison St - north of 7th St	2,023	2,026	0.1%	3	D	D	no	no change	0	0	0.0%	0	A	A	no	no change
Middle Harbor Rd - south of 3rd St	913	918	0.5%	5	D	D	no	no change	88	88	0.0%	0	D	D	no	no change
W. Grand Av - east of I-880	878	906	3.1%	28	D	D	no	no change	1,048	1,125	6.8%	77	D	D	yes	no change
Maritime St - South of W. Grand Av	703	703	0.0%	0	D	D	no	no change	220	220	0.0%	0	D	D	no	no change
	94,684	95,577	0.9%	893					84,448	85,024	0.7%	576				

Table 5: Home-Based-Work Trip Mode Choice for Auto Mall

Home-Based Work Trips

differences between no-project & project are attributed to the project

Mode	NO-PROJECT		PROJECT		PROJECT - OPT B		Increase between No-project and Project				Percent Growth between No-project and Project			
	2010	2025	2010	2025	2010	2025	2010 P	2010 Opt B	2025 P	2025 Opt B	2010	2010 Opt B	2025 P	2025 Opt B
Transit	365	808	451	911	415	864	86	50	103	56	23.6%	13.7%	12.7%	6.9%
Auto	5,432	8,052	6,683	9,241	6,302	8,885	1,251	870	1,189	833	23.0%	16.0%	14.8%	10.3%
Total	5,797	8,860	7,134	10,152	6,717	9,749	1,337	920	1,292	889	23.1%	15.9%	14.6%	10.0%

Table 6: AC Transit Ridership

Home-Based Work Trips

differences between no-project & project are attributed to the project

Operator	NO-PROJECT		PROJECT		PROJECT - OPT B		Increase between No-project and Project				Percent Growth between No-project and Project			
	2010	2025	2010	2025	2010	2025	2010 P	2010 Opt B	2025 P	2025 Opt B	2010 P	2010 Opt B	2025 P	2025 Opt B
AC Transit	56,354	76,438	56,359	76,448	56,357	76,438	5	3	10	-	0.0%	0.0%	0.0%	0.0%

Note: Transit and auto trips in Tables 5 and 6 include the total daily home-based work trips.

Table 7: BART Boardings & Alightings

Home-Based Work Trips

differences between no-project & project are attributed to the project

BART Station	NO-PROJECT		PROJECT		PROJECT - OPT B		Increase between No-project and Project				Percent Growth between No-project and Project			
	2010	2025	2010	2025	2010	2025	2010 P	2010 Opt B	2025 P	2025 Opt B	2010 P	2010 Opt B	2025 P	2025 Opt B
West Oakland	5,622	11,276	5,620	11,271	5,611	11,258	(2)	(11)	(5)	(18)	0.0%	-0.2%	0.0%	-0.2%

Table A1:
Project: Oakland Auto Mall - MTS Segment Evaluation for CMP Analysis
2010 PM Peak Hour
No-Project

Link Location	NB/EB Volume	Capacity	V/C	Lanes	LOS	SB/WB Volume	Capacity	V/C	Lanes	LOS	Facility Type
<i>Interstate/State Highways</i>											
I-88 - at Bay Bridge	12,966	10000	1.30	5	F	10,803	10000	1.08	5	F	FWY
I-80 - east of I-80/I-580	8,726	10000	0.87	5	D	9,396	10000	0.94	5	E	FWY
I-880 - connector to I-80 east	2,817	4000	0.70	2	C	2,983	4000	0.75	2	C	FWY
I-880 - connector to I-80 west	1,988	4000	0.50	2	B	1,644	4000	0.41	2	B	FWY
I-880 - north of 7th St	3,994	6000	0.67	3	C	4,678	6000	0.78	3	D	FWY
I-880 - south of 7th St	4,087	6000	0.68	3	C	4,778	6000	0.80	3	D	FWY
I-880 - south of I-980	6,642	8000	0.83	4	D	8,380	8000	1.05	4	F	FWY
I-880 - north of I-238	7,902	8000	0.99	4	E	8,882	8000	1.11	4	F	FWY
I-580 - east of I-980	9,183	8000	1.15	4	F	5,546	8000	0.69	4	C	FWY
I-580 - west of I-980	9,646	10000	0.96	5	E	7,729	10000	0.77	5	D	FWY
I-980 - north of 12th St	5,437	6000	0.91	3	E	3,045	6000	0.51	3	B	FWY
SR 24 - east of I-580	7,750	8000	0.97	4	E	4,544	8000	0.57	4	C	FWY
SR 260 at Posey/Webster Tubes	3,255	1890	1.72	2	F	3,525	1890	1.87	2	F	Class 1A
<i>Arterials</i>											
7th St - east of I-880	293	1740	0.17	2	D	101	1740	0.06	2	D	Class 2
8th St - east of Castro						352	1700	0.21	2	D	Class 3
14th St - east of Mandela Parkway	218	1740	0.13	2	D	130	1740	0.07	2	D	Class 2
Broadway - north of 7th St	341	2570	0.13	3	D	457	2570	0.18	3	D	Class 3
Harrison St - north of 7th St	1,711	2570	0.67	3	D						Class 3
Middle Harbor Rd - south of 3rd St	296	1740	0.17	2	D	31	1740	0.02	2	D	Class 2
W. Grand Av - east of I-880	678	1740	0.39	2	D	802	1740	0.46	2	D	Class 2
Maritime St - South of W. Grand Av	273	1740	0.16	2	D	92	1740	0.05	2	D	Class 2
88,203						77,898					

Table A2:
Project: Oakland Auto Mall - MTS Segment Evaluation for CMP Analysis
2010 PM Peak Hour
Project

Link Location	NB/EB Volume	Capacity	V/C	Lanes	LOS	SB/WB Volume	Capacity	V/C	Lanes	LOS	Facility Type
Interstate/State Highways											
I-88 - at Bay Bridge	12,966	10000	1.30	5	F	10,803	10000	1.08	5	F	FWY
I-80 - east of I-80/I-580	8,867	10000	0.89	5	D	9,649	10000	0.96	5	E	FWY
I-880 - connector to I-80 east	2,817	4000	0.70	2	C	3,058	4000	0.76	2	D	FWY
I-880 - connector to I-80 west	2,101	4000	0.53	2	B	1,644	4000	0.41	2	B	FWY
I-880 - north of 7th St	3,994	6000	0.67	3	C	4,876	6000	0.81	3	D	FWY
I-880 - south of 7th St	4,087	6000	0.68	3	C	4,974	6000	0.83	3	D	FWY
I-880 - south of I-980	6,695	8000	0.84	4	D	8,799	8000	1.10	4	F	FWY
I-880 - north of I-238	7,938	8000	0.99	4	E	9,292	8000	1.16	4	F	FWY
I-580 - east of I-980	9,183	8000	1.15	4	F	5,547	8000	0.69	4	C	FWY
I-580 - west of I-980	9,646	10000	0.96	5	E	7,823	10000	0.78	5	D	FWY
I-980 - north of 12th St	5,559	6000	0.93	3	E	3,161	6000	0.53	3	B	FWY
SR 24 - east of I-580	7,774	8000	0.97	4	E	4,610	8000	0.58	4	C	FWY
SR 260 at Posey/Webster Tubes	3,260	1890	1.72	2	F	3,536	1890	1.87	2	F	Class 1A
Arterials											
7th St - east of I-880	294	1740	0.17	2	D	101	1740	0.06	2	D	Class 2
8th St - east of Castro						362	1700	0.21	2	D	Class 3
14th St - east of Mandela Parkway	260	1740	0.15	2	D	130	1740	0.07	2	D	Class 2
Broadway - north of 7th St	341	2570	0.13	3	D	457	2570	0.18	3	D	Class 3
Harrison St - north of 7th St	1,716	2570	0.67	3	D						Class 3
Middle Harbor Rd - south of 3rd St	296	1740	0.17	2	D	31	1740	0.02	2	D	Class 2
W. Grand Av - east of I-880	678	1740	0.39	2	D	859	1740	0.49	2	D	Class 2
Maritime St - South of W. Grand Av	293	1740	0.17	2	D	92	1740	0.05	2	D	Class 2
	88,765					79,804					

Table A3:
Project: Oakland Auto Mall - MTS Segment Evaluation for CMP Analysis
2010 PM Peak Hour
Option B

Link Location	NB/EB Volume	Capacity	V/C	Lanes	LOS	SB/WB Volume	Capacity	V/C	Lanes	LOS	Facility Type
Interstate/State Highways											
I-88 - at Bay Bridge	12,966	10000	1.30	5	F	10,803	10000	1.08	5	F	FWY
I-80 - east of I-80/I-580	8,888	10000	0.89	5	D	9,590	10000	0.96	5	E	FWY
I-880 - connector to I-80 east	2,839	4000	0.71	2	C	3,045	4000	0.76	2	D	FWY
I-880 - connector to I-80 west	2,084	4000	0.52	2	B	1,644	4000	0.41	2	B	FWY
I-880 - north of 7th St	3,994	6000	0.67	3	C	4,843	6000	0.81	3	D	FWY
I-880 - south of 7th St	4,087	6000	0.68	3	C	4,944	6000	0.82	3	D	FWY
I-880 - south of I-980	6,689	8000	0.84	4	D	8,688	8000	1.09	4	F	FWY
I-880 - north of I-238	7,902	8000	0.99	4	E	9,135	8000	1.14	4	F	FWY
I-580 - east of I-980	9,183	8000	1.15	4	F	5,558	8000	0.69	4	C	FWY
I-580 - west of I-980	9,646	10000	0.96	5	E	7,785	10000	0.78	5	D	FWY
I-980 - north of 12th St	5,502	6000	0.92	3	E	3,098	6000	0.52	3	B	FWY
SR 24 - east of I-580	7,756	8000	0.97	4	E	4,576	8000	0.57	4	C	FWY
SR 260 at Posey/Webster Tubes	3,259	1890	1.72	2	F	3,533	1890	1.87	2	F	Class 1A
Arterials											
7th St - east of I-880	293	1740	0.17	2	D	102	1740	0.06	2	D	Class 2
8th St - east of Castro						364	1700	0.21	2	D	Class 3
14th St - east of Mandela Parkway	271	1740	0.16	2	D	167	1740	0.10	2	D	Class 2
Broadway - north of 7th St	341	2570	0.13	3	D	457	2570	0.18	3	D	Class 3
Harrison St - north of 7th St	1,720	2570	0.67	3	D						Class 3
Middle Harbor Rd - south of 3rd St	296	1740	0.17	2	D	31	1740	0.02	2	D	Class 2
W. Grand Av - east of I-880	678	1740	0.39	2	D	887	1740	0.51	2	D	Class 2
Maritime St - South of W. Grand Av	293	1740	0.17	2	D	92	1740	0.05	2	D	Class 2
	88,687					79,342					

Table A4:
Project: Oakland Auto Mall - MTS Segment Evaluation for CMP Analysis
2025 PM Peak Hour
No-Project

Link Location	NB/EB Volume	Capacity	V/C	Lanes	LOS	SB/WB Volume	Capacity	V/C	Lanes	LOS	Facility Type
Interstate/State Highways											
I-88 - at Bay Bridge	14,267	10000	1.43	5	F	11,968	10000	1.20	5	F	FWY
I-80 - east of I-80/I-580	9,332	10000	0.93	5	E	9,499	10000	0.95	5	E	FWY
I-880 - connector to I-80 east	3,316	4000	0.83	2	D	3,242	4000	0.81	2	D	FWY
I-880 - connector to I-80 west	2,253	4000	0.56	2	C	1,729	4000	0.43	2	B	FWY
I-880 - north of 7th St	3,984	6000	0.66	3	C	5,156	6000	0.86	3	D	FWY
I-880 - south of 7th St	4,176	6000	0.70	3	C	5,291	6000	0.88	3	D	FWY
I-880 - south of I-980	6,974	8000	0.87	4	D	8,953	8000	1.12	4	F	FWY
I-880 - north of I-238	8,050	8000	1.01	4	F	9,531	8000	1.19	4	F	FWY
I-580 - east of I-980	9,062	8000	1.13	4	F	5,947	8000	0.74	4	C	FWY
I-580 - west of I-980	9,766	10000	0.98	5	E	8,175	10000	0.82	5	D	FWY
I-980 - north of 12th St	5,726	6000	0.95	3	E	3,258	6000	0.54	3	B	FWY
SR 24 - east of I-580	8,128	8000	1.02	4	F	4,964	8000	0.62	4	C	FWY
SR 260 at Posey/Webster Tubes	3,759	1890	1.99	2	F	3,987	1890	2.11	2	F	Class 1A
Arterials											
7th St - east of I-880	496	1740	0.29	2	D	162	1740	0.09	2	D	Class 2
8th St - east of Castro						444	1700	0.26	2	D	Class 3
14th St - east of Mandela Parkway	453	1740	0.26	2	D	207	1740	0.12	2	D	Class 2
Broadway - north of 7th St	425	2570	0.17	3	D	579	2570	0.23	3	D	Class 3
Harrison St - north of 7th St	2,023	2570	0.79	3	D						Class 3
Middle Harbor Rd - south of 3rd St	913	1740	0.52	2	D	88	1740	0.05	2	D	Class 2
W. Grand Av - east of I-880	878	1740	0.50	2	D	1,048	1740	0.60	2	D	Class 2
Maritime St - South of W. Grand Av	703	1740	0.40	2	D	220	1740	0.13	2	D	Class 2
	94,684					84,448					

Table A5:

Project: Oakland Auto Mall - MTS Segment Evaluation for CMP Analysis

2025 PM Peak Hour

Project

Link Location	NB/EB Volume	Capacity	V/C	Lanes	LOS	SB/WB Volume	Capacity	V/C	Lanes	LOS	Facility Type
Interstate/State Highways											
I-88 - at Bay Bridge	14,267	10000	1.43	5	F	11,968	10000	1.20	5	F	FWY
I-80 - east of I-80/I-580	9,436	10000	0.94	5	E	9,535	10000	0.95	5	E	FWY
I-880 - connector to I-80 east	3,442	4000	0.86	2	D	3,242	4000	0.81	2	D	FWY
I-880 - connector to I-80 west	2,264	4000	0.57	2	C	1,729	4000	0.43	2	B	FWY
I-880 - north of 7th St	3,984	6000	0.66	3	C	5,156	6000	0.86	3	D	FWY
I-880 - south of 7th St	4,176	6000	0.70	3	C	5,291	6000	0.88	3	D	FWY
I-880 - south of I-980	6,984	8000	0.87	4	D	9,018	8000	1.13	4	F	FWY
I-880 - north of I-238	8,061	8000	1.01	4	F	9,615	8000	1.20	4	F	FWY
I-580 - east of I-980	9,131	8000	1.14	4	F	5,960	8000	0.75	4	C	FWY
I-580 - west of I-980	9,766	10000	0.98	5	E	8,175	10000	0.82	5	D	FWY
I-980 - north of 12th St	5,755	6000	0.96	3	E	3,295	6000	0.55	3	B	FWY
SR 24 - east of I-580	8,148	8000	1.02	4	F	5,006	8000	0.63	4	C	FWY
SR 260 at Posey/Webster Tubes	3,759	1890	1.99	2	F	3,998	1890	2.12	2	F	Class 1A
Arterials											
7th St - east of I-880	496	1740	0.29	2	D	163	1740	0.09	2	D	Class 2
8th St - east of Castro						452	1700	0.27	2	D	Class 3
14th St - east of Mandela Parkway	509	1740	0.29	2	D	207	1740	0.12	2	D	Class 2
Broadway - north of 7th St	425	2570	0.17	3	D	583	2570	0.23	3	D	Class 3
Harrison St - north of 7th St	2,029	2570	0.79	3	D						Class 3
Middle Harbor Rd - south of 3rd St	913	1740	0.52	2	D	88	1740	0.05	2	D	Class 2
W. Grand Av - east of I-880	884	1740	0.51	2	D	1,096	1740	0.63	2	D	Class 2
Maritime St - South of W. Grand Av	706	1740	0.41	2	D	220	1740	0.13	2	D	Class 2

95,135

84,797

Table A6:

Project: Oakland Auto Mall - MTS Segment Evaluation for CMP Analysis

2025 PM Peak Hour

Option B

Link Location	NB/EB Volume	Capacity	V/C	Lanes	LOS	SB/WB Volume	Capacity	V/C	Lanes	LOS	Facility Type
Interstate/State Highways											
I-88 - at Bay Bridge	14,267	10000	1.43	5	F	11,968	10000	1.20	5	F	FWY
I-80 - east of I-80/I-580	9,601	10000	0.96	5	E	9,744	10000	0.97	5	E	FWY
I-880 - connector to I-80 east	3,348	4000	0.84	2	D	3,242	4000	0.81	2	D	FWY
I-880 - connector to I-80 west	2,254	4000	0.56	2	C	1,729	4000	0.43	2	B	FWY
I-880 - north of 7th St	3,992	6000	0.67	3	C	5,156	6000	0.86	3	D	FWY
I-880 - south of 7th St	4,184	6000	0.70	3	C	5,291	6000	0.88	3	D	FWY
I-880 - south of I-980	7,024	8000	0.88	4	D	8,953	8000	1.12	4	F	FWY
I-880 - north of I-238	8,087	8000	1.01	4	F	9,568	8000	1.20	4	F	FWY
I-580 - east of I-980	9,226	8000	1.15	4	F	5,959	8000	0.74	4	C	FWY
I-580 - west of I-980	9,907	10000	0.99	5	E	8,199	10000	0.82	5	D	FWY
I-980 - north of 12th St	5,745	6000	0.96	3	E	3,291	6000	0.55	3	B	FWY
SR 24 - east of I-580	8,175	8000	1.02	4	F	5,036	8000	0.63	4	C	FWY
SR 260 at Posey/Webster Tubes	3,761	1890	1.99	2	F	4,007	1890	2.12	2	F	Class 1A
Arterials											
7th St - east of I-880	496	1740	0.29	2	D	164	1740	0.09	2	D	Class 2
8th St - east of Castro						455	1700	0.27	2	D	Class 3
14th St - east of Mandela Parkway	532	1740	0.31	2	D	241	1740	0.14	2	D	Class 2
Broadway - north of 7th St	425	2570	0.17	3	D	588	2570	0.23	3	D	Class 3
Harrison St - north of 7th St	2,026	2570	0.79	3	D						Class 3
Middle Harbor Rd - south of 3rd St	918	1740	0.53	2	D	88	1740	0.05	2	D	Class 2
W. Grand Av - east of I-880	906	1740	0.52	2	D	1,125	1740	0.65	2	D	Class 2
Maritime St - South of W. Grand Av	703	1740	0.40	2	D	220	1740	0.13	2	D	Class 2
	95,577					85,024					