
Executive Summary

Project Overview

Site Location

The West Oakland Specific Plan Planning Area (Planning Area) is located in the heart of the East San Francisco Bay Area, near the hub of the Bay Area's freeway system and regional transit system (see **Figure 1-1**). The West Oakland BART station is located in the southern portion of the Planning Area, and the MacArthur BART station is located approximately one-quarter mile northeast of the Planning Area. The Planning Area is generally bounded by Interstate 580 (I-580) to the north, I-980 to the east and I-880 to the west.

Figure 1-2 illustrates the Project location and the Planning Area boundaries. The Planning Area comprises approximately 2.18 square miles or approximately 1,900 acres, subdivided into 6,340 parcels. It has a current population of approximately 25,000 people, and contains employment opportunities for more than 15,000 current employees.

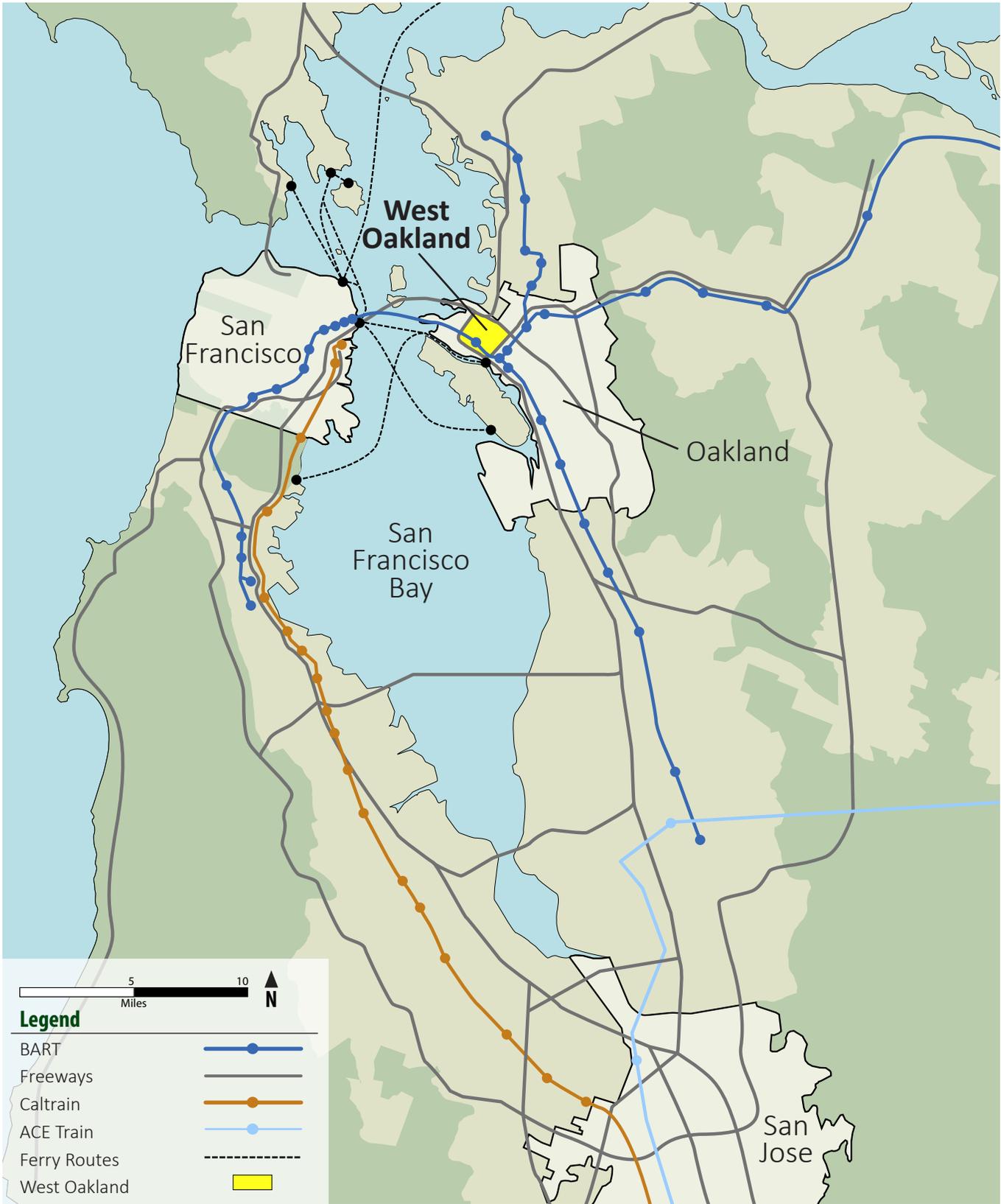
Key Components of the Project

Opportunity Areas, Opportunity Sites and Enhancement Areas

Within West Oakland, the Specific Plan identifies four "Opportunity Areas" targeted for growth and development. Development facilitated by the Specific Plan would occur in these Opportunity Areas, which contain vacant and underutilized properties, and older buildings that no longer meet current standards and market conditions. These are the areas identified as having the most potential for change. The following Opportunity Areas are shown on Figure 1-2:

- Opportunity Area 1: Mandela/West Grand (354 gross acres, or 243 net acres not including public right-of-way and other public open space)
- Opportunity Area 2: 7th Street (95 gross acres, 65 net acres)
- Opportunity Area 3: 3rd Street (103 gross acres, 68 acres net acres), and
- Opportunity Area 4: San Pablo Avenue (52 gross acres, and 37 net acres)

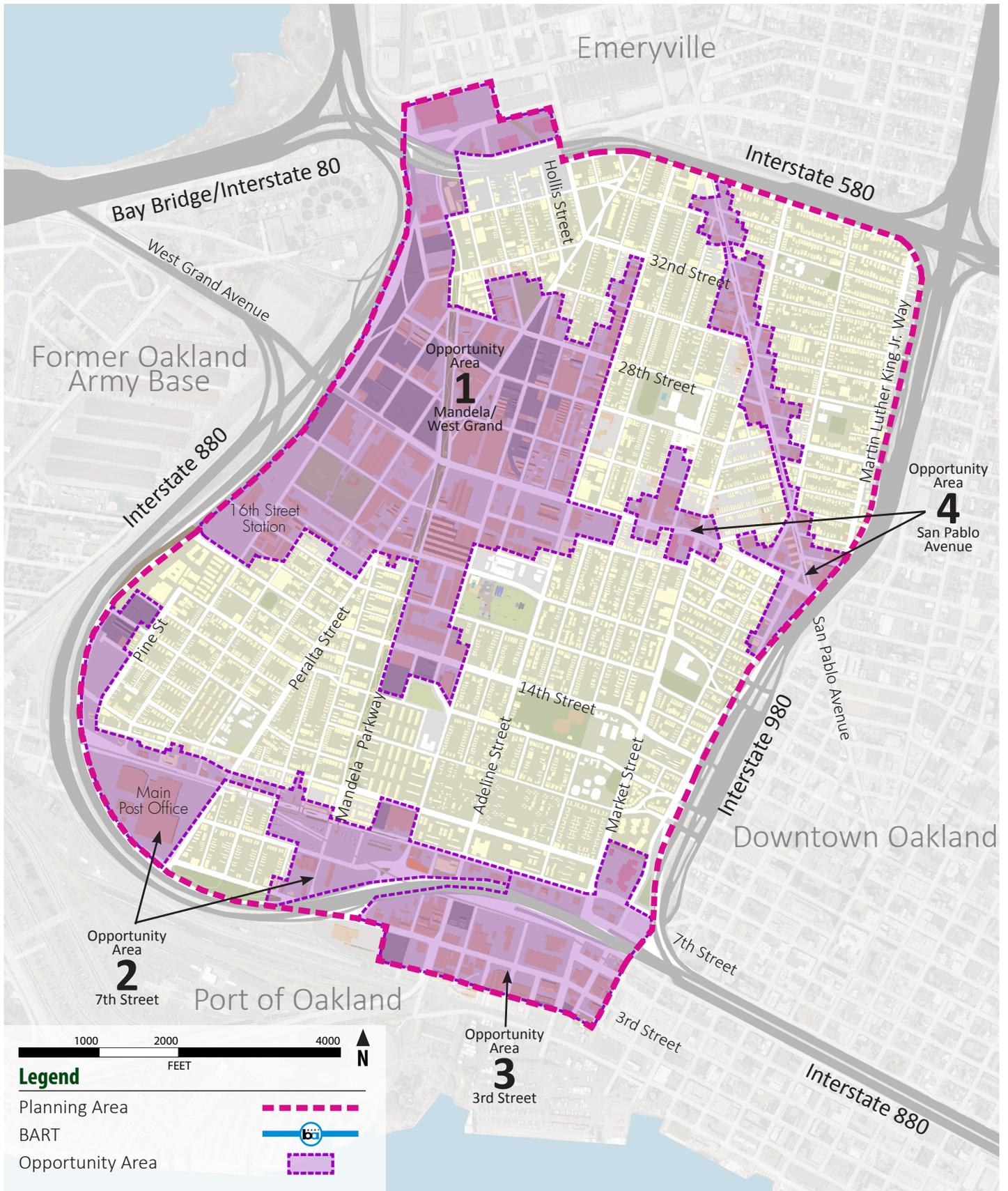
Within the four Opportunity Areas, new growth and development facilitated by the Specific Plan is most likely to occur on 37 specifically identified Opportunity Sites.



Source: JRDV Intl.

Figure 2-1
Regional Location





Source: JRDV Intl.

Figure 2-2
West Oakland Planning Area & Opportunity Areas



The predominantly residential neighborhoods of West Oakland that lie outside the Opportunity Areas are referred to as “Enhancement Areas”. These areas are not in need of transformational change; but rather conservation and enhancement of their existing strengths. Enhancement Areas include residential neighborhoods outside the Opportunity Areas, and many existing commercial and industrial parcels that are already developed with compatible, economically viable and job-generating uses. A key tenet of the Specific Plan is to retain, enhance, and improve these Enhancement Areas.

Development Vision

The “vision” expressed in the proposed West Oakland Specific Plan is to provide a set of comprehensive and multi-faceted strategies for development and redevelopment of vacant and/or underutilized commercial and industrial properties. It establishes a land use and development framework, identifies needed transportation and infrastructure improvements, and recommends implementation strategies needed to develop those parcels. The Plan is also intended as a marketing tool for attracting developers to key sites and for encouraging new, targeted economic development.

- The Specific Plan seeks to promote high density development near the West Oakland BART station, consistent with prior planning strategies.
- It encourages residential and neighborhood-serving commercial establishments on major corridors such as San Pablo Avenue.
- It seeks to direct industrial and more intensive commercial activities to locations closer to the Port of Oakland and away from residential areas as a means of protecting and enhancing West Oakland’s residential neighborhoods.
- Additionally, the Plan encourages an enhanced multi-modal transportation system to better link residents and businesses.

The Specific Plan seeks to achieve its vision this through a variety of actions, specifically including the creation of distinct land use overlays to provide detailed guidance for future development of key parcels throughout the Specific Plan area.

Specific Plan Land Use and Development Proposal

The Specific Plan’s land use and development proposals are organized and divided into specific proposals for each of the Opportunity Areas as indicated in the Plan. Within each Opportunity Area, the Specific Plan highlights detailed plans and proposals for each of the individual Opportunity Sites.

Opportunity Area 1: Mandela/West Grand

The Mandela/West Grand Opportunity Area is envisioned as continuing to be the major business and employment center for West Oakland and the region. This Specific Plan encourages a mix of business activities and development types, with a range of jobs at varying skill and education levels. The intent of this Plan is to retain and expand existing commercial and compatible urban manufacturing, construction and light industrial businesses that have well-paid blue collar and green collar jobs, while attracting new industries such as the life sciences, information technology and clean-tech businesses. Development would likely initially occur as lower-intensity development and with reuse of existing buildings and then evolving into higher intensity business development over time.

Opportunity Area 2: 7th Street

The vision for the 7th Street Opportunity Area includes new, high-density transit-oriented development (TOD) on vacant sites and parking lots surrounding the West Oakland BART Station. Plazas and open spaces would contribute to a secure and pleasant pedestrian experience. New medium density housing with ground floor commercial uses is recommended further west on 7th Street, as a transition from the West Oakland BART Station TOD to the surrounding lower-density neighborhoods. The 7th Street corridor is envisioned as the neighborhood focus, with neighborhood-serving commercial establishments. The Plan prioritizes commercial uses that enliven the street and can help to revitalize 7th Street as a celebration of West Oakland's cultural history of music, art and entertainment.

Opportunity Area 3: 3rd Street

The 3rd Street Opportunity Area (also known as the Acorn Industrial Area), is located generally south of I-880 and between Union and Castro Streets. This Opportunity Area is somewhat isolated from much of the rest of West Oakland by the I-880 freeway and elevated BART tracks. The vision for the 3rd Street Opportunity Area is that it will continue to support industrial and business activities and jobs, capitalizing on its proximity to downtown Oakland, Jack London Square, the Port of Oakland and its access to the regional freeway network. This Opportunity Area is expected to emerge as a more vibrant and vital business and employment center over time, focusing on manufacturing and light industrial uses that benefit from adjacency to the Port, as well as commercial uses that enliven the area during the day and night. Commercial, dining and entertainment uses are encouraged as infill enhancements in the attractive, older warehouse buildings.

Opportunity Area 4: San Pablo Avenue

Opportunity Area 4 is defined as the San Pablo Avenue corridor from approximately I-580 to West Grand Avenue, and along West Grand to Market Street. The San Pablo Avenue corridor is envisioned as a transformed major commercial corridor connecting West Oakland to Downtown and to Emeryville, Berkeley and beyond, lined with active ground-floor commercial uses and mixed-use residential development. Consistent with existing City of Oakland policies regarding development of major commercial corridors, the land use and development strategy for the San Pablo Avenue Opportunity Area is for infill mixed-use development with multi-family residential activities over ground-floor commercial. Enhanced streetscapes and increased commercial uses would activate the street, increase pedestrian activity and enliven the neighborhood.

Public Agency Approvals

Implementation of the Specific Plan would require the following City actions:

- Certification of the Environmental Impact Report (Final EIR) for the proposed Specific Plan;
- Adoption of the Specific Plan;
- Approval of several General Plan amendments and re-zonings

The City of Oakland also intendeds to use this EIR as the first-tier, and perhaps only environmental review document necessary for a variety of discretionary decisions related to private development projects and public improvement projects carried out in furtherance of the West Oakland Specific Plan. The use of this EIR for subsequent residential projects may apply to any or all of the approximately 5,000 net new housing units undertaken pursuant to the West Oakland Specific Plan. Use of this EIR may also apply to subsequent consideration of all commercial, industrial and business-type development projects

consistent with the intensities and types of uses fully contemplated in the Specific Plan; improvements to public infrastructure systems; improvements to the public roadway and transportation systems; and development of public parks and open space, or private and semi-public open spaces

When considering the applicability of these streamlining provisions under CEQA, the City of Oakland shall consider whether such subsequent project may have impacts which are peculiar to the project or its site, whether the project may result in impacts which were not fully analyzed in this EIR, or which may result in impacts which are more severe than have been identified in this EIR. Should any of these factors apply to consideration of such streamlined projects, more detailed project-level review may be required to assess such project-specific environmental effects.

Summary of Impacts and Mitigation Measures

The following **Table 2-1: Summary of Impacts and Mitigation Measures** provides a summary of potential environmental impacts, applicable Standard Conditions of Approval, recommended mitigation measures, and the resulting level of significance after implementation of all mitigation measures. For a more complete discussion of potential impacts and recommended mitigation measures, please refer to the specific discussions in the respective individual chapters of this Draft EIR.

Additionally, Table 2-1 provides a summary of the potential effects of the environment on individual development projects pursuant to the Specific Plan, in order to provide this information to the public and decision-makers. Where a potential significant effect of the environment on the project is identified, City Standard Conditions of Approval and/or project-specific, non-CEQA recommendations are also identified in this table to address these issues.

Significant and Unavoidable Impacts

For purposes of this EIR, the following impacts are considered significant and unavoidable.

Air Quality

- **Air-3: Odor Impacts.** Development in accordance with the Specific Plan could expose a substantial number of new people to existing and new objectionable odors. Potential effects of the environment on a project are legally not required to be analyzed or mitigated under CEQA. This EIR nevertheless analyzes potential effects of the environment on the project (i.e. siting new receptors near existing and potential new odor sources) in order to provide information to the public and decision-makers.
- **Impact Air-5:** During construction, individual development projects pursuant to the Specific Plan will generate regional ozone precursor emissions from construction equipment exhaust. For most individual development projects, construction emissions will be effectively reduced to a level of less than significant with implementation of required City of Oakland Standard Conditions of Approval. However, larger individual construction projects could generate emissions of criteria air pollutants that would exceed the City's thresholds of significance.
- **Impact Air-7:** Once buildout of the Specific Plan is complete and all of the expected new development is fully occupied, new development pursuant to the Specific Plan will generate emissions of criteria pollutants (ROG, NO_x, PM₁₀ and PM_{2.5}) as a result of increased motor vehicle traffic and area source emissions. Traffic emissions combined with anticipated area source emissions would generate levels of criteria air pollutants that would exceed the City's project-level thresholds of significance.

- **Impact Air-9:** Development pursuant to the West Oakland Specific Plan would include new light industrial, custom manufacturing and other similar land uses, as well as the introduction of new diesel generators that could emit toxic emissions resulting in (a) a cancer risk level greater than 10 in one million, (b) a chronic or acute hazard index greater than 1.0, or (c) an increase of annual average PM2.5 concentration of greater than 0.3 micrograms per cubic meter; or under cumulative conditions, resulting in a) a cancer risk level greater than 100 in a million, b) a chronic or acute hazard index greater than 10.0, or c) annual average PM2.5 of greater than 0.8 micrograms per cubic meter.
- **Air-10:** Certain future development projects in accordance with the West Oakland Specific Plan could result in new sensitive receptors exposed to existing levels of toxic air contaminants (TACs) or concentrations of PM2.5 that could result in increased cancer risk or other health hazards. CEQA requires the analysis of potential adverse effects of a project on the environment. Potential effects of the environment on a project are legally not required to be analyzed or mitigated under CEQA. However, this EIR nevertheless analyzes potential effects of the environment on the project (i.e. siting new receptors near existing TAC sources) in order to provide information to the public and decision-makers.

Greenhouse Gas Emissions

- **Impact GHG-3:** It is possible that on an individual basis, certain development project envisioned and enabled under the Specific Plan could exceed, on an individual and project-by-project basis, the project-level GHG threshold. Under the City's required SCAs, individual development projects exceeding project-level screening criteria are required to undergo project-specific GHG emissions forecasts and, as appropriate, implement project-specific GHG reduction plans with the goal of increasing energy efficiency and reducing GHG emissions to the greatest extent feasible below both applicable numeric City of Oakland CEQA Thresholds. However, not until these tiered projects are proposed and evaluated can the efficacy of each individual project's design characteristics, applicable SCAs and other City policies (particularly SCA F) in reducing GHG emissions to below relevant thresholds be determined.

Traffic and Transportation

- **Impact Trans-1 (Existing plus Project) and -3 (Cumulative plus Project) at Hollis and 40th Street:** The addition of traffic generated by the full development of the proposed Project to both Existing conditions and Cumulative 2035 conditions would cause PM peak hour southbound left turn 95th percentile queue length at the signalized intersection of Hollis and 40th Street (#1) located in Emeryville to exceed the available queue storage. Because this intersection is within the City of Emeryville's jurisdiction, the timing and implementation of the improvements are not under the City of Oakland's control. Therefore, the improvement cannot be assured to be completed.
- **Impact Trans-2 (Existing plus Project) and -4 (Cumulative plus Project) at San Pablo Avenue and 40th Street:** The addition of traffic generated by the full development of the proposed Project to both Existing Conditions and Cumulative 2035 Conditions would cause PM peak hour traffic operations at the signalized intersection of San Pablo Avenue and 40th Street (#2) located in Emeryville to degrade from LOS D to LOS E under Existing plus Project conditions. Additionally, the eastbound left and northbound left turn 95th percentile queue length would exceed the available queue storage in the AM peak hour. Because this intersection is within the City of Emeryville's jurisdiction, the timing and implementation of the improvements are not under the City of Oakland's control. Therefore, the improvement cannot be assured to be completed.

- **Impact Trans-5 (Cumulative plus Project) at Mandela Parkway and West Grand Avenue:** The addition of traffic generated by the full development of the Specific Plan under Cumulative 2035 conditions would degrade operation from LOS D to LOS F in the AM peak hour, and from LOS E to LOS F in the PM peak hour at the signalized intersection at Mandela Parkway and West Grand Avenue (#7) located outside the Downtown Area and would increase the volume-to-capacity ratio beyond the threshold of significance. The recommended mitigation measures would encroach into Memorial Park and the street medians, and the provision of four westbound lanes would preclude planned installation of a bicycle facility on West Grand Avenue which is a City priority (Resolution 84197, Nov 2012). Therefore, these additional improvements are not recommended.

Recommended Conditions of Approval

Although not required by CEQA, certain “recommendations” are included in this EIR, and also summarized in Table 2-1. These recommendations are not necessary to address or mitigate any significant environmental impacts of the Project under CEQA, but are recommended by City staff to address effects of the Project. These recommendations will be considered by decision makers during the course of Project review and may be imposed as Project-Specific Conditions of Approval.

It is not yet known which of these recommendations may be implemented and if so whether it would be as part of the Project or independent of the Project. The environmental consequences of each recommendation have been considered and none of the recommendations would result in any significant impacts under CEQA.

Alternatives

Chapter 5 presents an analysis of a range of reasonable alternatives to the Project. The following alternatives were analyzed:

- Alternative 1: No Project
- Alternative 2: Reduced Project
- Alternative 3: Commercial and Jobs-Focused Alternative
- Alternative #4: Maximum Theoretical Buildout Alternative

Alternative 1: No Project would be the environmentally superior alternative due to its substantially lower expectation of population growth and new job opportunities as compared to the Project and other alternatives. Alternative 2, the Reduced Project would be considered environmentally superior in the absence of the No Project alternative because it, too, would substantially lower expectations of population growth and new job opportunities as compared to the Project or Alternative #3, resulting in fewer vehicle trips. However, the Reduced Alternative would also not achieve as many of the basic Project objectives as would the Project or Alternative #3.

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
West Oakland Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
Aesthetics		
<p>Impact Aesth-1: There are no officially designated public scenic vistas within or near the Planning Area. No scenic vistas or view corridors would be substantially obstructed or degraded by development in accordance with the Specific Plan.</p>	None needed	LTS
<p>Impact Aesth-2: Development and public realm improvements in accordance with the Specific Plan would not substantially damage scenic resources, including trees or historic buildings, but rather would improve the quality of views of the Planning Area from the I-580 scenic highway.</p>	None needed	LTS
<p>Impact Aesth-3: Development and public realm improvements in accordance with the Specific Plan would not substantially degrade the existing visual character or quality of any sites and their surroundings, but would substantially improve the existing visual character and quality of the Planning Area. Infill development and redevelopment would repair the existing inconsistent urban fabric where such inconsistencies exist, and result in a more unified and coherent development character. The proposed land use patterns and development types, and focusing change in the Opportunity Areas while preserving established residential neighborhoods, would provide sensitive transitions to existing development, reinforce the character of residential and non-residential areas, and harmonize existing incompatibilities. Gateway and streetscape improvements, and development of new activity nodes, would</p>	None needed	LTS

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Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
improve visual quality and reinforce community identity.		
Impact Aesth-4: Development facilitated by the Specific Plan would create new sources of light and glare, but these new sources would be consistent with typical light and glare conditions. Subsequent individual projects would not substantially and adversely affect day or nighttime views in the area.	None needed New light would be required to meet the lighting power allowances for the applicable lighting zone for newly installed outdoor lighting equipment required by Title 24, Parts 1 and 6, Building Energy Efficiency Standards. SCA 39, Lighting Plan	LTS with SCA
Impact Aesth-5: The Project would not cast shadows that substantially impairs the function of a building using passive solar heat collection, solar collectors for hot water heating, or photovoltaic solar collectors; cast shadow that substantially impairs the beneficial use of any public or quasi-public park, lawn, garden, or open space; or cast shadow on an historic resource such that the shadow would materially impair the resource’s historic significance.	None required	LTS
Impact Aesth-6: The Project does propose changes to any of those existing General Plan policies or zoning or building regulations, and would not cause a fundamental conflict with those policies and regulations in the General Plan, Planning Code and Uniform Building Code, that address the provision of adequate light related to appropriate uses.	None required	No Impact
Impact Aesth-7: The Planning Area does not lie within the area identified by the City as requiring modeling for evaluation of wind impacts. Therefore, the wind impacts of the Specific Plan would be less than significant.	None required	LTS

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Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
Air Quality		
<p>Plan Level</p> <p>Impact Air-1: Development facilitated by the proposed Specific Plan would not fundamentally conflict with the Bay Area 2010 CAP because the projected rate of increase in vehicle miles travelled and vehicle trips would be less than the projected rate of increase in population.</p>	None needed	LTS
<p>Impact Air-2: Implementation of the West Oakland Specific Plan would not fundamentally conflict with the CAP because the Specific Plan demonstrates reasonable efforts to implement control measures contained in the CAP.</p>	None needed	LTS
<p>Impact Air-3: Odor Impacts. Development in accordance with the Specific Plan could expose a substantial number of new people to existing and new objectionable odors. This EIR analyzes potential effects of the environment on the project (i.e. siting new receptors near existing sources of odors) in order to provide information to the public and decision-makers.</p>	No feasible Plan policies or mitigation measures	Significant and Unavoidable
<p>Project Level</p> <p>Impact Air-4: During construction, individual development projects pursuant to the Specific Plan will generate fugitive dust from demolition, grading, hauling and construction activities.</p>	Supplemental SCA A: Construction-Related Air Pollution Controls for Dust and Equipment Emissions	LTS with SCAs
<p>Impact Air-5: During construction, individual</p>	Supplemental SCA A: Construction-Related Air Pollution Controls for Dust and Equipment	Conservatively

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West Oakland Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
<p>development projects pursuant to the Specific Plan will generate regional ozone precursor emissions and regional particulate matter emissions from construction equipment exhaust. For most individual development projects, construction emissions will be effectively reduced to a level of less than significant with implementation of required City of Oakland Standard Conditions of Approval. However, larger individual construction projects could generate emissions of criteria air pollutants that would exceed the City’s thresholds of significance.</p>	<p>Emissions</p>	<p>considered to be Significant and Unavoidable on a project-by-project basis</p>
<p>Impact Air-6: During construction, individual development projects pursuant to the Specific Plan will generate construction-related toxic air contaminant (TAC) emissions from fuel-combusting construction equipment and mobile sources that could exceed thresholds for cancer risk, chronic health index, acute health index or annual average PM2.5 concentration levels.</p>	<p>SCA 40: Asbestos Removal in Structures Supplemental SCA A: Construction-Related Air Pollution Controls for Dust and Equipment Emissions</p>	<p>LTS with SCAs</p>
<p>Impact Air-7: Once buildout of the Specific Plan is complete and all of the expected new development is fully occupied, new development pursuant to the Specific Plan will generate emissions of criteria pollutants (ROG, NOx PM10 and PM2.5) as a result of increased motor vehicle traffic and area source emissions. Traffic emissions combined with anticipated area source emissions would generate levels of criteria air pollutants that would exceed the City’s project-level thresholds of significance.</p>	<p>SCA 24: Parking and Traffic Management Plan</p>	<p>Significant and Unavoidable</p>
<p>Impact Air-8: The Specific Plan would not</p>	<p>none needed</p>	<p>LTS</p>

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exposure sensitive uses and would not generate emissions leading to significant concentrations of CO that would violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation.		
Impact Air-9: Development pursuant to the West Oakland Specific Plan would include new light industrial, custom manufacturing and other similar land uses, as well as the introduction of new diesel generators that could emit toxic emissions.	Supplemental SCA B: Exposure to Air Pollution (Toxic Air Contaminants) BAAQMD Regulation 2, Rule 5 Mitigation Measure AIR-9: Risk Reduction Plan. Applicants for projects that would include backup generators shall prepare and submit to the City, a Risk Reduction Plan for City review and approval. The applicant shall implement the approved plan. This Plan shall reduce cumulative localized cancer risks to the maximum feasible extent. The Risk Reduction Plan may contain, but is not limited to the following strategies: <ol style="list-style-type: none"> a. Demonstration using screening analysis or a health risk assessment that project sources, when combined with local cancer risks from cumulative sources with 1,000 feet would be less than 100 in one million. b. Installation of non-diesel fueled generators. c. Installation of diesel generators with an EPA-certified Tier 4 engine or Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy. 	Significant and Unavoidable
Air-10: Certain future development projects could result in new sensitive receptors exposed to existing levels of toxic air contaminants (TACs) or concentrations of PM2.5 that could result in increased cancer risk or other health hazards. CEQA requires the analysis of potential adverse effects of a project on the environment. Potential effects of the environment on a project are legally not required to be analyzed or mitigated under CEQA. However, this EIR nevertheless analyzes potential effects of the environment on the project (i.e. siting new receptors near existing TAC sources) in order to provide information to the public and decision-	Supplemental SCA B: Exposure to Air Pollution (Toxic Air Contaminants)	LTS with SCAs for DPM exposure Conservatively Significant and Unavoidable for gaseous TACs

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Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
makers.		
Cultural Resources		
<p>Impact CR-1: There are about a dozen Local Register properties within the Opportunity Areas. The Specific Plan does not propose demolition of any of these properties to allow for new development, and requires that any changes to these properties adhere to the Secretary of the Interior's Standards for the Treatment of Historic Properties. Implementation of the Specific Plan would not cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5.</p>	<p>SCA 57: Vibrations Adjacent to Historic Structures</p> <p>SCA 56: Compliance with Policy 3.7 of the Historic Preservation Element - Property Relocation Rather than Demolition (relocation in such a manner that the resource retains its eligibility for listing on the National Register would likely not be feasible for most of the Local Register properties located within the West Oakland Opportunity Areas given their size, design and materials, and the importance of their location and setting)</p> <p>No additional mitigation measures needed</p>	LTS
<p>Impact CR-2: Development in accordance with the Specific Plan could cause a substantial adverse change in the significance of an archaeological resource or destroy a unique paleontological resource or site or unique geologic feature.)</p>	<p>SCA E: Archaeological Resources – Sensitive Sites, SCA 52, Archaeological Resources, SCA 53, Human Remains, and SCA 54, Paleontological Resources</p>	LTS
Greenhouse Gas Emissions		
<p>Impact GHG-1: Development facilitated by the Specific Plan would allow for the construction and operation of land uses that would produce greenhouse gas emissions. The level of emissions is expected to exceed the project-level threshold of 1,100 annual tons of MTCO₂e, but would not exceed the project-level efficiency threshold of 4.6 MTCO₂e of annual emissions per service population nor would it exceed the Plan-level threshold of 6.6 MTCOC₂e annually per</p>	None needed	LTS

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West Oakland Specific Plan**

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service population. Development facilitated by the proposed Specific Plan would thus not be expected to generate greenhouse gas emissions at levels that would result, in the aggregate, in significant or cumulatively considerable GHG emissions.		
Impact GHG-2: The Specific Plan does not conflict with applicable plans, policies and regulations adopted for the purpose of reducing GHG emissions. The West Oakland Specific Plan would not be in conflict with current plans or policies the policies adopted for the purpose of reducing GHG emissions.	None needed - The Plan would not exceed the numeric thresholds at either the Plan or Project level. The West Oakland Specific Plan also includes several policy-based design features that would be effective in reducing GHG emissions on an area-wide basis. Future development pursuant to the West Oakland Specific Plan would comply with the applicable requirements of the City's recently approved Energy and Climate Action Plan (ECAP).	LTS
Impact GHG-3: New industrial and commercial growth facilitated by the Specific Plan could introduce new stationary sources of greenhouse gases. It is possible that on an individual basis, certain development project envisioned and enabled under the Specific Plan could exceed, on an individual and project-by-project basis, the project-level GHG threshold.	SCA Traf-1: Parking and Transportation Demand Management SCA Util-1: Waste Reduction and Recycling Several SCAs Regarding Landscape Requirements and Tree Replacement Several SCAs Regarding Stormwater Management SCA F: Greenhouse Gas (GHG) Reduction Plan	Until such projects are proposed and evaluated, the efficacy of any measures in reducing GHG emissions below relevant thresholds cannot be determined with certainty. Conservatively considered Significant and Unavoidable .
Impact GHG-4: Portions of West Oakland would be subject to flooding due to predicted sea level rise associated with global climate change. With increased flooding potential in the future, development in accordance with the Specific Plan could place people, structures and other improvements in these areas at an increased risk of injury or loss from flooding.	Safety measures built into the policies of the Safety Element of the General Plan SCAs related to construction within 100-year flood zones SCA 84: Regulatory Permits and Authorizations, which would require compliance with BCDC in addition to other applicable requirements of regulatory agencies. Bay Plan and Oakland's ECAP actions to participate in the preparation of a regional climate adaption strategy.	LTS

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Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
Hazards and Hazardous Materials		
<p>Impact Haz-1: The Planning Area contains numerous sites which are included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Continued occupancy and use or future development of these hazardous materials sites in accordance with the Specific Plan could create a significant hazard to the public or the environment.</p>	<p>Required implementation of the following City of Oakland Standard Conditions of Approval and required compliance with local, state and federal regulations for treatment, remediation or disposal of contaminated soil or groundwater</p> <p>SCA 61: Site Review by the Fire Services Division Fire Prevention Bureau Hazardous Materials Unit</p> <p>SCA 62: Phase I and/or Phase II Reports</p> <p>SCA 63: Lead-Based Paint/Coatings, Asbestos, or PCB Occurrence Assessment</p> <p>SCA 64: Environmental Site Assessment Reports Remediation</p> <p>SCA 65: Lead-Based Paint Remediation</p> <p>SCA 66: Other Materials Classified as Hazardous Waste</p> <p>SCA 67: Health and Safety Plan per Assessment</p> <p>SCA 68: Best Management Practices for Soil and Groundwater Hazards</p> <p>SCA 69: Radon or Vapor Intrusion from Soil or Groundwater Sources</p>	<p>LTS with SCAs</p>
<p>Impact Haz-2: Asbestos or lead based paint present within older structures in the Planning Area could be released into the environment during demolition or construction activities, which could result in soil contamination or pose a health risk to construction workers or future occupants.</p>	<p>SCA 41: Asbestos Removal in Structures</p> <p>SCA 63: Lead-Based Paint/Coatings, Asbestos, or PCB Occurrence Assessment</p> <p>SCA 65: Lead-Based Paint Remediation</p> <p>Plus required compliance with all other applicable federal, state and local laws, regulations, standards and oversight currently in place</p>	<p>LTS with SCAs</p>
<p>Impact Haz-3: Development allowed by the Specific Plan could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.</p>	<p>SCA 35: Best Management Practices</p> <p>SCA 67: Health and Safety Plan per Assessment</p> <p>SCA 68: Best Management Practices for Soil and Groundwater Contamination</p> <p>SCA 74: Hazardous Materials Business Plan</p> <p>As well as required compliance with all other applicable federal, state and local hazardous materials laws, regulations, standards and oversight currently in place</p>	<p>LTS with SCAs</p>

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Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
<p>Impact Haz-4: All schools within the Planning Area are located within ¼ mile of an existing permitted hazardous materials use or an identified environmental case. The Specific Plan could facilitate the addition of new businesses that emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of a school.</p>	<p>SCA 74: Hazardous Materials Business Plan As well as required compliance with all other applicable federal, state and local hazardous materials laws, regulations, standards and oversight currently in place</p>	<p>LTS with SCAs</p>
<p>Impact Haz-5: The Planning Area is not located within an airport land use plan area or within two miles of a public airport or public use airport, or near a private airstrip.</p>	<p>None needed</p>	<p>No Impact</p>
<p>Impact Haz-6: Many of the development Opportunity Sites under the proposed Specific Plan are located along these streets identified as Emergency Evacuation Routes, potentially interfering with an emergency response plan or emergency evacuation plan</p>	<p>SCA 33, Construction Traffic and Parking</p>	<p>LTS with SCAs</p>
<p>Impact Haz-7: The Planning Area is located in an urbanized part of Oakland, within a non-Very High Fire Hazard Severity Zone as mapped by the California Department of Forestry and Fire Protection, and well outside of the City's Fire Prevention and Assessment District boundary.</p>	<p>None needed</p>	<p>No Impact</p>
<p>Land Use</p>		
<p>Impact LU-1: The proposed West Oakland Specific Plan would not disrupt or divide the physical arrangement of the West Oakland community or any surrounding community, but rather would improve certain existing</p>	<p>None needed</p>	<p>LTS</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
West Oakland Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
conditions that currently divide the community.		
Impact LU-2: The West Oakland Specific Plan would not result in a fundamental conflict between adjacent or nearby land uses, but rather would result in a gradual improvement in compatibility between residential and other types of land uses.	None needed	LTS
Impact LU-3: The Specific Plan would not fundamentally conflict with any applicable land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect and result in a physical change in the environment.	None needed	LTS
Impact LU-4: There is no Habitat Conservation Plan, Natural Community Conservation Plan, or other adopted habitat conservation plan applicable to the Planning Area. The Specific Plan would not conflict with any applicable habitat conservation plan or natural community conservation plan.	None needed	No Impact
Noise		
Impact Noise-1: Construction activities related to the Specific Plan, including pile drilling and other extreme noise generating construction activities would temporarily increase noise levels in the vicinity of individual project sites.	SCA 28: Days/Hours of Construction Operation SCA 29: Noise Control SCA 30: Noise Complaint Procedures, and SCA 39: Pile Driving and Other Extreme Noise Generators	LTS with SCAs
Impact Noise-2: Ongoing operational noise generated by stationary sources could generate noise in violation of the City of Oakland Noise Ordinance regarding	SCA 32: Operational Noise – General (Ongoing) Section 17.120 of the Oakland Planning Code Section 8.18 of the Oakland Municipal Code.	LTS with SCAs

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
West Oakland Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
operational noise.		
Impact Noise-3: New development pursuant to the Specific Plan would not generate traffic noise resulting in a 5 dBA permanent increase in ambient noise levels in the project vicinity above levels existing without the Plan.	None needed	LTS
Impact Noise-4: Construction activities could generate excessive ground-borne vibration during the construction period.	SCA 38: Vibration SCA 57: Vibrations Adjacent to Historic Structures SCA 28: Days/Hours of Construction Operation SCA 29: Noise Control SCA 30: Noise Complaint Procedures, and SCA 39: Pile Driving and Other Extreme Noise Generators	LTS with SCAs
Impact Noise-5: Development in accordance with the Specific Plan may generate operational ground-borne vibration at levels that would be perceptible beyond the property boundary, which would violate City of Oakland standards for operational vibration.	Compliance with Section 17.120.060 of the Oakland Planning Code	LTS with SCAs
Noise-6: The Planning Area is located more than two miles outside of the Oakland International Airport 65 dBA Ldn/CNEL noise contour, which the Federal Aviation Administration regards as a significance threshold for noise-sensitive land uses. Therefore, the impacts of the Specific Plan related to airport noise would be less than significant.	None needed	LTS
Noise-7: The occupants of new residential and other noise-sensitive development facilitated by the Specific Plan could be exposed to community noise in conflict with the Land	SCA 31: Interior Noise SCA 38: Vibration	LTS

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
West Oakland Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
<p>Use Compatibility Guidelines of the Oakland General Plan, and to interior noise exceeding California Noise Insulation Standards. Potential effects of the environment on a project are legally not required to be analyzed or mitigated under CEQA. However, this EIR nevertheless analyzes potential effects of the environment on the project (i.e. siting new receptors near existing noise sources) in order to provide information to the public and decision-makers.</p>		
Population and Housing		
<p>Impact PHE-1: The Specific Plan build-out projections are consistent with ABAG projections of household and employment growth. Potential induced growth, if any, outside the Opportunity Areas due to infrastructure improvements, enhanced development potential on adjacent land, or increased economic activity, would occur as already contemplated in and consistent with adopted plans and the environmental documents prepared for those plans. Therefore, the growth facilitated or induced by the Specific Plan would not represent growth for which adequate planning has not occurred, and the growth inducement impacts of the Specific Plan would be less than significant.</p>	None needed	LTS
<p>Impact PHE-2: The potential loss of a small number of housing units and associated displacement of people as a result of development facilitated by the Specific Plan would be offset by the large number of new units proposed by the Specific Plan, by new</p>	None needed	LTS

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
West Oakland Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
units proposed by the 2007-2014 Housing Element, and by existing housing in Oakland. The environmental impacts of proposed new housing are analyzed in this EIR and in the 2007-2014 Housing Element EIR.		
Public Services and Recreation		
Impact PSR-1: Development under the Specific Plan would result in an increase in OFD service calls and a commensurate incremental need for additional staffing, equipment and facilities to maintain the City's response time goals and staffing ratios.	SCA 4, Conformance with other Requirements, requires building plans for development projects to be submitted to the OFD for review and approval. SCA 61, Site Review by the Fire Services Division, SCA 71, Fire Safety Phasing Plan, SCA 73, Fire Safety	LTS with SCAs
Impact PSR-2: Development under the Specific Plan would result in an increase in OPD service calls and a commensurate incremental need for additional staffing, equipment and facilities to maintain the City's response time goals and staffing ratios.	The Specific Plan may reduce crime by incorporating crime prevention through environmental design (CEPTD) principles and up-to-date security features and technology in new development.	LTS
Impact PSR-3: Development in accordance with the Specific Plan would generate additional students attending the Oakland Unified School District (OUSD) incrementally through 2035 or longer. Therefore, the impact of the Specific Plan related to schools would be less than significant. (LTS)	The OUSD collects school impact fees from residential and non-residential development. Under California Government Code Sections 65995, 65996(a) and 65996(b), payment of these fees is deemed to be full and complete mitigation.	LTS with SCAs
Impact PSR-4: Development under the Specific Plan would generate a need for additional parkland, adding to the existing deficiency of parkland acreage, and would increase the use of existing parks and recreational facilities. No new public parks or recreational facilities are proposed as part of the Specific Plan. The increased demand	None needed Parks and recreational facilities may be required as part of new development projects. On-site useable open space or recreational facilities in new residential developments may offset some of the park need. Parkland, recreational facilities and recreational trail links are proposed within and adjacent to the Planning Area as part of the planned Gateway Park.	LTS

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
West Oakland Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
<p>would occur incrementally over the 25-year timeframe of the Specific Plan. The Specific Plan would not be expected to increase the use of existing parks and recreational facilities such that substantial physical deterioration of such facilities may occur or be accelerated.</p>		
Traffic		
Existing Plus Project		
<p>Impact Trans-1: The addition of traffic generated by the full development of the Specific Plan would cause PM peak hour southbound left turn 95th percentile queue length at the signalized intersection of Hollis and 40th Street (#1) located in Emeryville to exceed the available queue storage.</p>	<p>Mitigation Measure Trans-1: Implement the following measure at Hollis and 40th Street (#1):</p> <ul style="list-style-type: none"> a) Extend the southbound left turn lane queue storage to 175 feet. <p>To implement this measure, the City shall work with the City of Emeryville to determine the feasibility of the mitigation measure and enter into an agreement to fund the necessary improvement to alleviate the queue storage issue at this location. Individual project applicants shall fund the cost of preparing and implementing the above measures.</p>	<p>Because this intersection is within the City of Emeryville’s jurisdiction, the timing and implementation of the improvements are not under the City of Oakland’s control. Therefore, the improvement cannot be assured to be completed.</p> <p>Significant and Unavoidable</p>
<p>Impact Trans-2: The addition of traffic generated by the full development of the Specific Plan would cause PM peak hour traffic operations at the signalized intersection of San Pablo Avenue and 40th Street (#2) located in Emeryville to degrade from LOS D to LOS E under Existing plus Project conditions. Additionally, the eastbound left and northbound left turn 95th percentile queue length would exceed the available queue storage in the AM peak hour.</p>	<p>Mitigation Measure Trans-2: Implement the following measure at San Pablo Avenue and 40th Street intersection (#2):</p> <ul style="list-style-type: none"> a) Add an additional eastbound left turn lane b) Optimize signal timing parameters (i.e., adjust the allocation of green time for each intersection approach) <p>To implement this measure, the City shall work with the City of Emeryville to determine the feasibility of the mitigation measure and enter into an agreement to determine a fair-share portion of fund the necessary improvements to alleviate congestion at this location. Individual project applicants shall fund the cost of implementing the above measures.</p>	<p>Because this intersection is within the City of Emeryville’s jurisdiction, the timing and implementation of the improvements are not under the City of Oakland’s control. Therefore, the improvement cannot be assured to be completed.</p> <p>Significant and</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
West Oakland Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
		Unavoidable
<p>Year 2035 Cumulative Intersection Impacts</p> <p>Impact Trans-3: The addition of traffic generated by the full development of the Specific Plan would contribute to LOS F operations at the signalized intersection of Hollis Street and 40th Street (#1) located in Emeryville and would increase the average delay by more than four seconds.</p>	<p>Mitigation Measure Trans-3: Implement the following measure at Hollis Street and 40th Street intersection (#1):</p> <ul style="list-style-type: none"> a) Increase the actuated cycle length. b) Extend the westbound left turn queue storage to 425 feet c) Extend the southbound queue storage to 175 feet <p>To implement this measure, the City shall work with the City of Emeryville to determine the feasibility of the mitigation measure and enter into an agreement to fund the necessary improvement to alleviate congestion at this location. The funding would be collected from the developers of properties in the West Oakland Specific Plan area and would be used to implement mitigation measures to improve intersection operations</p>	<p>Because this intersection is within the City of Emeryville’s jurisdiction, the timing and implementation of the improvements are not under the City of Oakland’s control. Therefore, the improvement cannot be assured to be completed.</p> <p>Significant and Unavoidable</p>
<p>Impact Trans-4: The addition of traffic generated by the full development of the Specific Plan would contribute to an increase in the eastbound left turn 95th percentile queue in the both peak hours that would exceed the available queue storage at the signalized intersection of San Pablo Avenue and 40th Street (#2) located in Emeryville.</p>	<p>Mitigation Measure Trans-3: Implement the following measure at San Pablo Avenue and 40th Street intersection (#2):</p> <ul style="list-style-type: none"> a) Optimize signal timing parameters (i.e., adjust the allocation of green time for each intersection approach) <p>Mitigation is projected to be required by the completion of the project. To implement this measure, the City shall work with the City of Emeryville to determine the feasibility of the mitigation measure and enter into an agreement to fund the necessary improvement to alleviate congestion at this location. The funding would be collected from the developers of properties in the West Oakland Specific Plan area and would be used to implement mitigation measures to improve intersection operations</p>	<p>Because this intersection is within the City of Emeryville’s jurisdiction, the timing and implementation of the improvements are not under the City of Oakland’s control. Therefore, the improvement cannot be assured to be completed.</p> <p>Significant and Unavoidable</p>
<p>Impact Trans-5: The addition of traffic generated by the full development of the Specific Plan would degrade AM peak hour operation from LOS D to LOS F in the A peak hour, and from LOS E to LOS F in the PM peak hour at the signalized intersection of</p>	<p>None feasible</p> <p>The following improvements would be needed to improve the operation at West Grand Avenue at Mandela Parkway to LOS C in the AM peak hour and LOS D in the PM peak hour, but are in conflict with the City’s plans and policies for roadways in the area::</p> <ul style="list-style-type: none"> b) Retain three existing westbound through lanes by terminating the proposed road diet 	<p>These improvements would encroach into Memorial Park and medians. Furthermore, the provision of four westbound lanes would</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
West Oakland Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
<p>West Grand Avenue at Mandela Parkway (#7) located outside the Downtown Area, and would increase the volume-to-capacity ratio beyond the threshold of significance.</p>	<p>before the intersection and add an exclusive right-turn channelization</p> <ul style="list-style-type: none"> c) Add an additional eastbound left-turn lane to provide two left-turn and two through lanes d) Modify the traffic signal timing 	<p>preclude planned installation of bicycle facility on West Grand Avenue, which is a City Council priority (Resolution 84197, Nov 2012). Therefore, these additional improvements are not recommended.</p> <p>Significant and Unavoidable</p>
<p>Impact Trans-6: The addition of traffic generated by the full development of the Specific Plan would degrade the PM peak hour operations from LOS E to LOS F at the signalized intersection of Broadway and West Grand Avenue (#13) located within the Downtown Area.</p>	<p>Mitigation Measure Trans-6: Implement the following measure at Broadway and West Grand Avenue (#13):</p> <ul style="list-style-type: none"> a) Modify the traffic signal to provide protected/permitted signal phasing for the northbound left-turn movement <p>To implement this measure, individual project applicants shall submit Plans, Specifications, and Estimates (PS&E) to modify the intersection to the City of Oakland for review and approval. All elements shall be designed to City standards in effect at the time of construction and all new or upgraded signals shall include these enhancements. All other facilities supporting vehicle travel and alternative modes through the intersection shall be brought up to both City standards and ADA standards (according to Federal and State Access Board guidelines) at the time of construction.</p> <p>Individual project applicants shall fund the cost of preparing and implementing the above measures. However, if the City adopts a transportation fee program prior to implementation of this mitigation measure, the individual project applicants shall have the option to pay the applicable fee in lieu of implementing this mitigation measure and payment of the fee shall mitigate this impact to less than significant.</p>	<p>LTS with MM</p>
<p>Impact Trans-7: The addition of traffic generated by the full development of the Specific Plan would degrade PM peak hour operation from LOS B to LOS E at the intersection of Adeline Street and 18th Street (#15) located outside the Downtown Area.</p>	<p>Mitigation Measure Trans 7: Implement the following measures at the Adeline Street and 18th Street (#15) intersection:</p> <ul style="list-style-type: none"> a) Retain the existing traffic signal control at the intersection and upgrade it to an actuated signal rather than converting to a single-lane roundabout as proposed as a part of the project <p>To implement this measure, the individual project applicants shall submit Plans, Specifications, and Estimates (PS&E) to modify the intersection to the City of Oakland for review and approval.</p>	<p>LTS with MM</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
West Oakland Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
	<p>All elements shall be designed to City standards in effect at the time of construction and all new or upgraded signals shall include these enhancements. All other facilities supporting vehicle travel and alternative modes through the intersection shall be brought up to both City standards and ADA standards (according to Federal and State Access Board guidelines) at the time of construction.</p> <p>Individual project applicants shall fund the cost of preparing and implementing the above measures. However, if the City adopts a transportation fee program prior to implementation of this mitigation measure, individual project applicants shall have the option to pay the applicable fee in lieu of implementing this mitigation measure and payment of the fee shall mitigate this impact to less than significant.</p>	
<p>Impact Trans-8: The addition of traffic generated by the full development of the Specific Plan would degrade the PM peak hour operation from LOS D to LOS F at the signalized intersection of Adeline Street and 5th Street (#24) located outside the Downtown Area.</p>	<p>Mitigation Measure Trans-8: Implement the following measure at Adeline Street and 5th Street (#24):</p> <p>a) Modify the traffic signal to remove split phasing and provide protected permitted left turn phasing for the northbound and southbound left-turn movements</p> <p>To implement this measure, individual project applicants shall submit Plans, Specifications, and Estimates (PS&E) to modify the intersection to the City of Oakland for review and approval. All elements shall be designed to City standards in effect at the time of construction and all new or upgraded signals shall include these enhancements. All other facilities supporting vehicle travel and alternative modes through the intersection shall be brought up to both City standards and ADA standards (according to Federal and State Access Board guidelines) at the time of construction.</p> <p>Individual project applicants shall fund the cost of preparing and implementing the above measures. However, if the City adopts a transportation fee program prior to implementation of this mitigation measure, individual project applicants shall have the option to pay the applicable fee in lieu of implementing this mitigation measure and payment of the fee shall mitigate this impact to less than significant.</p>	LTS with MM
<p>Impact Trans-9: For a roadway segment of the Congestion Management Program (CMP) Network, the Specific Plan would not cause (a) the LOS to degrade from LOS E or better to LOS F or (b) the V/C ratio to increase 0.03 or more for a roadway segment that would operate at LOS F without the Project.</p>	None needed	LTS
<p>Impact Trans-10: The Specific Plan would</p>	None needed	LTS

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
West Oakland Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
increase travel times for AC Transit buses along West Grand Avenue, but the travel time increase would be offset by support of the transit systems and safety and convenience of pedestrian, bicycle and transit users.		
Impact Trans-11: The Specific Plan would not directly or indirectly cause or expose roadway users (e.g., motorists, pedestrians, bus riders, bicyclists) to a permanent and substantial transportation hazard due to a new or existing physical design feature or incompatible uses.	None needed	LTS
Impact Trans-12: The Specific Plan would not directly or indirectly result in a permanent substantial decrease in pedestrian safety	None needed	LTS
Impact Trans-13: The proposed Project would not directly or indirectly result in a permanent substantial decrease in bus rider safety	None needed	LTS
Impact Trans-14: The proposed Project would not directly or indirectly result in a permanent substantial decrease in bicyclist safety	none needed	LTS
Impact Trans-15: The proposed Project would not fundamentally conflict with adopted City policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities adopted for the purpose of avoiding or mitigating an environmental effect and actually result in a physical change in the environment.	none needed	LTS
Impact Trans-16: The proposed Project would result in a substantial, though temporary adverse effect on the circulation system during construction of the Project.	SCA Trans-2: Construction Traffic and Parking	LTS

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
West Oakland Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
<p>Trans-17: With the increase in travel demand associated with the Project and the high load factors on several existing bus routes, AC Transit bus service could be delayed, and enhancements might be required.</p>	None identified	non-CEQA Impact, LTS
<p>The Project would cause an increase in the 95th percentile queue length of 25 feet or more under Existing plus Project conditions, and the queue would exceed the available storage length at the following intersections:</p> <ul style="list-style-type: none"> • San Pablo Avenue & 40th Street (#2) • I-980 off-ramps & 27th Street #3(• I-980 on-ramp & 27th Street (#4) • Market Street & West Grand Avenue (#9) • San Pablo Avenue & West Grand Avenue (#10) • Martin Luther King Jr. Way & West Grand Avenue (#11) • Northgate Avenue & West Grand Avenue (#12) • Broadway & West Grand Avenue (#13) • Frontage Road & 7th Street (#19) • Market Street & 7th Street (#22) • Adeline & 5th (#24) 	None identified	Non-CEQA Impact, LTS
Utilities and Service Systems		
<p>Impact Util-1: Future development in accordance with the Specific Plan would consist of redevelopment of previously developed properties so there would be limited change in impervious surface area and stormwater runoff. Development facilitated by</p>	<p>SCA 75: Stormwater Pollution Prevention Plan SCA 80: Post-construction Stormwater Pollution Prevention Plan SCA 91: Stormwater and Sewer Recommendation Util-1a: As the area improves, underground storm drain lines should be added to several of the Opportunity Areas' street sections where such lines do not exist.</p>	LTS with SCAs

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
West Oakland Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
the Specific Plan would not result in an increase in stormwater runoff	Additional storm drainage structures, including conduit, would be a way to address both ponding and adequate conveyance of storm runoff.	
Impact Util-2: The WSA prepared by EBMUD for the Specific Plan concluded that EBMUD has sufficient water supplies to meet current water demand and future water demand through 2035, including the increased water demand associated with the Specific Plan, during normal, single dry, and multiple dry years. Construction of needed water system improvements would typically occur within existing public rights-of-way and construction period traffic, noise, air quality, water quality and other potential impacts would be mitigated through the City’s standard construction mitigation practices.	None needed Recommendation Util-2a: Because many of the parcels within West Oakland’s industrial areas are very large, there are several streets that have no public water main. For projects that create a new parcel which fronts a street that does not have a water main, a new public water main constructed at the developer’s expense will likely be required. Recommendation Util-2b: EBMUD block maps indicate that many of the lines in the area are cast iron and were installed in the 30’s. These pipes have likely experienced significant corrosion and should be replaced. Recommendation Util-2c: Service to new development would likely require reassessment and upsizing of conduits, especially if the pipe length is greater than 1,000 feet to the nearest transmission line.	LTS
Impact Util-3: With the City’s sub-basin allocation system, construction of needed sewer system improvements pursuant to SCA 91, Stormwater and Sewer, payment of improvement and hook-up fees, the wastewater collection and treatment system would have adequate capacity to serve future development in accordance with the Specific Plan.	SCA 91: Stormwater and Sewer Recommendation Util-3a: Underground utility improvements should be installed prior to final streetscape improvements to prevent damage and the need for patching such improvements during trenching operations. Recommendation Util-3b: Properties to be redeveloped and/or reused should abandon existing sewer laterals and install new laterals, and verify that there are no cross-connections from the downspouts to the sewer lateral. This would result in much lower I/I flow into the main sewer lines.	LTS with SCAs
Impact Util-4: The Altamont Landfill and Vasco Road Landfill have sufficient permitted capacity to accommodate the solid waste disposal needs of future development under the Specific Plan. The Specific Plan would not violate applicable federal, state, and local statutes and regulations related to solid waste.	SCA 36: Waste Reduction and Recycling	LTS with SCAs
Impact Util-5: Pacific Gas & Electric Company (PG&E) has indicated that there is ample	None needed	LTS

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
West Oakland Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
capacity to handle projected demand with its current system. Therefore, development under the Specific Plan would not cause a violation of regulations relating to energy standards nor result in a determination by PG&E that it does not have adequate capacity to serve the project, or result in construction or expansion of energy facilities, construction of which could cause significant environmental effects.		
Other Less than Significant Effects		
Impact Ag-1: Future development pursuant to or consistent with the Specific Plan would not 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.	None needed	No Impact
Impact Ag -2: Future development pursuant to or consistent with the Specific Plan would not conflict with existing zoning for agricultural use, or with a Williamson Act contract.	None needed	No Impact
Impact Ag-3: Future development pursuant to or consistent with the Specific Plan would not conflict with existing zoning for, or cause rezoning of forest land, and would not result in the loss of forest land or conversion of forest land to non-forest use or timberland zoned Timberland Production.	None needed	No Impact
Impact Ag-4: The Specific Plan would not involve any changes in the existing environment which, due to their location or	None needed	No Impact

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
West Oakland Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use.		
Impact Bio-1: Future development pursuant to the Specific Plan would not have a substantial direct adverse effect 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. However, tree removal, building demolition, and other construction activities can cause disturbance, noise, or loss of habitat for resident or migratory birds and mammals, including special-status species potentially occurring within the Planning Area.	SCA 44, Tree Removal During Breeding Season, and SCA D, Bird Collision Reduction	LTS with SCAs
Impact Bio-2: Future development pursuant to the Specific Plan would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service.	None needed	LTS
Impact Bio-3: Future development pursuant to or consistent with the Specific Plan would not 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.	None needed	No Impact
Impact Bio-4: Future demolition and	SCA 44, Tree Removal During Breeding Season	LTS with SCAs

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
West Oakland Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
<p>construction activities associated with development pursuant to the Specific Plan would not substantially interfere 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, but could temporarily reduce nesting opportunities for resident and migratory bird species that are protected by the federal Migratory Bird Treaty Act or California Fish and Game Code Sections 3503, 3503.5, and 3800, could also eliminate bat roosts and, if construction were to occur during the maternal roosting season, young bats incapable of flight could be destroyed.</p>	<p>The Migratory Bird Treaty Act California Fish and Game Code Sections 3503, 3503.5, and 3800</p>	
<p>Impact Bio-5: Future development pursuant to or consistent with the Specific Plan may require the removal of trees that are protected by the City of Oakland Tree Protection Ordinance.</p>	<p>SCA 45, Tree Removal Permit SCA 46, Tree Replacement Plantings, and SCA 47, Tree Protection During Construction</p>	LTS with SCAs
<p>Impact Bio-6: Future development pursuant to or consistent with the Specific Plan would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan</p>	None needed	LTS
<p>Impact Geo-1: There are no Alquist-Priolo Earthquake Fault Zones and no known earthquake fault traces within the Planning Area. Future development in accordance with the Specific Plan would not expose people or structures to substantial adverse effects, including the risk of loss, injury or death, as a</p>	None needed	LTS

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
West Oakland Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
result of the surface rupture of a known earthquake fault.		
Impact Geo-2: Future development pursuant to the Specific Plan could expose people or structures to substantial adverse effects, including the risk of loss, injury or death, due to strong seismic ground shaking and seismic-related ground failure, including liquefaction.	SCA 60, Geotechnical Report	LTS with SCAs
Impact Geo-3: Future development in accordance with the Specific Plan would not expose people or structures to substantial adverse effects, including the risk of loss, injury or death, as a result of landslides.	None needed	LTS
Impact Geo-4: Grading and excavations associated with future development pursuant to or consistent with the Specific Plan could result in the loss of topsoil through erosion.	SCA 34: Erosion and Sedimentation Control SCA 55: Erosion and Sedimentation Control Plan SCA 75/76: Erosion, Sedimentation, and Debris Control Measures	LTS with SCAs
Impact Geo-5: Portions of the Planning Area are underlain by unstable geologic conditions and soils, and potentially wells, pits, tank vaults or unmarked sewer lines, creating substantial risks to life or property. Future development pursuant to or consistent with the Specific Plan could expose people or structures to substantial adverse effects.	SCA 58, Soils Report, and SCA 60, Geotechnical Report	LTS with SCAs
Impact Geo-6: All properties within the Planning Area are connected to the City of Oakland sanitary sewer system. The Specific Plan would have no impact related to the capacity of local soils to adequately supporting the use of septic tanks or alternative wastewater disposal systems.	None needed	No Impact

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
West Oakland Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
<p>Impact Hydro-1: Future development in accordance with the Specific Plan would not be subject to waste discharge requirements and would not violate any water quality standards or waste discharge requirements.</p>	<p>Required compliance with applicable NPDES permits, which also serve as Waste Discharge Requirements (WDRs), including:</p> <ul style="list-style-type: none"> • the Municipal NPDES permit for stormwater discharges (Alameda Countywide NPDES Municipal Stormwater Permit Water Quality Order No.R2-2003-0021, NPDES No. CAS0029831); • the Construction General Permit for construction activities associated with land disturbance of more than one acre (WDRs) for Discharges of Storm Water Associated with Construction Activity Water Quality (Order No.99-08-DWQ, NPDES No. CAS000002); • individual NPDES permits/WDRs for discharges that do not fall under the above categories; • discharges from the municipal wastewater treatment facilities (e.g., Waste Discharge Requirements for the East Bay Municipal Utility District, Special District No. 1 Wet Weather Facilities (Alameda and Contra Costa Counties Water Quality Order No.R2-2009-0004, NPDES NO. CA0038440); US HUD/Oakland City of Housing Authority NPDES No. CA0038512); • as well as Industrial General Permits. 	LTS with SCAs
<p>Impact Hydro-2: Future redevelopment of existing developed properties and future development of vacant properties in West Oakland pursuant to or consistent with the Specific Plan would not 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 proposed uses for which permits have been granted.</p>	None needed	LTS
<p>Impact Hydro-3: Grading and excavations associated with future development pursuant to or consistent with the Specific Plan could</p>	SCA 75: Stormwater Pollution Prevention Plan	LTS with SCAs

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<p>expose underlying soils to erosion or siltation, leading to downstream sedimentation in stormwater runoff. However, with required implementation of City of Oakland Standard Conditions of Approval, impacts related to siltation would be reduced to less than significant levels.</p>		
<p>Impact Hydro-4: Operational activities such as increased vehicular use, landscaping maintenance and industrial operations could potentially introduce pollutants into stormwater runoff, resulting in degradation of downstream water quality. New development pursuant to the Specific Plan could create or contribute substantial runoff which would exceed the capacity of existing or planned stormwater drainage systems, create or contribute substantial runoff which would be an additional source of polluted runoff, or otherwise substantially degrade water quality.</p>	<p>SCA 80: Post-Construction Stormwater Management Plan SCA 81: Maintenance Agreement for Stormwater Treatment Measures</p>	<p>LTS with SCAs</p>
<p>Impact Hydro-5: The Specific Plan does not propose any changes to the existing drainage pattern within the Planning Area. All drainage and stormwater runoff is conveyed via underground pipes and conduits to pumping plants, which discharge runoff into the Bay. There are no surface water features or open drainage systems which would be altered, or where an increase in captured runoff may adversely affect the capacity of such features.</p>	<p>None needed</p>	<p>LTS</p>
<p>Impact Hydro-6: No portion of the Planning Area is located within a 100-year or 500-year flood hazard area, as mapped on the National Flood Insurance Program Flood Insurance Rate Maps. Development in accordance with the</p>	<p>None needed</p>	<p>LTS</p>

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Specific Plan would not place housing within a 100-year flood hazard area.		
Impact Hydro-7: The portion of the Planning Area north of I-580 is located within the Temescal Lake dam failure inundation area and could be subject to flooding in the event of a catastrophic failure of the dam. The Specific Plan does not propose any land use changes or improvements to the area north of I-580, and would not affect established emergency procedures for the evacuation and control of populated areas below Temescal Lake dam. Therefore, the Specific Plan would not expose people or structures to a substantial risk of loss, injury or death involving flooding due to dam failure inundation.	None needed	LTS
Impact Hydro-8: The Planning Area is not subject to risk from a seiche or landslides. However, the western portion of the Specific Plan, generally west of Mandela Parkway, is subject to tsunami inundation. The Alaska Tsunami Warning Center, State Warning System and OES emergency alert system, including the outdoor warning sirens in West Oakland, would provide early notification of an advancing tsunami allowing evacuation of people, although there could be property damage due to inundation.	None needed	LTS
Impact Min-1: Future development pursuant to or consistent with the Specific Plan would not 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.	None needed	No Impact

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West Oakland Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
<p>Impact Min-2: Future development pursuant to or consistent with the Specific Plan would not 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.</p>	<p>None needed</p>	<p>No Impact</p>