City of Oakland
File No. ER05-104, GP05-450

INITIAL STUDY AND ENVIRONMENTAL CHECKLIST FORM

California Environmental Quality Act (CEQA)

1. Project Title: Oakland Bicycle Master Plan Update

2. Lead Agency Name and Address: City of Oakland
Community and Economic Development Agency
Planning and Zoning Division
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, CA 94612

3. Contact Person and Phone Number: Jason Patton
Telephone: (510) 238-7049
E-Mail: jpatton@oaklandnet.com

4. Project Location: Oakland, California. The city of Oakland is located on the eastern shore of the San Francisco Bay. The city encompasses 56 square miles of land and 24 square miles of water and is defined by the bay and Oakland Estuary on the southwest, the crest of the Berkley-Oakland Hills of the northeast, and other urban areas on the north and south. Oakland is approximately 15 miles east of San Francisco and 90 miles southwest of Sacramento.

5. Project Sponsor's Name and Address: City of Oakland
Community and Economic Development Agency
Planning and Zoning Division
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, CA 94612

6. General Plan Designation: Citywide (varies)

7. Zoning: Citywide (varies)

8. Description of Project:

The City of Oakland is updating its 1999 Bicycle Master Plan (BMP) to comply with the requirements of the State of California's Bicycle Transportation Account. The resulting BMP will continue to ensure Oakland's eligibility for funding for bicycle facilities and programs from the State's Bicycle Transportation Account and other bicycle grant programs. The BMP serves as the

official policy document addressing the development of facilities and programs to enhance the role of bicycling as a viable and appropriate transportation choice in Oakland. Through a General Plan amendment, the updated BMP will be adopted as part of the Land Use and Transportation Element (LUTE) of the Oakland General Plan. The project would implement General Plan LUTE Policy T4.4 which recommends the preparation, adoption, and implementation of a Bicycle Master Plan.

This Initial Study addresses the potential environmental impacts of the Bicycle Master Plan and identifies potentially significant impacts that would need to be analyzed further through preparation of an Environmental Impact Report (EIR). The City has prepared a Preliminary Proposed Bikeway Network (see Figures 1-3 and Tables 1-3) that identifies potential future bike projects that could improve bicycle transportation in the city of Oakland. The Preliminary Proposed Bikeway Network is the basis of the Bicycle Master Plan update and the project addressed by this Initial Study.

9. Surrounding Land Uses and Setting.

The project applies citywide and would therefore involve various land uses and settings (downtown, residential neighborhoods, commercial areas, parks and open spaces, etc.).

10. Other public agencies whose approval may be required.

- *California Department of Transportation (Caltrans)* - Segments of the Preliminary Proposed Bikeway Network are located along the following streets that are also state highways: Doolittle Dr (State Route 61), International Blvd (State Route 185), San Pablo Ave (State Route 123), and Tunnel Rd (State Route 13).

- *East Bay Regional Parks District (EBRPD)* - Segments of the Preliminary Proposed Bikeway Network are located within Martin Luther King Jr. Shoreline Park and Temescal Regional Recreation Area.

- *San Francisco Bay Conservation and Development Commission (BCDC)* - – Portions of the Preliminary Proposed Bikeway Network are within 100 feet of the "shoreline band" that surrounds San Francisco Bay (along the Oakland Estuary) in which BCDC has review and permit authority.

- *Port of Oakland* – Portions of the Preliminary Proposed Bikeway Network are within the jurisdiction of the Port of Oakland. The Port of Oakland is subject to the City of Oakland's General Plan.

11. Actions for Which This Initial Study May Be Applied Without Limitation:

- Adoption of the Bicycle Master Plan Update

- Amendment to the Land Use and Transportation Element of the General Plan

- Amendment to the Planning Code to adopt a Bicycle Parking Ordinance

- Provide CEQA clearance for implementation of the Proposed Bikeway Network, *except* for the proposed Bicycle Paths (Class 1) and the Telegraph Ave Bicycle Lanes (Class 2) (which are the subject of separate environmental evaluations).

Environmental Factors Potentially Affected

The environmental factors checked below may – conservatively – be affected by this project and will be studied in further detail in the EIR.

☐ Aesthetics	☐ Agriculture Resources	☒ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology / Soils
☐ Hazards & Hazardous Materials	☐ Hydrology / Water Quality	☐ Land Use / Planning
☐ Mineral Resources	☐ Noise	☐ Population / Housing
☐ Public Services	☐ Recreation	☒ Transportation / Traffic
☐ Utilities / Service Systems	☒ Mandatory Findings of Significance	

DETERMINATION: (To be completed by Lead Agency)
On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☒ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment in the areas of transportation/traffic and air quality. A focused EIR will be prepared to further study these impacts.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

8/31/05
Date

CLAUDIA CAPPIO
Director of Planning and Zoning

PROJECT DESCRIPTION

Introduction

The Bicycle Master Plan serves as the official policy document addressing the development of facilities and programs to enhance the role of bicycling as a viable and appropriate transportation choice in the city of Oakland.

Project Location

The city of Oakland, California is located on the eastern shore of San Francisco Bay in northwestern Alameda County. It covers an area of approximately 56 square miles with an average elevation of 42 feet. The city is bounded by the cities of Emeryville and Berkeley to the north/northwest, unincorporated Contra Costa and Alameda counties to the east/northeast, the city of San Leandro to the south, the Oakland Estuary to the south/southwest, and San Francisco Bay to the west. The island city of Alameda is located across the estuary while the city of Piedmont is an enclave encompassed by the city of Oakland, generally north of Lake Merritt. With a population of approximately 410,000 people, Oakland is the eighth most-populous city in the state. It is also the largest city in Alameda County, in terms of both area and population, and is also the county seat.

The city's major natural features are San Francisco Bay, the Oakland Estuary, Lake Merritt, and the hills along the city's northeastern boundary. Downtown is a few blocks inland from the estuary and immediately west of Lake Merritt. Most residential districts are to the north, east, and southeast of downtown, and industrial areas are to the west and southeast, along I-880. Notable large-scale land uses include the chain of open spaces in the hills, Oakland International Airport, and the seaport (one of the country's largest and busiest). The airport and seaport, combined with several interstate highways and passenger and freight rail lines that pass through the city, make Oakland the transportation hub of Northern California.

Existing Conditions

There are existing bicycle facilities on various roadways throughout the city (see **Figure 1**). Bicycle facilities include Bicycle Paths (Class 1), Bicycle Lanes (Class 2), and Bicycle Routes (Class 3), collectively referred to as Bikeways. Bicycle Paths are paved trails that are separated from roadways. Bicycle Lanes are lanes on roadways designated for bicycle use by striping, pavement legends, and signs. Bicycle Routes are roadways that are designated for bicycle use with signs.

Since 1996, the City of Oakland Public Works Agency has installed approximately 50 miles of Bikeways, including Bicycle Lanes on 73rd Ave, Bancroft Ave, Embarcadero, Grand Ave, MacArthur Blvd, Market St, and Telegraph Ave. Examples of Bicycle Routes include Webster/Shafter and Skyline Blvd. Bicycle Paths include the Shephard Canyon Path and completed sections of the San Francisco Bay Trail. The City's bicycle facilities include those within the jurisdiction of the Port of Oakland. The City's facilities also link to bicycle facilities within the jurisdiction of the East Bay Regional Park District, namely Martin Luther King, Jr. Regional Shoreline and Temescal Regional Recreation Area.

Proposed Project

The City of Oakland is updating its 1999 Bicycle Master Plan (BMP) to comply with the requirements of the State of California's Bicycle Transportation Account. The resulting BMP will continue to ensure Oakland's eligibility for funding for bicycle facilities and programs from the State's Bicycle Transportation Account and other bicycle grant programs. The BMP serves as the official policy document addressing the development of facilities and programs to enhance the role of bicycling as a viable and appropriate transportation choice in Oakland. The updated plan will include a Proposed Bikeway Network based upon analysis and revisions to the network included in the 1999 plan. Through a General Plan amendment, the updated BMP will be adopted as part of the Land Use and Transportation Element (LUTE) of the Oakland General Plan. The project would implement General Plan LUTE Policy T4.4 which recommends the preparation, adoption, and implementation of a Bicycle Master Plan.

Starting from the Recommended Bikeway Network in the 1999 Bicycle Master Plan, the Prelimary Proposed Bikeway Network was developed based on the following criteria:

1. *Connectivity* – Connect major transit stations, downtown, commercial districts, neighborhoods, and adjoining jurisdictions with a citywide network of Bikeways.
2. *Coverage* – Identify Bikeways spaced at one-half mile to one mile intervals to ensure coverage throughout Oakland.
3. *Safety* – Designate arterial and collector streets as Bikeways where Bicycle Lanes, wide curb lanes, or shared lane treatments are feasible.
4. *Convenience* – Select direct connections using the most level streets available.
5. *Ability* – Include a mixture of Bicycle Paths, Lanes, and Routes to support cyclists of differing experience levels.
6. *Feasibility* – Propose Bikeways that meet the plan's citywide feasibility analysis regarding the removal of travel lanes and parking spaces.

The citywide feasibility analysis identified in criterion #6 will be completed as part of the EIR process.

This EIR will address the potential impacts of the Proposed Bikeway Network and, in particular, the proposed Bicycle Lanes (Class 2). The addition of Bicycle Lanes to existing roadways could require the reconfiguration of travel lanes or the removal of curbside parking, potentially causing significant environmental impacts. Because Bicycle Routes (Class 3) are composed of signage on existing roadways, this class of Bikeway does not have significant environmental impacts and will not be studied in detail. Details regarding the potential impacts of specific Bicycle Path (Class 1) projects pursuant to Figure 2 (Preliminary Proposed Bikeways) and Figure 3 (Preliminary Proposed Bikeway Network) are unknown at this time (exact location, length or width). The undefined Bicycle Paths could result in potentially significant impacts. Each future project is subject to subsequent project-level environmental review, at which time specific Bicycle Path project characteristics would be identified and the City would determine if additional project-level environmental assessment would be required. Assessments would identify mitigation measures to reduce impacts to a less than significant level.

The following Bicycle Paths (Class 1) are included in the Preliminary Proposed Bikeway Network and would receive environmental review as separate projects:

- Bay Bridge Connector Path would link the Bicycle Path on the new eastern span of the Bay Bridge to the bikeway networks in Oakland and Emeryville with possible connections to W Grand Ave, Mandela Pkwy, and Shellmound St.
- Bay Trail Bridge at Oyster Bay Slough would connect Bicycle Paths at the Oakland International Airport (near Airport Dr and Ron Cowan Pkwy) to Bicycle Paths in Oyster Bay Regional Shoreline. Environmental review for this project is currently underway and the City of San Leandro is the lead agency.

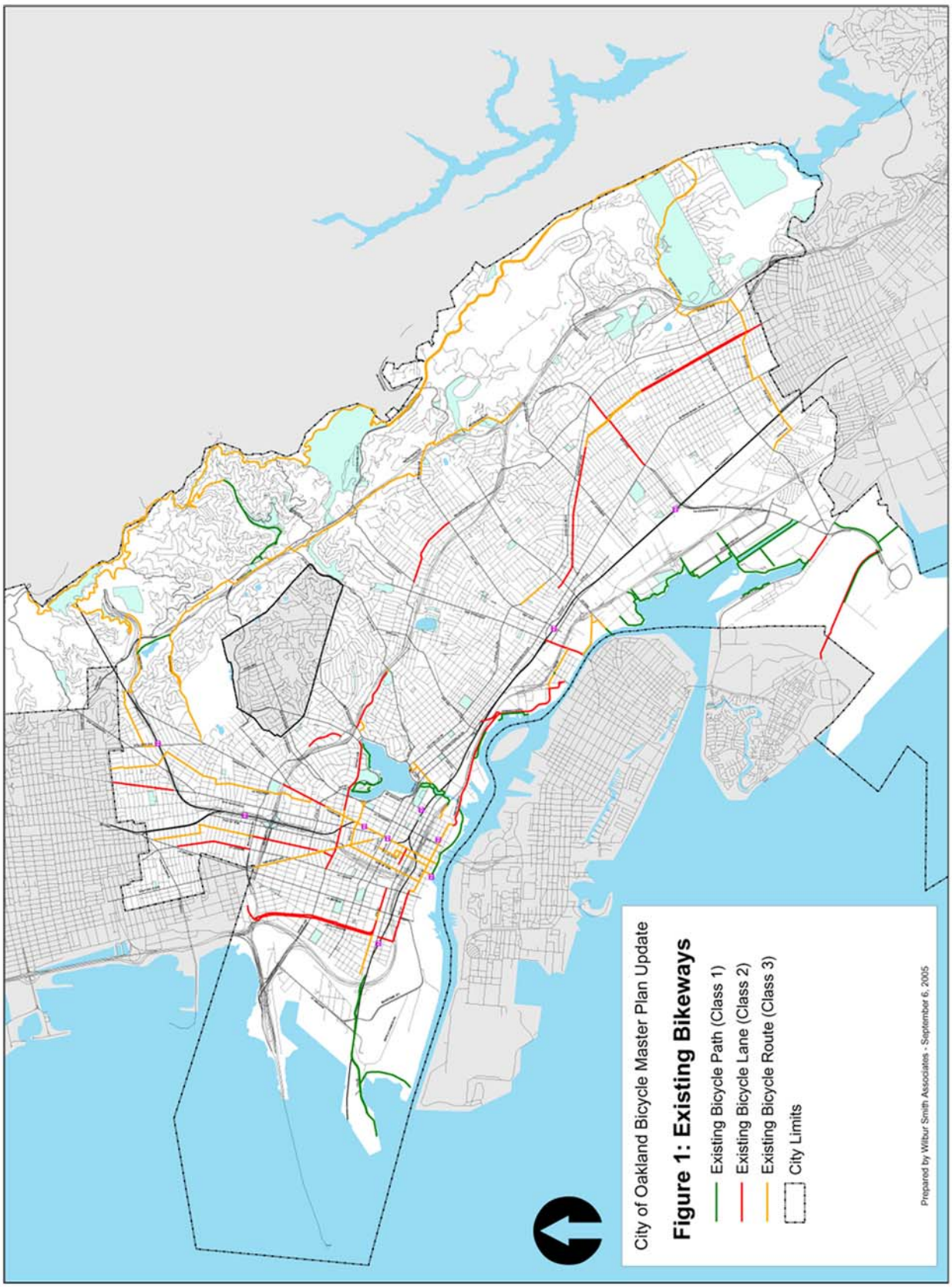
- Coliseum BART to Bay Trail Connector Path would link San Leandro St at 73rd Ave to Oakport St at 66th Ave along Damon Slough. Environmental review for this project is currently underway and Alameda County is the lead agency.
- Highway 24/Highway 13 Bicycle/Pedestrian Connector would link the Lake Temescal Path to Tunnel Rd near the interchange of Highways 24 and 13.
- John Glen Dr Path would connect Bicycle Paths at Airport Dr and Ron Cowan Pkwy to the terminals at the Oakland International Airport. The Port of Oakland completed the environmental review for this project as part of the Airport Development Program EIR (1997) and the Supplemental EIR (2001).
- Lake Merritt Path and Channel Path would connect the Oakland Estuary to Lake Merritt via the Lake Merritt Channel and provide a continuous Bicycle Path around Lake Merritt. The City of Oakland completed the environmental review for this project as part of the Addendum for the Oakland Clean Water, Safe Waterfront Parks and Recreation Trust Fund Ballot Measure (2002). This document is an addendum to the General Plan Land Use and Transportation Element EIR (1998), Estuary Policy Plan EIR (1998), and Open Space, Conservation and Recreation Element Mitigated Negative Declaration (1995).
- Leona Quarry Path would connect Mountain Blvd at Edwards Ave to Mountain Blvd at Kunhle Ave, parallel to Interstate 580.
- Maritime St Path would parallel Maritime St from 7th St to W Grand Ave. Environmental review for this project was completed as part of the Oakland Army Base Reuse Plan EIR.
- Martin Luther King Jr. Regional Shoreline Path would parallel Doolittle Dr along Airport Channel from Swan Wy to Harbor Bay Pkwy.
- Middle Harbor Rd Path would parallel Middle Harbor Rd from 7th St to the Adeline St overpass near 3rd St.
- Oakland Waterfront Trail would connect Jack London Square to Martin Luther King, Jr. Regional Shoreline along the Oakland Estuary. While this Bicycle Path was addressed in the Estuary Policy Plan EIR (1998), it is being implemented in segments. Environmental review is being conducted on a segment by segment basis at the time of project design.
- San Leandro Creek Path would connect Hegenberger Rd to 98th Ave along San Leandro Creek.
- San Leandro St Path would connect Jack London Square to the city of San Leandro via the Union Pacific Railroad right-of-way and BART right-of-way near San Leandro St as well as segments of E 7th St and E 12th St.

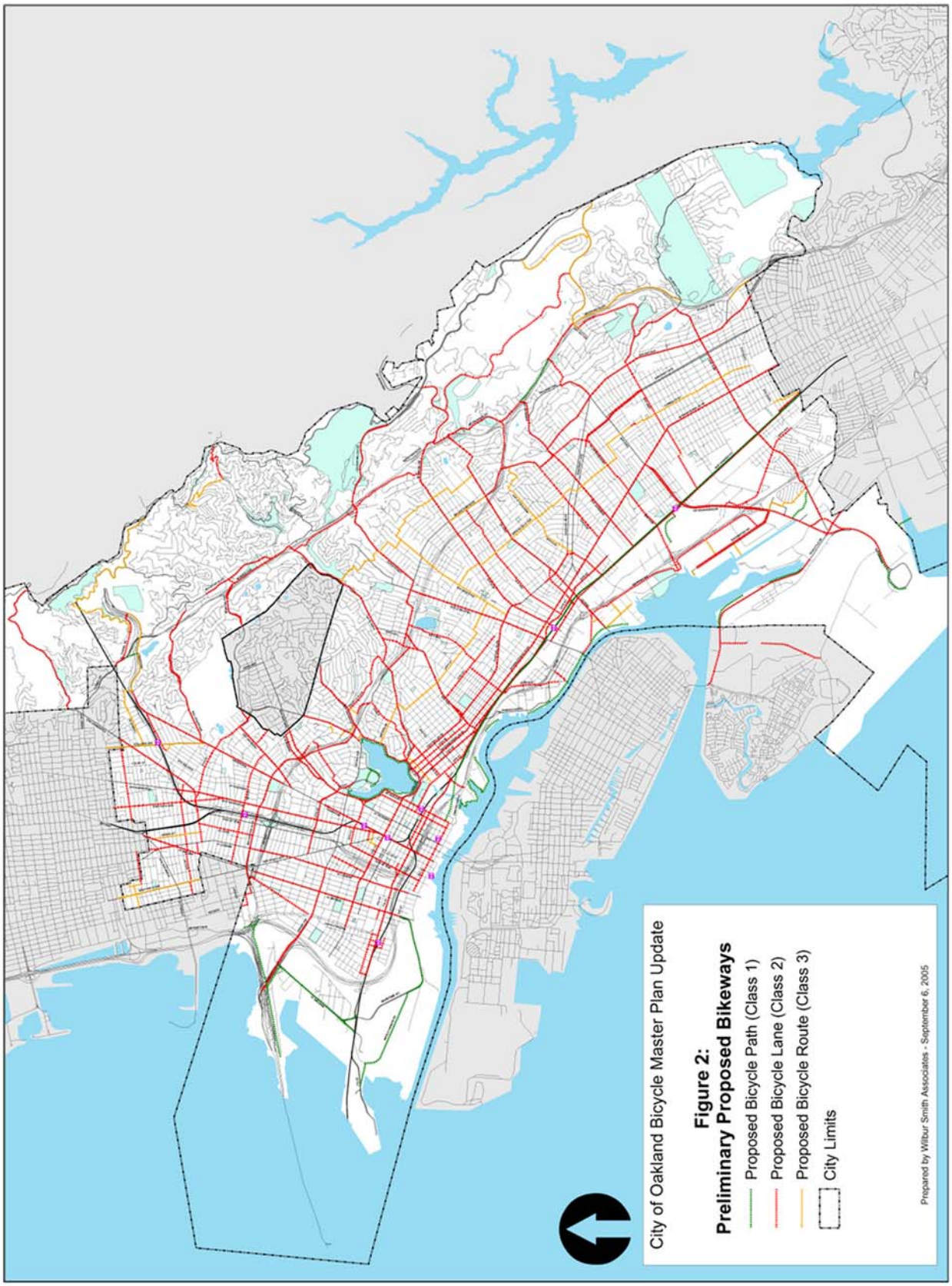
The following figures and tables identify the Preliminary Proposed Bikeway Network. The figures are also available in high resolution color format on the internet at:

www.oaklandpw.com/bicycling/bikeplan.htm

Figure 1 shows existing Bikeways in Oakland, including Bicycle Paths (Class 1), Bicycle Lanes (Class 2), and Bicycle Routes (Class 3). **Figure 2** shows preliminary proposed Bikeways that will be considered for inclusion in the BMP update while **Figure 3** shows the Preliminary Proposed Bikeway Network (both the existing and proposed Bikeways). **Table 1** identifies existing and proposed Bicycle Lanes that are being considered for inclusion in the updated BMP. **Table 2** identifies completed Bicycle Lanes in Oakland. **Table 3** identifies proposed Bicycle Lanes that were not identified in the 1999 BMP. Note that the majority of proposed Bicycle Lanes under consideration are included in the adopted 1999 BMP.

Table 1 provides a complete list of proposed Bicycle Lanes to be analyzed for inclusion in the updated BMP. All proposed Bicycle Lanes will undergo a preliminary analysis for potentially significant environmental impacts while a representative sample will receive detailed analysis. Proposed Bicycle Lanes with significant environmental impacts may be relocated to another street in the same travel corridor if that relocation would reduce the overall impacts. Thus, the updated BMP may include Bikeways not included in Table 1, but those modifications would be made in order to reduce the overall impacts of the proposed Bicycle Lanes identified in Table 1.


City of Oakland Bicycle Master Plan Update
Figure 1: Existing Bikeways
Existing Bicycle Path (Class 1)
Existing Bicycle Lane (Class 2)
Existing Bicycle Route (Class 3)
City Limits
Prepared by Wilbur Smith Associates - September 6, 2005


City of Oakland Bicycle Master Plan Update
Figure 2:
Preliminary Proposed Bikeways
Proposed Bicycle Path (Class 1)
Proposed Bicycle Lane (Class 2)
Proposed Bicycle Route (Class 3)
City Limits
Prepared by Wilbur Smith Associates - September 6, 2005

City of Oakland Bicycle Master Plan Update
Figure 3:
Preliminary Proposed Bikeway Network (Existing and Proposed)
Existing Bicycle Path (Class 1)
Existing Bicycle Lane (Class 2)
Existing Bicycle Route (Class 3)
Existing Bicycle Boulevard
Proposed Bicycle Path (Class 1)
Proposed Bicycle Lane (Class 2)
Proposed Bicycle Route (Class 3)
City Limits
NOTE: This map includes existing and proposed bikeways in adjacent jurisdictions.
Prepared by Wilbur Smith Associates - September 6, 2005

Table 1: Preliminary Proposed Bicycle Lanes (Class 2) for Inclusion in the BMP Update		
Street	**From**	**To**
14th Ave	E 8th St	MacArthur Blvd
14th St	Mandela Parkway	Lakeside
20th St	Harrison St	San Pablo Ave
22nd Ave	E 21st St	E 12th St
23rd Ave	29th Ave	Ardley Ave
27th St	San Pablo Ave	Bay Place
29th Ave	23rd Ave	E 7th St
2nd St	Brush St	Oak St
35th Ave	San Leandro St	Redwood Rd
3rd St	Mandela Parkway	Brush St
40th St	Adeline St	Piedmont Ave
42nd Ave	Courtland Ave	San Leandro St
4th Ave	Park Blvd	E 10th St
50th Ave	Foothill Blvd	San Leandro St
51st St	Shattuck Ave	Broadway
52nd St	51st St	Market St
55th St	Vallejo St	Vicente Wy
5th Ave	E 10th St	Embarcadero
66th Ave	International Blvd	Oakport
73rd Ave	Edwards Ave	International Blvd
7th St	Wood St	5th Ave
81st Ave	San Leandro St	International Blvd
82nd Ave	Golf Links Rd	International
8th St	Wood St	Oak St
98th Ave	Golf Links Rd	Airport Dr
9th St	Castro St	Oak St
Adeline St	3rd St	61st St
Airport Dr	Neil Armstrong Wy	Hegenberger Rd
Alameda Ave	Fruitvale Ave	High St
Alcatraz Ave	San Pablo Ave	College Ave
Ardley	MacArthur Blvd	23rd Ave
Bancroft Ave	42nd Ave	Durant Ave
Bay Place	27th St	Grand Ave
Beaumont Ave	14th Ave	Park Blvd
Broadway	Embarcadero	Highway 24 overcrossing at Caldecott Ln
Broadway Terrace	Broadway	Mountain Blvd
Buell/Calaveras/Daisy/Davenport	MacArthur Blvd	Mountain Blvd
Caldecott Ln	FWY overcrossing	Tunnel Rd
Camden St	Seminary Ave	Bancroft Ave
Campus Dr	Redwood Rd	Keller
Carson St	Mountain Blvd	Tompkins Ave
Claremont	Telegraph Ave	Grizzly Peak Blvd
Doolittle Dr	Harbor Bay Pkwy	Eden Rd
E 10th St	Madison St	9th Ave
E 12th St	1st Ave	54th Ave
E 15th St	Lakeshore Ave	14th Ave
E 18th St	Park Blvd	Lakeshore Ave

Table 1 (Cont.): Preliminary Proposed Bicycle Lanes (Class 2) for Inclusion in the BMP Update		
Street	**From**	**To**
E 21st St	14th Ave	Mitchell St
Edes Ave	Hegenberger Rd	105th Ave
Edgewater Dr	Bay Trail	Hegenberger Rd
Edwards Ave	Mountain Blvd	73rd Ave
Embarcadero	Oak St	E 7th St
Fontaine St	Keller Ave	Golf Links Rd
Foothill Blvd	Lakeshore Ave	50th Ave
Franklin St	6th St	Broadway at 22nd St
Fruitvale Ave	Alameda Ave	MacArthur Blvd
Golf Links Rd	82nd Ave	Grass Valley Rd
Grand Ave	Jean St	Interstate 80
Harrison St	20th St	Monte Vista Ave
Havenscourt Bl	Bancroft Ave	International Blvd
Hegenberger Rd	International Blvd	Airport Dr
High St	Tompkins Ave	Tidewater Ave
International Blvd	1st Ave	Durant Ave
Joaquin Miller Rd	Skyline Blvd	Hwy 13
Lakeshore Ave	E 12th St	Wala Vista
Lakeside Dr	14th St	20th St
Lincoln	MacArthur Blvd	Highway 13
Linda Ave	Piedmont Ave	Rose Ave
MacArthur Blvd	Hollis St	Durant Ave
Madison St	2nd St	Lakeside Dr
Mandela Pkwy	3rd St	Horton St
Market St	3rd St	Alcatraz Ave
Martin Luther King Jr. Way	20th St	2nd St
Monterey Blvd	Park Blvd	Redwood Rd
Moraga Ave	Pleasant Valley Ave	Mountain Blvd
Mountain Blvd	Broadway Ter	Golf Links Rd
Oak St	Embardadero	14th St
Oakland Ave	Harrison St	Monte Vista Ave
Oakport St	High St	Edgewater Dr
Park Blvd	E 18th St	Mountain Blvd
Peralta St	MacArthur Blvd	Mandela Pkwy
Piedmont Ave	Broadway	Pleasant Valley Ave
Pleasant Valley Ave	Broadway	Rose Ave
Redwood Rd	Skyline Blvd	35th Ave
Ron Cowan Pkwy	Airport Dr	Harbor Bay Pkwy
San Leandro St	Fruitvale Ave	Apricot Ave
Santa Clara Ave	MacArthur Blvd	Grand Ave
Seminary Ave	Sunnymere Ave	San Leandro St
Shattuck Ave	Telegraph Ave	Woolsey St
Shepherd Canyon Rd	Saroni Dr	Skyline Blvd
Telegraph Ave (1)	Broadway	Woolsey St
Tunnel Rd	Berkeley Border	Caldecott Ln
Webster St	2nd St	Broadway at 25th St
West St	14th St	52nd St

(1) Telegraph Ave (Broadway to Aileen St) is undergoing environmental review as a separate project.

Table 2: Existing Bicycle Lanes (Class 2)		
Street	**From**	**To**
3rd St	Mandela Parkway	Brush St
73rd Ave	International Blvd	MacArthur Blvd
8th St	Market St	Wood St
Bancroft Ave	Courtland Ave	66th Ave
Bancroft Ave	82nd Ave	Durant Ave
Broadway	26th St	MacArthur Blvd
Doolittle Dr	Hegenberger Rd	Harbor Bay Pkwy
Embarcadero	Oak St	E 7th St
Fruitvale Ave	Alameda Ave	E 12th St
Grand Ave	El Embarcadero	Market St
Harrison St	21st St	Grand Ave
MacArthur Blvd	Lakeshore Ave	Park Blvd
MacArthur Blvd	Lincoln Ave	35th Ave
Mandela Pkwy	3rd St	Horton St
Market St	MacArthur Blvd	Aileen St
Ron Cowan Pkwy	Airport Dr	Harbor Bay Pkwy
Santa Clara Ave	Vernon St	Lake Park Ave
Telegraph Ave	Aileen St	Woolsey St
West St	Grand Ave	MacArthur Blvd

Table 3: Preliminary Proposed Bicycle Lanes (Class 2) not included in the 1999 BMP		
Street	**From**	**To**
20th St	Harrison St	San Pablo Ave
23rd Ave	E 12th St	E 21st St
27th St	San Pablo Ave	Broadway
29th Ave	23rd Ave	E 7th St
55th St	Vallejo St	Vicente Wy
8th St	Market St	Wood St
98th Ave	Empire Rd	Airport Dr
9th St	Castro St	Oak St
Adeline St	3rd St	35th St
Bancroft Ave	42nd Ave	50th Ave
Beaumont Ave	14th Ave	Park Blvd
Broadway	Golden Gate Ave	Highway 24 Overcrossing at Caldecott Ln
Broadway Terrace	Broadway	Mountain Blvd
Caldecott Ln	FWY overcrossing	Tunnel Rd
Doolittle Dr	Harbor Bay Pkwy	Swan Wy
E 12th St	1st Ave	54th Ave
E 15th St	Lakeshore Ave	14th Ave
E 21st St	14th Ave	Mitchell St
Edes Ave	Hegenberger Rd	105th Ave
Edgewater Dr	Bay Trail	Hegenberger Rd
Franklin St	6th St	Broadway at 22nd St
MacArthur Blvd	San Pablo Ave	14th Ave
Martin Luther King Jr. Way	20th St	2nd St
Mountain Blvd	Keller Ave	Golf Links Rd
Redwood Rd	Campus Dr	Skyline Blvd
San Leandro St	Fruitvale Ave	Apricot Ave
Santa Clara Ave	MacArthur Blvd	Grand Ave
Seminary Ave	MacArthur Blvd	Sunnymere Ave
Tunnel Rd	Berkeley Border	Caldecott Ln
Webster St	2nd St	Broadway at 25th St

Environmental Impacts

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
1.	**AESTHETICS—Would the project:**				
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☒
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒
e)	Introduce landscape that would now or in the future cast substantial shadows on existing solar collectors (in conflict with California Public Resource Code Section 25980-25986)?	☐	☐	☐	☒
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?	☐	☐	☐	☒
g)	Cast shadow that substantially impairs the beneficial use of any public or quasi-public park, lawn, garden, or open space?	☐	☐	☐	☒
h)	Cast shadow on an historic resources, as defined by CEQA Section 15064.5(a), such that the shadow would materially impair the resource's historical 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 Historical Resources, Local register of historical resources or a historical resource survey form (DPR Form 523) with a rating of 1-5?	☐	☐	☐	☒
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?	☐	☐	☐	☒
j)	Create winds exceeding 36 mph for more than 1 hour during daylight hours during the year. [The wind analysis only needs to be done if the project's height is 100 feet or greater (measured to the roof) **and** one of the following conditions exist: (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 (as defined by the General Plan)?	☐	☐	☐	☒

Comments:

a-h) *No Impac*t. The proposed project consists of adding Bikeways to existing roadways. No new above-grade construction or physical changes to roadways are proposed. As a result the project would not 1) affect a scenic vista, scenic resource, or visual character around the project; or 2) create new sources of light or glare or cast shadows. The project would therefore have no impact.

i) *No Impact.* The project would not require a variance to the General Plan, Planning Code, or Uniform Building Code that would address the provision of adequate light. Therefore, the project would have no impact.

j) *No Impact.* Segments of the project would be located in downtown Oakland and adjacent to Lake Merritt and the Oakland Estuary. However, the project would not result in the construction of physical structures that would create wind speeds. Therefore the project would have no impact.

Sources:

Project description.

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
2. 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 Department 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?	☐	☐	☐	☒

Comments:

a-c) *No Impact.* The roadways that would be developed as Bikeways as part of the project are located in an urbanized area (as defined by CEQA Section 21071) of Oakland. There are no designated agricultural lands in Oakland, therefore the project would not convert prime agricultural farmland or conflict with agricultural zoning or a Williamson Act contract. There would be no impact.

Sources:

California Department of Conservation, *Alameda County Important Farmland Map*, 1998.
City of Oakland, Oakland General Plan *Land Use & Transportation Element*, March 24, 1998.
City of Oakland, Oakland General Plan *Open Space, Conservation, & Recreation Element*, June 1996.
Project description.

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
3. 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?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☒	☐	☐	☐
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)?	☒	☐	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
e) Frequently create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

a) *No Impact.* The project consists of adding Bikeways to existing roadways. No new construction or physical changes to the roadway are proposed that would conflict with any of the growth assumptions that are incorporated into the regional air quality plan, *Bay Area 2000 Clean Air Plan* (2000 CAP) or that would obstruct implementation of the 2000 CAP's proposed control measures. Moreover, implementation of the project would advance the 2000 CAP's transportation control measures (TCM) to reduce emissions by reducing motor vehicle use. Specifically, by creating a citywide network of Bikeways and connecting residential areas to activity centers such as transit stations, commercial districts, employment centers, and education institutions, the project would implement TCM #9 - *Improve Bicycle Access and Facilities*. In this way, the project would support, and not obstruct, the implementation of the 2000 CAP. There would be no impact.

b-d) *Potentially Significant Impact.* Although not expected to result in significant impacts, these topics will nevertheless (conservatively) be addressed in the EIR.

e) *Less than Significant Impact.* During removal of the existing lane stripes and restriping to reconfigure roadways for the project, the various diesel-powered vehicles and equipment in use on the site could create minor odors. These odors are not likely to be noticeable beyond the project roadways and would be temporary and short-lived in nature. Therefore, this impact would be less than significant.

Sources:
Bay Area Air Quality Management District, *BAAQMD CEQA Guidelines*, 1999.
*Bay Area 2000 Clean Air Plan, December 2000***.**
Project description.

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
4. 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 U.S. 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.) or state-protected wetlands, 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) Fundamentally conflict with any local policies or ordinances protecting biological resources, such as the City of Oakland Tree Preservation and Removal Ordinance (Oakland Municipal Code (OMC) Chapter 12.36) by removal of protected trees under certain circumstances and/or the City of Oakland Creek Protection Ordinance (OMC Chapter 13.16) intended to protect biological resources?	☐	☐	☐	☒
f) Fundamentally conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Comments:

a-f) *No Impact.* The proposed project consists of adding Bikeways to existing roadways, and no physical changes to the roadway are proposed as part of the project. As a result, the project would not occur on or in the vicinity of special status species habitat. The project would not adversely affect any sensitive natural community or riparian habitat, federally protected wetlands or adversely interfere with the movement of fish or wildlife species affect migratory wildlife corridors or impede the use of native wildlife nursery sites. The project would not conflict with any local policy or ordinances protecting biological resources since it will not affect biological resources, and it would not conflict with any approved habitat conservation plan. The project would have not impact.

Sources:

Project description.

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
5. 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 a unique 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?	☐	☐	☐	☒

Comments:

a-d) *No Impact.* No new construction or physical changes to the roadway are proposed as part of the project. Additionally, no grading or subsurface work would be required. As a result, the project would not adversely affect historical or archaeological resources. The project would not destroy unique paleontological resources or geologic features. In addition the project would not disturb any human remains. The project would have no impact.

Sources:

Project description.

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
6. 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?	☐	☐	☐	☒

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, 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, as it may be revised), creating substantial risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

Comments:

a-e) *No Impact.* The project consists of adding Bikeways to existing roadways. No physical changes are proposed that would increase the number of people exposed to geological and soils hazards. As a result, the project would not expose additional people or structures to the risk of earthquake rupture, ground shaking, ground failure, including liquefaction, landslides, mudslides or other similar hazards.

In addition, the project would not result in erosion, loss of topsoil, or expansive soils. Nor would the project expose additional people or structures to the risk of unstable soil or geologic unit. The project would not result in an adverse impact related to soils incapable adequately supporting the use of septic tanks or other alternative waste water disposal systems. There would be no impact.

Sources:

Project description.

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
7. 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?	☐	☐	☐	☒

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
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?	☐	☐	☐	☒

Comments:

a-f) *No Impact.* The project consists of adding Bikeways to existing roadways. No new construction or physical changes to the roadways are proposed that would increase the routine transport, use, or disposal of hazardous materials. Therefore, the project would not expose additional people, nearby schools, or the environment to the risk of hazardous materials. The project would have no impact.

The project would improve bicycle access near and at the Oakland Airport, but it is not expected that these improvements would pose a safety hazard for people residing or working the area. Therefore, no impact would occur.

g) *No Impact.* The project consists of adding Bikeways to existing roadways. Those Bikeways would consist of Bicycle Lanes or Bicycle Routes, including pavement striping, street stencils, and bicycle signage. The addition of these treatments to existing roadways would not interfere with the implementation of emergency response or evacuation plans.

h) *No Impact.* No wildlands are located at or adjacent to existing roadways planned for restriping as part of this project, and no new construction is proposed. Therefore there would be no impact related to increased exposure of people or structures to wildfires.

Sources:
City of Oakland, *Oakland General Plan Open Space, Conservation, and Recreation Element*, June 1996.
City of Oakland, *Safety Element of the Oakland General Plan*, November 2004.
Project description.

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
8.	**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 of 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 of seiche, tsunami, or mudflow?	☐	☐	☐	☒

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
k) Fundamentally conflict with the elements of the City of Oakland Creek Protection (OMC Chapter 13.16) ordinance intended to protect hydrologic resources. Although there are no specific, numeric/quantitative criteria to assess impacts, factors to be considered in determining significance include whether there is substantial degradation of water quality through (a) discharging a substantial amount of pollutants into a creek; (b) significantly modifying the natural flow of the water or capacity; (c) depositing substantial amounts of new material into a creek or causing substantial bank erosion or instability; or (d) substantially endangering public or private property or threatening public health or safety.	☐	☐	☐	☒

Comments:

a-k) *No Impact.* The project consists of adding Bikeways to existing roadways, and no new construction or physical changes to the roadways are proposed that would increase water usage or waste water generation. As a result, the project would not result in the violation of water quality standards or waste discharge requirements. It would not adversely result in significant impacts with respect to erosion, flooding, stormwater drainage system capacity, surface water quality or quantity. The project would have no impact.

Sources:
Project description.

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
9. LAND USE AND PLANNING— Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Result in a fundamental conflict between adjacent or nearby land uses?	☐	☐	☐	☒
c) Fundamentally 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?	☐	☐	☐	☒
d) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Comments:

a) *No Impact.* The project consists of adding Bikeways to existing roadways in the City of Oakland. No new construction or physical changes to the roadways are proposed that would create new barriers to a community. The project may assist in joining neighborhoods and districts within the city by extending the bicycle network to make local and regional connections. The project would not physically divide an established community.

b) *No Impact.* The project would not change existing or designated land uses in the city of Oakland. As a result, the plan would not create a fundamental conflict between adjacent and nearby land uses.

c) *No Impact.* The project would involve amending the Oakland General Plan to incorporate the updated Bicycle Master Plan, which would be consistent with existing policies and regulations in the General Plan and the Planning Code. As a result, the project would not be inconsistent with any applicable land use plan, policy, or regulation, and in fact, would help implement the adopted City plans and regional plan goals for promoting multimodal transportation. By implementing new Bikeways the project may reduce motor vehicle trips and would provide opportunities for recreation and alternative transportation modes.

The General Plan recognizes that it contains policies that may in some cases compete with each other. City decision-makers must determine whether, "on balance, the project is consistent (i.e., in general harmony) with the General Plan. The fact that a specific project does not meet all General Plan goals, policies, and objectives does not inherently result in a significant effect on the environment within the context of [CEQA]." Implementation of the BMP may require decision-makers to balance bicyclist safety and access with congestion and parking loss for motor vehicles. These impacts on transportation/traffic will be addressed in the EIR.

d) *No impact.* The project would not involve physical changes or new construction; therefore it would not conflict with any approved habitat conservation plan.

Sources:
Project description.
City of Oakland, *Land Use and Transportation Element of the Oakland General Plan*, March 24, 1998, amended to June 21, 2005.

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
10. 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?	☐	☐	☐	☒

Comments:

a-b) *No Impact.* The project would occur in an area that is already developed with urban uses and does not contain known available mineral resources or a locally-important mineral resource recovery

site. As a result, the project would not result in the loss of availability of known mineral resources. The project would have no impact.

Sources:

City of Oakland, Oakland General Plan *Open Space, Conservation, and Recreation Element*, June 1996. Project description.

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
11. NOISE—Would the project:				
a) Expose persons to or generate noise levels in excess of standards established in the Oakland General Plan or other agencies (e.g., OSHA)?	☐	☐	☐	☒
b) Violate the City of Oakland Noise Ordinance (Oakland Planning Code Section 17.120.050) regarding operational noise?	☐	☐	☐	☒
c) Violate the City of Oakland Noise Ordinance (Oakland Planning Code Section 17.130.050) regarding construction noise, except if an acoustical analysis is performed and all feasible mitigation measures imposed, including the standard City of Oakland noise measures adopted by the Oakland City Council on January 16, 2001?	☐	☒	☐	☐
d) Violate the City of Oakland Noise Ordinance (Oakland Municipal Code Section 8.18.020) regarding nuisance of persistent construction-related noise?	☐	☒	☐	☐
e) Create a vibration which is perceptible without instruments by the average person at or beyond any lot line containing vibration-causing activities not associated with motor vehicles, trains, and temporary construction or demolition work, except activities located within the (a) M-40 zone or (b) M-30 zone more than 400 feet from any legally occupied residential property (Oakland Planning Code Section 17.120.060)?	☐	☐	☒	☐
f) Generate interior Ldn or CNEL greater than 45 dBA for multi-family dwellings, hotels, motels, dormitories and long-term care facilities (and may be extended by local legislative action to include single-family dwellings) per California Noise Insulation Standards (CCR Part 2, Title 24)?	☐	☐	☐	☒
g) Result in a 5 dBA permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
h) Conflict with state land use compatibility guidelines for all specified land uses for determination of acceptability of noise (Source: State of California, Governor's Office of Planning and Research, *General Plan Guidelines*, 2003)?	☐	☐	☐	☒

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
i) Be located within an airport land use plan and would expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
j) Be located within the vicinity of a private airstrip, and would expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

a-b) *No Impact.* The project consists of adding Bikeways to existing roadways and would not create a permanent, stationary location for any of the more sensitive noise receptors. Rather, those using the proposed facilities would be on the Bikeways for short periods of time for recreational purposes, to travel to commercial or other destinations, or to commute to work. In addition, the project does not include the creation of any permanent and/or stationary source of noise. Although the proposed Bikeways could increase traffic on cut-through streets in the project vicinity**,** any increase in noise level from these vehicles would not be distinguishable from existing conditions. Therefore, the project would have no impact.

c-d) *Less Then Significant Impact with Mitigation Incorporation.* Construction (i.e., installation of Bikeways) of the proposed project at any one site would be of very limited duration, and therefore any impacts would be temporary. In addition, the project is not expected to require any construction activity that would result in excessive noise, however, implementation of the following mitigation measures, as warranted, would ensure that the City of Oakland Noise Ordinance standards for construction noise are not violated

Mitigation Measure 11d (Construction Noise): To reduce daytime noise impacts due to construction, the project applicant shall require construction contractors to implement the following measures:

- **Equipment and trucks used for project construction shall use the 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).**

- **Stationary noise sources shall be located as far from adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or other measures to the extent feasible.**

Implementation of the above mitigation measures, as needed, would reduce any potential impact related to construction noise to a less-than-significant level.

e) *Less Then Significant Impact.* The project would not require any construction activity that would result in excessive or perceptible vibration.

f) *No Impact.* The project does not include the construction of any multi-family dwellings, hotels, motels, dormitories and long-term care facilities. Moreover, as noted in response to 11(a), the project does not include the creation of any permanent and/or stationary source of noise that would affect such uses. The project would have no impact.

g) *No Impact.* By increasing the use of Bikeways, the project would not adversely impact the local noise environment by generating additional ambient roadway noise. The three key variables in creating ambient roadway noise are traffic volumes, traffic speeds, and vehicle mixes. First, the project would not increase traffic volumes: no new motor vehicle trips would be generated and an increase in bicycle trips would have no adverse impact on noise. Indeed, the project may reduce motor vehicle traffic volumes. Second, the project would not increase traffic speeds. In fact, the conversion of travel lanes to Bicycle Lanes would reduce vehicle speeds and thereby reduce ambient traffic noise. By reducing motor vehicle speeds and providing separate Bicycle Lanes, the project would reduce bicycle/motor vehicle conflicts and thus also reduce the horn and braking noises associated with such conflicts. The potential for reduced traffic speeds may have an impact on transportation/traffic and this issue will be addressed in the EIR. Third, the project may change the vehicle mix by increasing the number of bicycles. However, it would not increase the proportion of trucks, buses, or other vehicles that make the vehicle mix a key variable in the generation of ambient roadway noise. Because the decibel scale is logarithmic, a 3 decibel increase in total noise would require doubling ambient noise levels. A 5 decibel noise increase would require more than doubling the amount of motor vehicle traffic on a given street. By improving the viability of bicycling, the project may reduce ambient noise levels on city streets by reducing the volume and/or speed of motor vehicle traffic.

h) *No impact.* See response to 11(a).

i-j) *No Impact.* Although some new Bikeways could be located within the Oakland Airport land use area or private airstrip, the project does not include residences or employment-generating facilities. Rather, users of these facilities would be using these lanes for recreational purposes, to travel to commercial or other destinations, or to commute to work.

Sources:
Project description.
City of Oakland, *Land Use and Transportation Element of the Oakland General Plan*, March 24, 1998, amended to June 21, 2005.

City of Oakland, *Noise Element of the Oakland General Plan*, June 2005.

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
12. 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 in excess of that contained in the City's Housing Element?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere in excess of that contained in the City's Housing Element?	☐	☐	☐	☒

Comments:

a-c) *No Impact.* No new construction or physical changes to the roadways are proposed as part of the project that would induce population growth. Therefore, the project would not induce direct or indirect substantial population growth in the area, nor would it displace substantial numbers of existing housing or people, necessitating the construction of replacement housing. The project would have no impact.

Sources:
Project description.

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
13. PUBLIC SERVICES— Would the project:				
a) 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?	☐	☐	☐	☒

Comments:

a(i-v) *No Impact.* The project consists of adding Bikeways to existing roadways, and no new construction or physical changes to the roadways are proposed that would result in the need for new or expanded fire protection facilities. As a result, the project would not require construction or expansion of public services, such as fire and police protection facilities, schools, and recreation parks. There would be no impact on public services.

Sources:

Project description.

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
14. 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?	☐	☐	☒	☐

Comments:

a) *Less than Significant.* The City of Oakland owns and maintains 2,942 acres of parkland throughout the city, including over 130 parks and recreational facilities. The proposed project consists of

adding Bikeways to existing roadways, which would not increase the population. The project could result in the increased use of existing parks and other recreational facilities given the increased accessibility to existing park facilities via proposed Bikeways. However, this increased access and potential use would not result in the substantial physical deterioration of existing parks and recreational facilities.

b) *Less than Significant.* The project would provide new Bikeways within the existing roadway alignment and will not require construction or expansion of the existing roadway. While Bikeways may be used as recreational facilities, the project is not expected to cause substantial deterioration of park facilities or to require the construction of new recreational facilities.

Sources:

City of Oakland, Oakland General Plan Open Space, Conservation, and Recreation Element, June 1996. Project description.

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
15. 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) Result in inadequate parking capacity?	☒	☐	☐	☐
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☒	☐	☐	☐

a-b) *Potentially Significant Impact.* The addition of Bikeways on roadways within the City of Oakland may have a potentially significant impact under Transportation and Traffic, which will be discussed in detail in a Focused EIR.

c) *No Impact.* As the project would be adding Bikeways to existing roadways, the Bicycle Master Plan would not affect air traffic patterns.

d) *Potentially Significant Impact.* This topic will be addressed in the EIR.

e) *No Impact.* The proposed project would not impede emergency access because it would not reduce the curb-to-curb right-of-way width of any street nor would it result in substandard travel lane widths. The City of Oakland Fire Services Agency (Fire Department) is responsible for first response in an emergency. The project would maintain a minimum "clear" right-of-way of 20 feet on all streets, per the City of Oakland Fire Department requirements. The project would maintain adequate travel and maneuvering space and thus have no impact on emergency access.

f) *Potentially Significant Impact.* This topic will be addressed in the EIR.

g) *Potentially Significant Impact.* This topic will be addressed in the EIR.

Sources:

Project description.

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
16. UTILITIES AND SERVICE SYSTEMS—Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
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?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g) Violate with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒
h) Violate applicable federal, state and locate statutes and regulations relating to energy statutes?	☐	☐	☐	☒

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
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 providers' existing commitments and require or result in construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒

Comments:

a-i) *No Impact.* The project consists of adding Bikeways to existing roadways and would not increase wastewater generation or increase the need for public utilities or services. The project would not result in the need for the construction of new or expansion of existing energy facilities. The project would have no impact.

Sources:
Project description.

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
17. 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 cumulative considerable? ("Cumulative 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?	☒	☐	☐	☐

Comments:

a) *No Impact.* The project consists of adding Bikeways to existing roadways, and no new construction or physical changes to the roadways are proposed that would have the potential to degrade biological resources. The project would have no impact.

b) *Potentially Significant Impact.* This project proposes the addition of Bikeways to existing roadways that may require the removal of motor vehicle travel lanes. This project could have cumulative impacts on transportation/traffic with other projects that reduce the motor vehicle capacity or travel speed on Oakland streets. This topic will be addressed in the EIR.

c) *Potentially Significant Impact.* The project may have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly. A focused EIR will assess potential impacts related to transportation/traffic and air quality. These impacts are identified in this Initial Study as potentially significant.

Sources:
Project description.