

Location:	West Oakland Specific Plan Area is generally bounded by Interstate-580 (MacArthur Freeway) to the north, Interstate-980 to the east, and Interstate-880 wrapping around to the south and west. The plan area also includes the Oakland portion of the East Bay Bridge Shopping Center above I-580, as well as the industrial area below I-880 centered on 3rd Street.
Proposal:	Public Hearing on the Draft Environmental Impact Report (DEIR) associated with the Draft West Oakland Specific Plan.
Applicant:	City of Oakland
Case File Numbers:	ER12-0018, GP14-010, RZ14-011, ZS14-012, ZT14-013
General Plan:	Neighborhood Center, Mixed Housing Type, Institutional, Urban Open Space, Urban Residential, Business Mix, Community Commercial, Housing and Business Mix, Regional Commercial, Light Industry 1 (Estuary Plan Area).
Zoning:	RM-1, RM-2, RM-3, RM-4, RM-4/C, RU-1, RU-2, RU-3, RU-5, OS-(LP), OS-(NP), OS-(AMP), OS-(AF), OS-(CP), CC-1, CC-2, CC-3, C-40, HBX-2, CR-1, M-30, IG, CIX-1, S-4, S-7, S-S-15, S-19, S-20, Wood Street.
Environmental Determination:	An Environmental Impact Report (EIR) is being prepared as part of the West Oakland Specific Plan. The Draft Environmental Impact Report (DEIR) was published on January 29, 2014 for a 45-day public review period ending on March 17, 2014.
Historic Status:	The Plan Area includes cultural/historic resources that may be eligible for, or are on an historical resource list (including the California Register of Historic Resources, the National Register of Historical Resources, and/or the Local Register); and several cultural/historic resources designated locally as Areas of Primary Importance (API); Areas of Secondary Importance (ASI); properties individually rated A, B, C, or D; and Landmark properties.
Service Delivery District:	1, 2
City Council District:	3, and a small portion of 1
Action to be Taken:	Receive public and Commission member comments on the Draft Environmental Impact Report (DEIR) associated with the Draft West Oakland Specific Plan. No decisions will be made on the Project at this hearing. Contact project planner Ulla-Britt Jonsson at 510-238-3322 or ujonsson@oaklandnet.com
Further Information:	Project message line: 510-238-3322 Project email address: westoaklandspecificplan@oaklandnet.com Project website: www.oaklandnet.com/r/wosp

SUMMARY

The City of Oakland has prepared a Draft Environmental Impact Report (DEIR) on the Draft West Oakland Specific Plan (Draft Plan) that evaluates the potential environmental impacts of the Draft Plan and its concurrent components - including Design Guidelines, General Plan and Planning Code Amendments (text and map), which collectively constitute the Project, as defined by the California Environmental Quality Act (CEQA). The West Oakland Specific Plan Area (Planning Area) is generally bounded by Interstate 580 (MacArthur Freeway) to the north, Interstate 980 to the east, and Interstate 880 wrapping around to the south and west; as well as the Oakland portion of the East Bay Bridge Shopping Center above I-580, and the industrial area below I-880 centered on 3rd Street. The Draft Plan and concurrent components will provide a roadmap for how this nearly 3 square mile (approximately 1,900-acre) West Oakland Planning Area develops over the next 25 years.

The purpose of this public hearing is to solicit comments from the Planning Commission and the public on the adequacy of the information, issues and analysis contained in the DEIR on the Draft West Oakland Specific Plan (Draft Plan). No decisions will be made on the DEIR or Draft Plan at this hearing. Specifically, comments on the DEIR should focus on:

- 1) the adequacy of the DEIR in discussing the potential impacts on the physical environment,
- 2) ways in which potential adverse effects might be minimized, and
- 3) alternatives to the Project in light of the DEIR's purpose to provide useful and accurate information about such factors.

The City is both the applicant and lead agency for the project, represented by the Department of Planning and Building. Under CEQA, a lead agency may proceed directly with Environmental Impact Report (EIR) preparation, without an Initial Study, if it is clear that an EIR will be required. As the City has made such a determination for this project, no Initial Study has been prepared. A Notice of Availability (NOA) of the Draft EIR (DEIR) was published on January 29, 2014 (see **Attachment A**). The public comment period ends Monday, March 17, 2014.

The DEIR covers the following topic areas: Aesthetics, Shadow and Wind, Air Quality, Cultural and Historic Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Land Use and Planning, Noise, Population, Housing and Employment, Public Services and Recreation, Transportation, Circulation and Parking, Utilities and Service Systems, and Other Less-than-Significant Effects. The DEIR addresses each environmental topic at a level of detail warranted by each topic, and identifies significant and unavoidable impacts related to Transportation/Traffic, Air Quality, and Greenhouse Gases.

The complete DEIR may be viewed on the City's "Current Environmental Review Documents" webpage: <http://www2.oaklandnet.com/Government/o/PBN/OurServices/Application/DOWD009157>

Information regarding the Project, including the Draft Plan and other related draft documents, can be viewed online at: <http://www2.oaklandnet.com/Government/o/PBN/OurOrganization/PlanningZoning/OAK028334> (under the section called 'Documents and Presentations'). Documents are also available for review at the Oakland Main Public Library's Social Science and Documents section (125 14th Street), the West Oakland Public Library (1801 Adeline Street), and the City of Oakland Planning Department (250 Frank Ogawa Plaza, Suite 3315).

BACKGROUND

The West Oakland Specific Plan is principally funded by a grant from the U.S. Department of Transportation to prepare a Specific Plan and associated EIR to guide development and revitalization in West Oakland.

The West Oakland Specific Plan is a planning tool that will shape the physical development of the West Oakland district over the next 20-25 years. It presents an extraordinary opportunity to guide West Oakland's future development in a direction that improves the quality of life for existing and future residents, and supports existing businesses and industry while encouraging new development and services. Created over a 2 ½-year planning process with more than 90 meetings with various community stakeholders, the Draft Plan is designed as a roadmap for:

- ❖ *Attracting new, desired businesses & industries*
- ❖ *Addressing Crime*
- ❖ *Combating blight*
- ❖ *Improving area infrastructure*
- ❖ *Fostering the arts*
- ❖ *Enhancing transit*
- ❖ *Attracting more retail establishments*
- ❖ *Preserving historic resources*
- ❖ *Retaining Industrial land and jobs*
- ❖ *Identifying preferred development concepts*
- ❖ *Ensuring equitable economic development*
- ❖ *Fostering community health*
- ❖ *Enhancing residential neighborhoods*
- ❖ *Remediating contaminated sites*
- ❖ *Supporting affordable housing*
- ❖ *Retaining educational resources*
- ❖ *Encouraging open space*
- ❖ *Increasing residential development*
- ❖ *Augmenting design guidelines*
- ❖ *Establishing appropriate land use policies & regulations*

The Draft Plan establishes a land use and development framework, identifies needed transportation and infrastructure improvements, and recommends implementation strategies needed to develop those parcels. The Plan will also be a tool for attracting developers to key sites and for encouraging new, targeted economic development.

This Specific Plan also presents an extraordinary opportunity to guide future development patterns in a direction that improves the quality of life for existing and future residents. The Specific Plan is designed as a roadmap for reducing blight, attracting new industry, maintaining and supporting existing compatible businesses and industry, promoting smart growth that serves a range of incomes, encouraging mass transit and creating living wage jobs in new construction, new retail, and new industry and businesses for West Oakland residents. It includes strategies for developing training and career pathways to help West Oakland youth move from educational and training programs into paid positions. It promotes healthy environmental conditions in West Oakland that foster healthy individuals, families, and institutions.

It maximizes the advantages of West Oakland's combination of a rich cultural legacy in the very heart of an economically productive region. Its message regarding preferred development strategies is intended as a communication tool for attracting developers to key sites and for fostering consistent orchestration of public land private investments in the area.

The Specific Plan establishes a long-term vision for West Oakland, including the addition of up to 4.7 million square feet of new industrial and commercial space, 22,000 new jobs, and 5,000 new residential units accommodating 7,500 - 11,000 new residents.

An intensive community-based planning process has been a crucial component of the development of the Draft Plan and related documents. In particular, the Draft Plan has benefited from the guidance of a 14-member Steering Committee comprised of volunteers representing West Oakland community organizations, residential neighborhoods and businesses. The Steering Committee has provided guidance regarding key community issues and concerns, and has made recommendations on strategies and actions that should be considered. The West Oakland Specific Plan Steering Committee's role has been to:

- Provide guidance to the Specific Plan regarding key community issues and concerns relating to the Opportunity Sites;
- Suggest recommendations and approaches that should be considered for the Plan;
- Identify community concerns regarding the analyses leading up to this Plan and its recommendations;
- Receive information for review and discussion prior to dissemination to the larger West Oakland community;
- Serve as a "sounding board" for Specific Plan recommendations;
- Recommend approaches and locations for communicating information to the larger West Oakland community, and approaches for receiving feedback from the community at large throughout the process; and
- Provide feedback on the preliminary versions of the Specific Plan.

The ideas and strategies contained in the Draft Plan have also been vetted through a 23-member Technical Advisory Committee (TAC) made up of public agency representatives and advocacy groups. Membership in the TAC has included representatives from the following organizations and agencies:

- Bay Area Rapid Transit (BART);
- AC Transit;
- Alameda County Public Health;
- San Pablo Avenue neighborhood;
- Bay Area Air Quality Management District;
- Oakland Housing Authority;
- Amicus Environmental;
- Port of Oakland;
- City of Oakland Planning Division (Department of Planning & Building);

- Oakland Heritage Alliance;
- City of Oakland Army Base Project Team;
- City of Oakland Transportation Services Division;
- City of Oakland Economic Development Department;
- City of Oakland Housing & Community Development Department;
- City of Oakland Environmental Services Department;
- City of Oakland Office of Parks & Recreation;
- U.S. Environmental Protection Agency;
- Oakland Unified School District;
- Office of former City Council Member Nancy Nadel, and current City Council member Lynette Gibson McElhaney.

As a complement to the Steering Committee, the TAC provided guidance, review and input vis-à-vis institutional and/or regulatory development issues that warranted special attention during the Specific Plan process.

The community participation process for the Draft Plan has included a very robust public outreach effort highlighted by a number of major Community Workshops where the Steering and Technical Advisory Committees' ideas were shared with the general public, additional public input and suggestions were solicited, and community consensus achieved through a facilitated public process. Approximately 100-200 West Oakland stakeholders attended each workshop.

Additionally, periodic status reports have been provided to the Oakland City Planning Commission, the Landmarks Preservation Advisory Board (LPAB), West Oakland Project Area Committee, West Oakland Community Advisory Group, Neighborhood Crime Prevention Councils, Oakland Metropolitan Chamber of Commerce Committees, and various other neighborhood associations and community groups to offer these bodies opportunities to shape the Draft Plan.

PLANNING CONTEXT

The West Oakland Specific Plan Area (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. Residential uses occupy approximately 60 percent of the land in West Oakland, generally concentrated in the northern, eastern and southwestern portions of the area. Industrial, commercial and truck-related uses occupy about 23 percent of the land area. Industrial uses are concentrated primarily around Mandela Parkway and West Grand Avenue and in the vicinity of 3rd Street. Commercial activities primarily occur at the northern end of the Planning Area near Emeryville, along San Pablo Avenue, at the eastern end of West Grand Avenue, on Market Street and on 7th Street. Government/institutional and utilities uses occupy the remaining 17 percent of the Planning Area. Lands devoted to government, institutional and utilities uses include properties owned by Caltrans, Union Pacific Railroad, U.S. Postal Service, Bay Area Rapid Transit District (BART), East Bay Municipal Utility District (EBMUD), Oakland Unified School District, Oakland Housing Authority, and City of Oakland.

PROJECT DESCRIPTION

The DEIR evaluates the potential environmental impacts of the Draft West Oakland Specific Plan (Draft Plan) and its concurrent components (including Design Guidelines, and General Plan and Planning Code amendments), which collectively constitute the Project. The concurrent Plan components will provide the regulatory framework to guide future land use and development decisions in Plan Area, and are described further in the sections below. It should be noted that the proposals for the concurrent components have not yet been reviewed by the City’s various advisory boards and elected bodies, and are, therefore, subject to change.

The Draft Plan is intended to facilitate new growth and development that is most likely to occur on many longstanding dormant and /or underutilized properties, development sites available as a result of the relocated I-880 freeway, and additional sites expected to be vacated as their current uses relocate to the former Oakland Army Base. These sites are identified in the Draft Plan as “Opportunity Sites.”

The Specific Plan groups similar “Opportunity Sites” concentrated in a compact location into larger geographic units termed “Opportunity Areas”. The Draft Plan recommends a land use vision and strategies for guiding future development of these Opportunity Areas, in particular:

- **Opportunity Area 1:** consisting of the Opportunity Sites surrounding the West Grand and Mandela Parkway intersection;
- **Opportunity Area 2:** consisting of the Opportunity Sites along 7th Street corridor, near the West Oakland BART Station, Oakland Main Post Office, and along Pine Street near the I-880 Frontage Road;
- **Opportunity Area 3:** consisting of the Opportunity Sites along the 3rd Street corridor, near the Port of Oakland; and
- **Opportunity Area 4:** consisting of the Opportunity Sites along the San Pablo Avenue corridor, between West Grand Avenue and the I-580- Freeway.

To support the need for employment opportunities, the Draft Plan recommends the Mandela Parkway and West Grand Avenue area (Opportunity Area 1) be promoted as the major business and employment center for West Oakland. Land use recommendations here encourage a mix of business activities and development that will generate a range of jobs at varying skill and educational levels.

To capitalize on the area’s proximity and access to the West Oakland BART station, the Draft Plan recommends that the 7th Street area (Opportunity Area 2) support development of a Transit-Oriented Development (TOD) project on surface parking lots surrounding the BART Station, and integrates the African-American cultural history of West Oakland’s storied 7th Street corridor.

To enhance the current industrial and commercial areas adjacent to the Port of Oakland, the Draft Plan recommends that the 3rd Street area (Opportunity Area 3) promote uses that continue to support business activities and jobs, capitalizing on the proximity to Downtown Oakland, Jack London Square, Port of Oakland, and the adjacent regional freeway network.

To acknowledge the potential development opportunity for one of West Oakland’s major commercial corridors, the Draft Plan recommends that the San Pablo Avenue area (Opportunity Area 4) be developed with additional residential and commercial mixed-used development.

Additionally:

- Existing open space resources are encouraged to be enhanced.
- Existing residential neighborhoods are expected to retain their current character.
- For the most part, existing commercial/industrial uses are expected to remain.
- Future manufacturing activities are to operate under provisions that minimize conflict with nearby sensitive uses.
- Major development actions already in process, such as redevelopment of the former Oakland Army Base for civilian use and restoration of the historic 16th Street Train Station, are also supported by Draft Plan recommendations designed to work in conjunction with these ongoing efforts.

Draft Plan's Vision and Goals

The Draft Plan includes policies and actions for reducing blight, attracting new industry, maintaining and supporting existing compatible businesses and industry, promoting smart growth and Transit-Oriented Development (TOD) that serves a range of incomes, encouraging mass transit and creating living wage jobs for West Oakland residents.

The Draft Plan's Vision and Goals provide an important framework for its policies and actions, and are summarized in the form of future intent statements here:

- Industrial areas have been preserved and contribute to economic vitality, supporting clean, low-impact industries that provide living wage jobs for local residents;
- Housing continues to be affordable and the character of historic neighborhoods has been maintained. Successful new mixed income neighborhoods provide a range of housing options, and new housing development is transit-oriented and transit served;
- Transit connections between the West Oakland BART station, residential neighborhoods and existing and new employment, cultural and commercial centers are improved, and street and transit better connect West Oakland to surrounding areas;
- Neighborhood commercial areas (particularly 7th Street and San Pablo Avenue) have been revitalized with vibrant small businesses that provide the daily goods and services needed by local residents;
- Environmental quality and community health have been improved, and contaminated sites have been remediated. New development and new land uses are designed to encourage physical activity and healthy lifestyles for residents;
- West Oakland continues to be a socially and culturally diverse area with a strong sense of community, and West Oakland's thriving artist community has been preserved; and
- Safety has been improved through a reduction in crime and the provision of safe and attractive new private and public spaces.

A key element of the Draft Plan is the identification of important community assets, an acknowledgement of their critical importance, and inclusion of strategies to ensure their retention. In

the midst of the desire for growth and change, the existing assets for which this Plan sets forth objectives and strategies to ensure retention and preservation include:

- **Jobs & Industrial Lands:** Recognizing West Oakland's industrial lands as a vital, fundamental basis for future economic growth and retaining the area's current solid and diversified jobs base, which provide wages that support and sustain middle-class incomes;
- **Residential Neighborhoods:** Preserving West Oakland's residential neighborhoods, which need only enhancement of their existing strengths;
- **Historic Resource Preservation:** Preserving Oakland's oldest and most historic neighborhoods and industrial areas, ensuring their legacy of cultural, educational, aesthetic and inspirational benefits for future generations;
- **Arts & Culture:** Fostering West Oakland's fully-emerged arts and culture movement; and
- **Plan Area Schools:** Acknowledging the importance of retaining educational resources for Plan Area residents.

Draft Design Guidelines

New Design Guidelines for the West Oakland Specific Plan will cover a wide range of topics, including guidelines for building design, streetscapes and open space, and will complement new Zoning regulations to provide certainty and predictability in the design review process for the various Opportunity Areas and in general. The Design Guidelines are contained in Chapter 7 (Section 7.3) of the Draft Plan.

Draft General Plan and Zoning Amendments

Implementation of the Specific Plan includes amending the General Plan land use designations, and changing the zoning designation of several specific sites. Implementation of the land use and zoning changes would result in changing the allowed character of development at these sites. Each of the proposed General Plan and zoning changes will help to establish more identifiable borders between the established residential neighborhoods and the industrial and intensive commercial business areas; prevent new land use incompatibilities that might adversely affect existing neighborhoods; and restore neighborhoods at the residential/industrial interface.

With limited exceptions, the Draft Plan does not change the existing Oakland General Plan land use designations or the applicable zoning throughout West Oakland, and the Draft Plan is intended to generally adhere to the City’s Overall Industrial Land Use Policy to retain current industrial zoning districts.

An important implementation strategy underlying the Draft Plan is the establishment of new overlay zones which provide additional land use regulations applicable to individual areas within the current CIX-1 zone including design review.

The Draft Plan is intended to be adopted concurrently with amendments to the General Plan’s Land Use and Transportation Element to reflect new policy direction. The map of the General Plan and Zoning amendments is included in ***Attachment C***, and are described below.

New Overlay Zones

In many instances, current General Plan land use and zoning designations in West Oakland, particularly in the business/industrial areas, allow such a broad range of allowable uses, building intensities and development characteristics that there is no discernible or specific “vision” of the highest and best land uses for specific sites or areas. This broad range of allowed uses may also raise property owner expectations beyond what the current market can support, thereby discouraging investment and slowing development as owners ‘hold out’ for higher value projects.

While allowing flexibility, the Draft Plan provides more specific and definitive land use direction for the business areas of West Oakland, and provides greater clarity and predictability for property owners and developers, neighbors, and the community at large. The Draft Plan provides this more specific land use policy direction for the business areas of West Oakland located within the Plan’s Opportunity Areas by identifying a set of new land use overlays:

- Business Enhancement Overlay
- Low intensity Business Overlay
- High Intensity Business Overlay

- Large Format Retail Overlay
- High Density Mixed Use Development TOD Overlay

These overlays are in addition to the proposed Home Craft Production and 7th Street Cultural district provisions described in Chapter 5 of the Draft Plan.

The proposed overlays augment the requirements of the Plan Area’s underlying zoning. These land use overlays identify strategically distinct employment uses and building types, reflecting differences in business functions, business ages and sizes, and expected property amenity levels. These land use overlays supplement, rather than replace the current General Plan designations and zoning regulations. These new land use overlays are mapped on top of existing zoning districts for particular parcels, providing more specific and targeted land use policy and regulation. Within the Opportunity Areas, the new land use overlays will be adopted as supplementary to the regulations applying in the existing zone or zones with which the new land use overlay is combined.

The Draft Plan encourages the retention of existing buildings in designated Business Enhancement Overlay Areas, recognizing the capital investment that has already been made and acknowledging the architectural character and historical significance that many of these buildings possess. The Business Enhancement Overlay aims to focus the economic development efforts of the City on intensification of use, permanent enhancement, and adaptive reuse of existing buildings, particularly in the near term.

Whenever any provision of the new land use overlay imposes overlapping or contradictory regulations with those contained in the applicable base zone, or contains restrictions covering any of the same subject matter, the provision within the land use overlay will control, except as otherwise expressly provided in the zoning regulations.

To the extent that the new land use overlays identify certain land use types or facilities as requiring a conditional use permit or being subject to design review, the City may rely on the Plan’s land use strategies and design guidelines in their discretionary decision-making process. These land uses are also supported by the City of Oakland’s Overall Industrial Land Use Policy, which is specifically intended to protect the remaining industrial lands in Oakland, recognizing that industrial land is a scarce resource and that preservation of industrial land is vital to the future economic growth of the city.

Proposed General Plan Amendments and Re-Zonings

Chapter 7 (Section 7.2) of the Draft Plan spells out the Land Use Plan, Policies and Regulations related to the Specific Plan. Below is a summary of the Land Use Vision for the Opportunity Areas:

The future land use vision for the West Oakland Opportunity Areas capitalizes on the Plan Area’s locational advantages in the heart of the East Bay, near the hub of the Bay Area’s freeway system and regional transit system, and promotes development scenarios that respond to current needs and facilitate realization of long-standing desires.

Opportunity Area 1 (Mandela Parkway and West Grand Avenue area):

To support the need for employment opportunities, the future land use vision for the Mandela Parkway and West Grand Avenue Opportunity Area promotes the area as the major business and employment center for West Oakland. Land use recommendations for this Opportunity Area encourage a mix of

business activities and development that will generate a range of jobs at varying skill and educational levels.

Opportunity Area 2 (7th Street area):

To capitalize on the availability of a regional BART transit resource and the desire for increased neighborhood-serving commercial activities, the future land use vision for the 7th Street Opportunity Area supports development of a Transit- Oriented Development (TOD) project that incorporates a variety of uses, makes more active use of parcels currently serving as surface parking lots surrounding the West Oakland BART Station, and integrates the history of West Oakland's storied 7th Street corridor.

Opportunity Area 3 (3rd Street area):

To enhance the current industrial and commercial areas adjacent to the Port of Oakland, the future land use vision for the 3rd Street Opportunity Area promotes uses that continue to support business activities and jobs, capitalizing on the proximity to Downtown Oakland, Jack London Square, Port of Oakland, and the adjacent regional freeway network.

Opportunity Area 4 (San Pablo Avenue area):

To acknowledge the potential development opportunity for one of West Oakland's major commercial corridors, the future land use vision for the San Pablo Avenue Opportunity Area encourages increased residential and commercial mixed-used development.

Existing open space resources are encouraged to be enhanced and new ones are proposed near certain neighborhoods where they do not currently exist. Existing residential neighborhoods are expected to retain their current character. For the most part, existing industrial uses are expected to remain, with future manufacturing activities operating under provisions that minimize conflict with nearby sensitive uses.

Further, the land use vision for new residential and other sensitive uses – when located in areas that are in the vicinity of existing freeways — addresses environmental concerns by recommending additional non-residential land uses that can serve as buffers between the sensitive uses and the freeway.

Major development actions already in process, such as redevelopment of the former Oakland Army Base for civilian use and restoration of the historic 16th Street Train Station, are also supported by Plan recommendations designed to work in conjunction with these ongoing efforts.

The overall future development vision of the West Oakland Specific Plan is illustrated in Chapter 7 and is described in greater detail through the various preferred development scenario descriptions and implementation strategies contained throughout Chapter 7. It is also consistent with the goals and objectives delineated in Chapter 2 (Introduction) and with the Vision statements in Chapter 3 (Vision) of the Plan.

The concepts for future development within the West Oakland Opportunity Areas represent only one potential scenario. There are multiple other development scenarios that would also be consistent with the General Plan direction, zoning regulations, and the land use recommendations of the Plan. The intent of the development concepts is to specify the most desirable future land use scenario.

Collectively, the development concepts for each Opportunity Area:

- Incorporate the overall Goals, Objectives and Project Principles specified in Chapter 2 of the Draft Plan;

- Avoid impacts to historic districts and to individually significant properties, and generally promote adaptive reuse and respect for neighborhood character as indicated in Chapter 5 of the Draft Plan;
- Reflect equitable development concepts further delineated in Chapter 9 of the Draft Plan.

Development within the Opportunity Areas is anticipated to occur over several years and in a flexible and incremental fashion. Development is expected to occur incrementally over time, and development characteristics within each Opportunity Area will likely vary during the interim periods. Accordingly, the Draft Plan depicts not only the preferred ‘end-state’ development concept, but also shows possible development options at interim stages of development and at lower- and mid-range development intensities:

- Incremental intensification of existing buildings and facilities is most likely to occur in the earlier phases of development, but is expected to be a long-term development pattern as well.
- New lower intensity light industrial and business development is expected to occur based on market demands for such new space, with no specific timing suggested or recommended.
- Higher intensity business development is not likely to occur in the short-term within the Opportunity Areas (although it is not discouraged). Therefore, the Draft Plan includes recommendations to guide the incremental and phased development of these types of new development.

Public and Planning Commission Comments at the EIR Scoping Meeting on November 14, 2012 - with Staff Responses

The Draft Plan and Draft EIR have, to the extent feasible, responded to the requests from West Oakland residents and other stakeholders expressed at the November 14, 2012 EIR Scoping Session to address certain concerns and issues. Staff has summarized these comments and provides a response to each comment.

Comment: Not enough information about the BART station transit village.

Staff Response: *Opportunity Area 2 includes the BART station and surrounding area. This area’s development is addressed throughout the Draft Plan and in particular in Chapter 6 (Section 6.3: Residential Development Potential) and Chapter 7 (Section 7.1-2: Seventh Street Opportunity Area Development Concepts).*

Comment: Housing is needed for working class. Prudent development, sustain existing businesses.

Staff Response: *Chapter 9.1, Affordable Housing and Chapter 6.3: Residential Development Potential are among the chapters that address housing needs.*

Comment: Industrial arts need to be reflected in the Plan.

Staff Response: *Chapter 9 (Section 9.2) includes strategies for retaining the industrial arts and urban manufacturing sectors of West Oakland. Additionally, Chapter 5 (Section 5.4: Fostering the Creative Economy & Cultural Arts Community) of the Plan addresses this part of the arts community.*

Comment: Concern about high rises. The single biggest impact is shadowing on residential, include in plan.

Staff Response: *The DEIR addresses shadowing specifically in Chapter 4 (Section 4.1, Aesthetics, Shadow and Wind). Several figures in that chapter provide additional specific information on Shadow Impacts on Public Parks and Open Spaces and Shadow Impacts – Winter Solstice at the future West Oakland BART Station transit village development.*

Comment: Need more detail about San Pablo.

Staff Response: *Opportunity Area 4, the San Pablo Corridor, is addressed specifically in Chapter 7 (Section 7.1-4: San Pablo Avenue Corridor Opportunity Area Development Concepts), as well as throughout the Draft Plan.*

Comment: Want to see infrastructure report in the middle of the plan. In terms of infrastructure development does not address sidewalks, rail spurs.

Staff Response: *Chapter 4 (Section 4.3: Securing the Basic Infrastructure), includes strategies for how to address the needs to improve the West Oakland infrastructure. This includes sidewalks and rail spurs.*

Comment: Neighborhood component not clearly identified. Schools should be part of EIR process.

Staff Response: *Chapter 5 (Section 5.5: Retaining Educational Resources), as well as various chapters of the DEIR, address the impact of the Plan on schools. Chapter 5 (Section 5.2: Neighborhood Enhancement) also addresses neighborhoods.*

Comment: History and art need to be reflected in the Plan.

Staff Response: *Chapter 5 (Section 5.4: Fostering the Creative Economy & Cultural Arts Community), of the Plan addresses the art community and proposes a Cultural District along 7th Street. The history of West Oakland is reflected throughout the Draft Plan and is also addressed in Chapter 5 (Section 5.3, Preservation of Historic Resources).*

Comment: Need to address gentrification and people being displaced. Stick with carrot about jobs. Maybe a hundred West Oakland residents have jobs related to any development there.

Staff Response: *Chapter 9 (Sections 9.1 and 9.2, Affordable Housing and Equitable Economic Development [EED]) were added specifically to address this concern. The EED Chapter includes strategies for job development including working with existing and the creation of new resources for education and employment.*

Comment: West Oakland is a food desert. Need to include grocery stores.

Staff Response: *Chapter 6 (Section 6.2 More Retail Opportunities), includes strategies for new and different concepts, such a new grocery store models.*

ENVIRONMENTAL REVIEW

This section of the staff report describes the environmental review of the Draft West Oakland Specific Plan (Draft Plan) included in the DEIR.

On October 22, 2012, the City of Oakland issued a Notice of Preparation (NOP) to inform agencies and interested parties of its intent to prepare a “Draft EIR for the West Oakland Specific Plan.” The NOP was distributed to governmental agencies, organizations, and persons interested in the West Oakland Specific Plan. The City sent the NOP to agencies with statutory responsibilities in connection with the Plan and requested their input on the scope and content of the environmental information that should be addressed in the EIR. The Landmarks Preservation Advisory Board (LPAB) and the City of Oakland Planning Commission held Scoping Meetings on November 5, 2012, and November 14, 2012, respectively, to accept comments regarding the scope of the EIR for the West Oakland Specific Plan.

The following environmental topics are addressed in the DEIR:

- Aesthetics, shadow and wind
- Agriculture and forest resources
- Air quality
- Biological resources
- Cultural and historic resources
- Geology and soils
- Greenhouse gas emissions/climate change
- Hazards and hazardous materials
- Hydrology and water quality
- Land use and planning
- Mineral resources
- Noise
- Population, housing and employment
- Public services and recreation
- Transportation
- Utilities and service systems

It is anticipated that implementation of the Specific Plan will not have significant environmental impacts on agriculture and forest resources, biological resources; geology and soils, and mineral resources. Nevertheless, these environmental factors are analyzed in the EIR.

Analysis of Potential Impacts

A complete list of potential environmental impacts in all topic areas, City Standard Conditions of Approval (SCAs) and mitigation measures are summarized in *Table 2-1* in the Executive Summary of the DEIR (See ***Attachment D***). The section below discusses the potential environmental impacts that are

considered significant and unavoidable, even with adherence to the existing policies in the Oakland General Plan, the City's SCAs and new policies in the Draft Plan.

Impacts and 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 the Draft EIR (Chapter 4-1 through 4-12).

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 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 PM_{2.5} 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 PM_{2.5} 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 PM_{2.5} 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 Trans--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 Trans--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.

Project Alternatives

Chapter 5 of the DEIR includes the analysis of four alternatives to the proposed project that meet the requirements of CEQA, which include a reasonable range of alternatives to the Project that would feasibly attain most of the Project’s basic objectives, yet generally avoid or substantially lessen many of the Project’s significant environmental effects. These alternatives include:

Alternative 1: No Project

The No Project Alternative would not cast shadows that substantially impair the function of a building using passive solar heat collection, solar collectors for hot water heating, or photovoltaic solar collectors; cast shadows that substantially impair the beneficial use of any public or quasi-public park, lawn, garden, or open space; or cast shadows on an historic resource such that the shadow would materially impair the resource’s historic significance. The shadow impacts of the No Project Alternative would be less than significant.

Alternative 2: Reduced Project

Like the Project, the Reduced Alternative would not cast shadows that substantially impair the function of a building using passive solar heat collection, solar collectors for hot water heating, or photovoltaic solar collectors; cast shadows that substantially impair the beneficial use of any public or quasi-public park, lawn, garden, or open space; or cast shadows on an historic resource such that the shadow would materially impair the resource’s historic significance. The shadow impacts of the Reduced Alternative would be less than significant. (LTS) The Reduced Alternative would not alter or change the manner in which historic resources are proposed to be addressed pursuant to the Specific Plan (the Project).

Alternative 3: Scenario with Commercial and Jobs Emphasis

Alternative #3 would not alter or change the manner in which the majority of historic resources are proposed to be addressed pursuant to the Specific Plan.

Alternative 4: Maximum Theoretical Buildout Alternative

Because the Specific Plan’s regulations would apply to every parcel within the Plan Area, the Maximum Theoretical Buildout Alternative evaluates the theoretical possibility that every parcel would be built out to the new maximum level permissible under the General Plan and Planning Code regulations as revised through adoption of the Specific Plan. Under the Maximum Theoretical Buildout Alternative, overall development would be substantially greater than the Project’s land use development program (roughly 3.3 times as much non-residential development and an approximately 8% increase in residential development as compared to the Project. The likelihood of “maximum buildout” occurring is considered highly unlikely, and is referred to as theoretical.

Because it would reduce the extent of significant air quality impacts and would likely avoid many, if not all of the significant traffic impacts as compared to the Project, the No Project is considered environmentally superior to the Project. However, Section 15126.6(e)(2) of the CEQA Guidelines requires that if the No Project Alternative is identified as the environmentally superior alternative, then the EIR shall identify another alternative as the environmentally superior alternative.

Environmentally Superior Project

Because it would lower the extent of environmental impacts overall (even those indicated as being less than significant) as compared to the Project, reduce the extent of significant and unavoidable air quality impacts (even though not to a less than significant level), and would avoid several of the traffic intersection impacts as identified under the Project, the Reduced Project is considered environmentally superior to the Project.

Publication and Distribution of the DEIR

The DEIR for the West Oakland Specific Plan was published on Wednesday, January 29, 2014, and the public review period extends to March 17, 2014. The Notice of Availability (NOA) for the DEIR was mailed to interested parties, responsible agencies and local planning agencies. The NOA was also posted in the office of the County Clerk, and published in the Oakland Tribune. Copies of the DEIR have been distributed to City officials, including the Landmarks Preservation Advisory Board and Planning Commission, and are available electronically on the City's website and in printed form at the City of Oakland's Department of Planning and Building (250 Frank Ogawa Plaza, Suite 3315) and the City's website.

KEY ISSUES

Air Quality and Greenhouse Gas Emissions are among the key issues and environmental impacts in West Oakland and are addressed in the West Oakland Specific Plan. The Draft EIR provides an analysis of the issues and provides information and options for dealing with these impacts.

Refinements and changes to the Draft Plan and accompanying proposals (Draft Zoning regulations, General Plan amendments, and new design guidelines) can be implemented without additional environmental analysis, as long as the general project description, as described earlier in this report, is maintained. However, any refinements would need to be within the parameters established by the *Reasonably Foreseeable Maximum Development Program*.

A list of recommended further changes to the Draft Plan (along with refinements to the Draft Zoning regulations, General Plan amendments, and new design guidelines) will be presented to the Planning Commission for public review and comment, following this round of public hearings.

NEXT STEPS

The DEIR for the Draft West Oakland Specific Plan will also be presented at the Parks and Recreation Advisory Committee (PRAC) in March 2014, and, if needed, at the Zoning Update Committee which will provide comments unique to their area of purview. Comments received at these public hearings will help further shape the preparation of the final documents, including the (Final) West Oakland Specific Plan, Design Guidelines, Zoning and General Plan amendments, and the Final Environmental Impact Report. Once final documents are prepared, the formal adoption process will commence beginning with the Planning Commission and continuing onto the Community and Economic Development Committee of the City Council and full City Council in July 2014.

A summary of comments received at the LPAB meeting will be provided to the Planning Commission at the February 24, 2014 public hearing as the meeting notes were not yet available at the writing of this report.

Approvals Required to Adopt and Implement the Specific Plan

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; and
- Approval of General Plan amendments and re-zonings, as specifically defined below in **Table 3-7 (Attachment C)**.

Upcoming Public Hearings

Additional public hearings will be held to review the DEIR. These are the proposed dates for upcoming public hearings:

- Parks and Recreation Advisory Commission – **March 12, 2014**.

It is anticipated that in the spring of 2014, there will be additional public meetings to refine proposals for the new Plan Area Zoning regulations and Design Guidelines.

Following that round of public hearings, a Final EIR, along with recommended changes to the Draft Plan, zoning and General Plan amendments, and design guidelines will be presented to the Planning Commission for public review and comment before final adoption by City Council of the West Oakland Specific Plan and its concurrent components.

RECOMMENDATIONS

1. Take public testimony and provide comments to staff on the Draft Environmental Impact Report (DEIR) associated with the Draft West Oakland Specific Plan (Draft Plan) and its concurrent components.
2. Close the public hearing with respect to receipt of oral comments. Written comments on the above will be accepted until 4:00 pm on Monday, March 17, 2014.

Prepared by:

ULLA-BRITT JONSSON
Planner II

Reviewed by:

ED MANASSE

Strategic Planning Manager

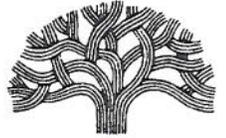
Approved for forwarding to the
Planning Commission:

RACHEL FLYNN
Director of Planning and Building

ATTACHMENTS:

- A. Notice of Availability – West Oakland Specific Plan DEIR
- B. Draft Plan Opportunity Areas and Sites map
- C. Proposed General Plan and Zoning Amendments map and Table
- D. Table 2-1 from the West Oakland Specific Plan DEIR

CITY OF OAKLAND



250 FRANK H. OGAWA PLAZA, SUITE 3315 • OAKLAND, CALIFORNIA
94612-2032

Department of Planning and Building
Strategic Planning Division

(510) 238-3941
FAX 510) 238-6538
TDD (510) 839-6451

**NOTICE OF AVAILABILITY / RELEASE OF
DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR THE
WEST OAKLAND SPECIFIC PLAN
AND
NOTICE OF PUBLIC HEARINGS ON DEIR AND SPECIFIC PLAN**

TO: All Interested Parties

SUBJECT: Notice of Availability/Release of DEIR for the West Oakland Specific Plan, and Notice of Public Hearings on the same.

REVIEW/COMMENT PERIOD: January 29, 2014 through March 17, 2014

CASE NO.: ER12-0018, GP14-010, RZ14-011, ZS14-012, ZT14-013, (CEQA State Clearing House Number 2012102047)

PROJECT SPONSOR: City of Oakland

PROJECT LOCATION: The nearly 3 square mile (approximately 1,900-acre) West Oakland Planning Area (“Plan Area”) encompasses the area generally bounded by Interstate 580 (I-580) to the north, I-980 to the east and I-880 to the west, plus two additional areas that are “gateways” to West Oakland: the industrial area south of I-880 centered on 3rd Street, and the Oakland portion of the East Bay Bridge Shopping Center north of I-580 adjacent to Emeryville.

PROJECT DESCRIPTION: The West Oakland Specific Plan will be a planning document that provides a vision and planning framework for future growth and development within the Plan Area. The Plan is intended to provide comprehensive, consistent and multi-faceted strategies for development and redevelopment of vacant and/or underutilized properties in West Oakland. Toward that end, this Specific Plan establishes a land use and development framework, identifies needed transportation and infrastructure improvements, and recommends strategies needed to develop those parcels.

The Specific Plan is designed as a roadmap for reducing blight, attracting new industry, maintaining and supporting existing compatible businesses and industry, promoting smart growth and Transit-Oriented Development (TOD) that serves a range of incomes, encouraging mass transit and creating living wage jobs for West Oakland residents. The Specific Plan requires General Plan and Planning Code amendments (text and map changes) along with Design Guidelines to achieve the Plan goals.

For more information on the project, including draft documents, please visit the project website at:
www.oaklandnet.com/r/wosp

ENVIRONMENTAL REVIEW: A Notice of Preparation (NOP) of an EIR was issued by the City of Oakland's Department of Planning and Building on October 22, 2012. A Draft Environmental Impact Report (DEIR) has now been prepared for the project under the requirements of the California Environmental Quality Act (CEQA), pursuant to Public Resources Code Section 21000 et seq. The DEIR analyzes potentially significant environmental impacts in all environmental categories/topics; and identifies significant unavoidable environmental impacts related to: Aesthetics, Air Quality; Cultural and Historic Resources; Greenhouse Gases Emissions; Hazards and Hazardous Materials; Land Use and Planning; Noise; Population, Housing and Employment; Public Services and Recreation; Transportation, Circulation and Parking; Utilities and Service Systems; Other Less-than-Significant Effects.

The City of Oakland's Department of Planning and Building is hereby releasing this DEIR, finding it to be accurate and complete and ready for public review. **Starting on Wednesday, January 29, 2014**, copies of the DEIR and Specific Plan will be available for review or distribution to interested parties at no charge at the Department of Planning and Building, 250 Frank H. Ogawa Plaza, Suite 3315, Oakland, CA 94612, Monday through Friday, 8:30 a.m. to 5:00 p.m. Additional copies are available for review at the Oakland Public Library, Social Science and Documents, 125 14th Street, Oakland CA 94612. The DEIR may also be reviewed at the City's "Current Environmental Review Documents" webpage: <http://www2.oaklandnet.com/Government/o/PBN/OurServices/Application/DOWD009157> and the Specific Plan may be reviewed on the project website: www.oaklandnet.com/r/wosp

THE CITY HAS SCHEDULED 1 COMMUNITY MEETING AND 2 PUBLIC HEARINGS ON THE DEIR AND SPECIFIC PLAN:

COMMUNITY MEETING

Thursday, February 6, 2014, 6:00 p.m. – 8:00 p.m.

West Oakland Senior Center — 1724 Adeline Street, Oakland

Refreshments Served

**LANDMARKS PRESERVATION ADVISORY BOARD
PUBLIC HEARING**

Monday, February 10, 2014, 6:00 p.m.

Oakland City Hall, Hearing Room 1, One Frank H. Ogawa Plaza, Oakland, CA 94612

**CITY PLANNING COMMISSION
PUBLIC HEARING**

Wednesday, February 24, 2014, 6:00 p.m.

Oakland City Hall, Council Chambers, One Frank H. Ogawa Plaza, Oakland, CA 94612

Members of the public are welcome to attend these hearings and provide comments on the West Oakland DEIR and Specific Plan. Comments on the DEIR should focus on whether the DEIR is sufficient in discussing possible impacts to the physical environment, ways in which potential adverse effects may be avoided or minimized through mitigation measures, and alternatives to the Specific Plan in light of the EIR's purpose to provide useful and accurate information about such factors. Comments may be made at the public hearings described above or in writing. Please address all written comments to Ulla-Britt Jonsson, City of Oakland Strategic Planning Division, 250 Frank H. Ogawa Plaza, Suite 3315. Oakland, California 94612; (510) 238-3322 (phone); (510) 238-6538 (fax); or e-mailed to ujonsson@oaklandnet.com. Comments on the DEIR and Specific Plan **must be received no later than 4:00 p.m. on March 17, 2014.**

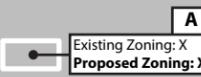
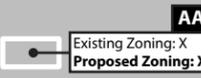
After all comments have been received, a Final EIR will be prepared and the Planning Commission will consider certification of the EIR and rendering a decision on the Specific Plan at a public hearing, date yet to be determined. Public notice will be provided in advance of future hearings, in accordance with applicable legal requirements. All comments received will be considered by the City prior to finalizing the EIR and taking any further action pertaining to this EIR. If you challenge the environmental document or other actions pertaining to this Project in court, **you may be limited to raising only those issues raised at the public hearings described above or in written correspondence received by 4:00 pm on March 17, 2014.** For further information please contact Ulla-Britt Jonsson at (510) 238-3322 or via email to ujonsson@oaklandnet.com.

January 29, 2014

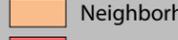
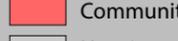
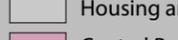
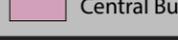
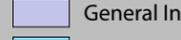
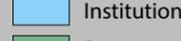
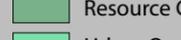


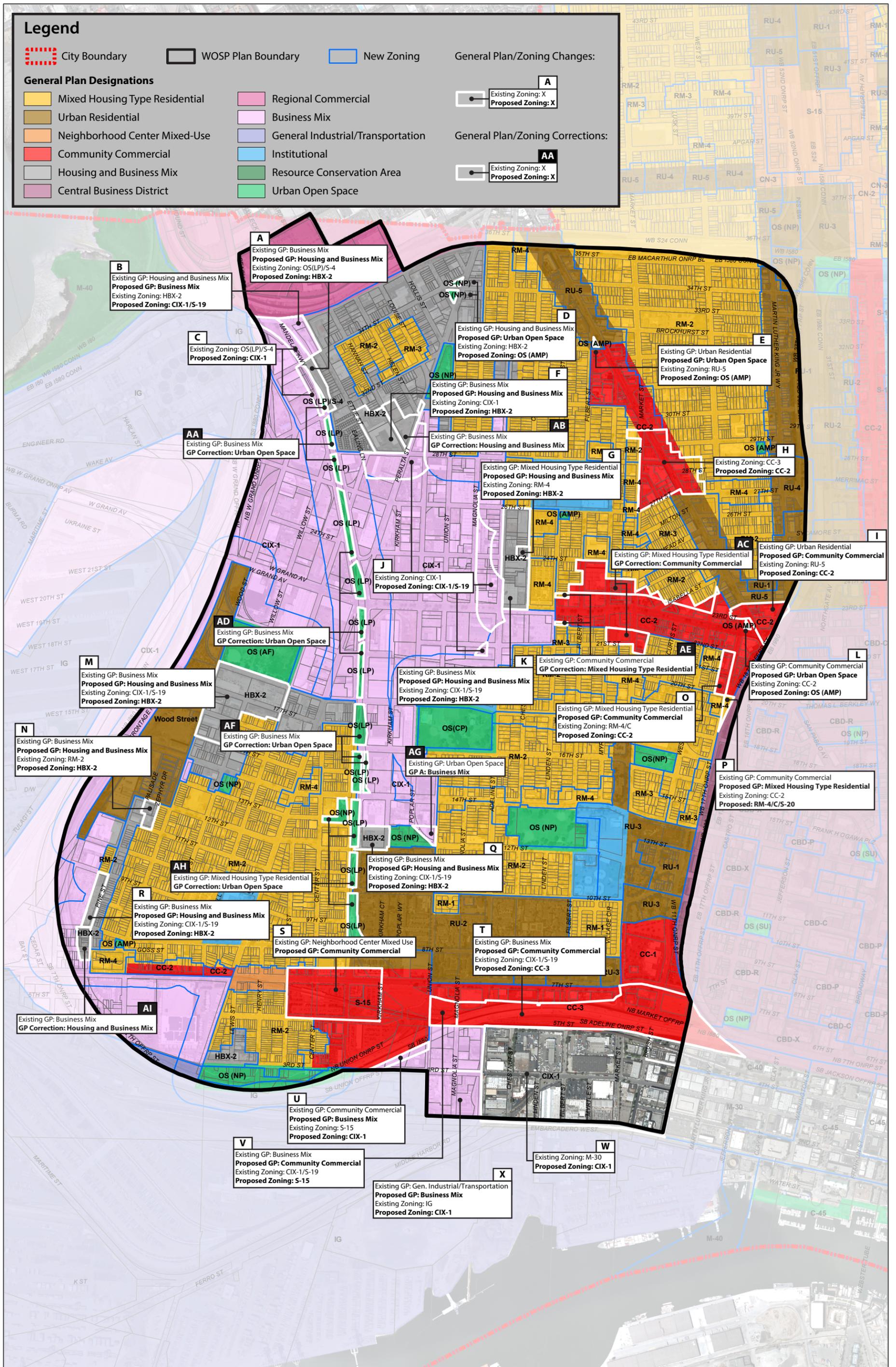
Scott Miller
Environmental Review
Officer

Legend

-  City Boundary
-  WOSP Plan Boundary
-  New Zoning
- General Plan/Zoning Changes:**
-  Existing Zoning: X
Proposed Zoning: X
-  Existing Zoning: X
Proposed Zoning: X

General Plan Designations

-  Mixed Housing Type Residential
-  Urban Residential
-  Neighborhood Center Mixed-Use
-  Community Commercial
-  Housing and Business Mix
-  Central Business District
-  Regional Commercial
-  Business Mix
-  General Industrial/Transportation
-  Institutional
-  Resource Conservation Area
-  Urban Open Space



Prepared by: City of Oakland, Department of Planning and Building, September 2013



West Oakland Specific Plan

Proposed General Plan & Zoning Amendments



Table 3-7: Proposed General Plan Amendments and Re-Zonings

Site	Existing General Plan		Proposed General Plan		Existing Zoning	Proposed Zoning
	Designation	Designation	Designation	Designation		
A	Northeast Mandela	Business Mix	Housing and Business Mix	Housing and Business Mix	OS (LP)/S-4	HBX-2
B	Northeast Mandela	Housing and Business Mix	Business Mix	Business Mix	HBX-2	CIX-1/S-19
C	Northeast Mandela Parkway				OS (LP)/S-4	CIX-1
D	Union Plaza Park and Fitzgerald Park	Housing and Business Mix	Urban Open Space	Urban Open Space	HBX-2	OS/AMP
E	St. Andrews Plaza	Urban Residential	Urban Open Space	Urban Open Space	RU-5	OS/AMP
F	Ettie Street – 1	Business Mix	Housing and Business Mix	Housing and Business Mix	CIX-1	HBX-2
G	West of 1880 between 32nd and 35th	General Industrial/Transportation	Business Mix	Business Mix	IG	CIX-1/S-19
H	Chestnut Street and 24 th	Mixed Housing Type Residential	Housing and Business Mix	Housing and Business Mix	RM-4	HBX-2
I	San Pablo Avenue at 28th Street Site	Urban Residential	Community Commercial	Community Commercial	CC-3	CC-2
J	West Grand at San Pablo	Urban Residential	Community Commercial	Community Commercial	RU-5	CC-2
K	Chestnut/Adeline and Ettie Street	Business Mix	Housing and Business Mix	Housing and Business Mix	CIX-1	CIX-1/S-19
L	Chestnut/Adeline	Business Mix	Housing and Business Mix	Housing and Business Mix	CIX-1/S-19	HBX-2
M	West Grand at San Pablo Mini-Park	Community Commercial	Urban Open Space	Urban Open Space	CC-2	OS-AMP
N	Roadway Site	Business Mix	Housing and Business Mix	Housing and Business Mix	CIX-1/S-19	HBX-2
O	San Pablo at West Grand Avenue	Mixed Housing Type Residential	Community Commercial	Community Commercial	RM-4/C	CC-2
P	Small Triangle Site	Community Commercial	Mixed-Housing Type Residential	Mixed-Housing Type Residential	CC-2	RM-4/C/S-20
Q	Prescott-Oakland Point	Business Mix	Mixed Housing Type Residential	Mixed Housing Type Residential	RM-2	HBX-2
R	Phoenix Iron Works Site	Business Mix	Housing and Business Mix	Housing and Business Mix	CIX-1	HBX-2
S	Coca Cola Bottling/Mayway Site	Business Mix	Urban Residential	Urban Residential	CIX-1	HBX-2
T	7th Street/BART parking	Neighborhood Center Mixed	Community Commercial	Community Commercial		

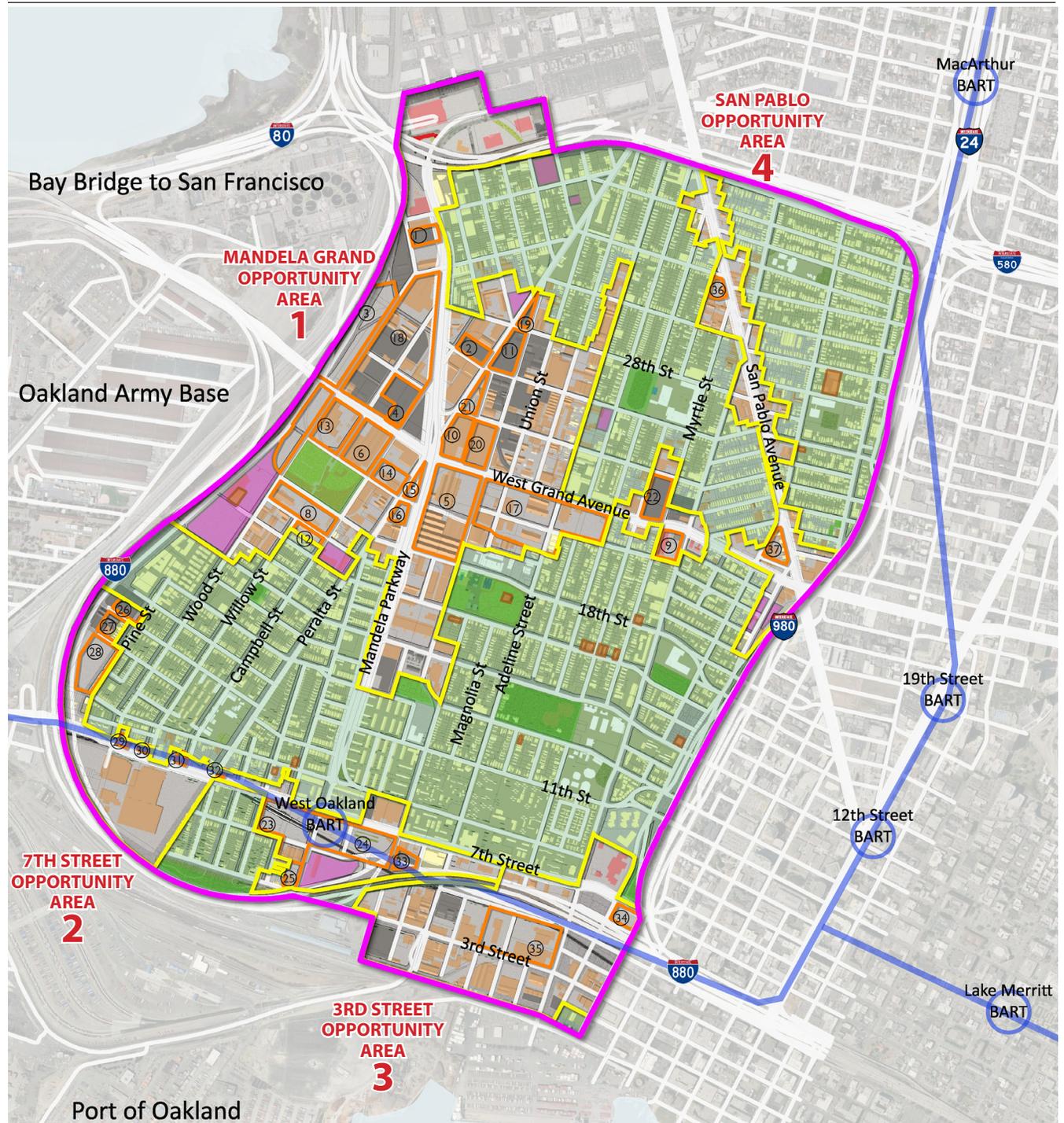
Table 3-7: Proposed General Plan Amendments and Re-Zonings

Site	Existing General Plan	Proposed General Plan	Existing Zoning	Proposed Zoning
	Designation	Designation		
U	7th Street within the 3rd Street Opportunity Area	Business Mix	CIX-1/S-19	CC-3
V	7 th Street between Chestnut and Peralta	Neighborhood Center Mixed Use	S-15	CC-2
W	Lewis Street	Mixed Housing Type Residential	RM-2	HBX-2
X	Southern edge of Interstate 880	Community Commercial	S-15	CIX-1
Y	3rd Street – Estuary Policy Plan	General Industry/Transportation	M-30	CIX-1
Z	3rd Street Industrial	Business Mix	IG	CIX-1
ZA	3rd Street – Estuary Policy Plan	Mixed Housing Type Residential	M-30	CIX-1
ZB	Block bounded by Brush, Plan Boundary, 4 th and 5 th	Urban Residential	C-40	CIX-1
AA	San Pablo between 32nd and 35th	Mixed Housing Type Residential		
AB	San Pablo between 27 th and 32 nd	Mixed Housing Type Residential		
AC	Peralta and Hannah	Business Mix		
AD	Mandela Parkway	Business Mix		
AE	San Pablo between 24 th and 27 th	Mixed Housing Type Residential		
AF	Market and W Grand	Mixed Housing Type Residential		
AG	Mandela Parkway	Business Mix		
AH	Linden and W Grand	Community Commercial		
AI	Mandela Parkway	Business Mix		
AJ	Mandela Parkway and 12th Street	Urban Open Space		
AK	Mandela Parkway	Business Mix		
AL	7 th St between Peralta and Wood	Mixed Housing Type Residential		

Table 3-7: Proposed General Plan Amendments and Re-Zonings

Site	Existing General Plan Designation	Proposed General Plan Designation	Existing Zoning	Proposed Zoning
AM Frontage Road and 7th Street	Business Mix	Housing and Business Mix		

WEST OAKLAND SPECIFIC PLAN- PROJECT AREA MAP



Map Legend

- Opportunity Areas/Residential Edge
- Catalyst Sites
- Heavier Industrial Uses to be Relocated
- Older Facilities to be Modernized
- BART Line and Stations
- Pipeline Projects
- Project Boundary

**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

**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
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

**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
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

**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>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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West Oakland Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
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.	<p>Supplemental SCA B: Exposure to Air Pollution (Toxic Air Contaminants) BAAQMD Regulation 2, Rule 5</p> <p>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:</p> <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

**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
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

**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
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>

**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 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>

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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

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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

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<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

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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

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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>

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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>

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<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>

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	<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

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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.	
<p>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.</p>	<p>None needed</p> <p>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.</p> <p>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.</p> <p>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.</p>	LTS
<p>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.</p>	<p>SCA 91: Stormwater and Sewer</p> <p>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.</p> <p>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.</p>	LTS with SCAs
<p>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.</p>	SCA 36: Waste Reduction and Recycling	LTS with SCAs
<p>Impact Util-5: Pacific Gas & Electric Company (PG&E) has indicated that there is ample</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
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

**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>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>

**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
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

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
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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>