
Project Summary

Summary of the Project

Site Location

The West Oakland Specific Plan Planning Area (Planning Area) is located in Oakland, California in the East San Francisco Bay Area near the hub of the Bay Area's freeway system and regional transit system. The Planning Area is generally bounded by Interstate 580 (I-580) to the north, I-980 to the east and I-880 to the west and south.

The Planning Area comprises approximately 2.18 square miles or approximately 1,400 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.

Project Overview

The proposed West Oakland Specific Plan provides a set of comprehensive and multi-faceted strategies for development and redevelopment of primarily vacant and/or underutilized commercial and industrial properties in West Oakland. It establishes a land use and development framework, identifies needed transportation and infrastructure improvements and recommends implementation strategies needed to develop the properties. Key components of the Specific Plan include:

- Promoting select areas within the Plan Area as major employment centers, encouraging land uses that have significant employment potential;
- promoting high-density development near the West Oakland BART station, consistent with prior planning strategies;
- encouraging residential and neighborhood-serving commercial establishments on major corridors such as San Pablo Avenue;
- seeking to direct industrial and more intensive commercial activities to locations closer to the Port of Oakland and away from residential areas, as a means of protecting and enhancing West Oakland's residential neighborhoods; and
- encouraging an enhanced multi-modal transportation system to better link residents and businesses.

These and other efforts will guide West Oakland's changes in the next decades.

EIR Process and Schedule

On October 22, 2012 the City of Oakland issued a Notice of Preparation, determining that an Environmental Impact Report (EIR) would be prepared to analyze the potential environmental effects of the proposed Specific Plan (the Project) under CEQA, and soliciting public comments on the scope of the EIR. Public scoping hearings were held before the City of Oakland Landmarks Preservation Advisory

Board (on November 5, 2012) and before the City of Oakland Planning Commission (on November 14, 2012) to determine the appropriate scope of the environmental document.

On January 29, 2014 the City of Oakland issued a Notice of Availability/Notice of Completion of the Draft EIR. The Draft EIR addressed environmental topics pertaining to aesthetics; air quality; cultural and historic resources; greenhouse gas emissions; hazards and hazardous materials; hydrology and water quality; land use, plans and policies; noise and vibration; transportation, circulation and parking; utilities and public services; and environmental effects found to be less than significant. The Draft EIR was circulated for public review and comment.

The 45-day public review and comment period on that Draft EIR ended on March 17, 2014. During the public review and comment period, the City of Oakland held public hearings and informational meetings including a Community Meeting (on February 6, 2014), and public hearings before the City of Oakland Landmarks Preservation Advisory Board (on February 10, 2014), the Oakland City Planning Commission (on February 24, 2014), and the City of Oakland Parks and Recreation Advisory Commission (March 12, 2014). The purpose of these meetings and hearings was to inform the public about the contents of the Specific Plan and Draft EIR, and to receive oral comments on the Draft EIR with regard to its adequacy and accuracy.

Key Components of the Project

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

Opportunity Area 1: Mandela/West Grand

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

Opportunity Area 2: 7th Street

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

Opportunity Area 3: 3rd Street

The 3rd Street Opportunity Area is located generally south of I-880 and between Union and Castro Streets. This Opportunity Area is somewhat isolated from much of the rest of West Oakland by the I-880

freeway and elevated BART tracks. The vision for the 3rd Street Opportunity Area is that it will continue to support industrial and business activities and jobs, capitalizing on its proximity to downtown Oakland, Jack London Square, the Port of Oakland and its access to the regional freeway network. This Opportunity Area is expected to emerge as a more vibrant and vital business and employment center over time, focusing on manufacturing and light industrial uses that benefit from adjacency to the Port, as well as commercial uses that enliven the area during the day and night. Commercial, dining and entertainment uses are encouraged as infill enhancements in the attractive, older warehouse buildings.

Opportunity Area 4: San Pablo Avenue

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

Reasonably Foreseeably Maximum Development

The Project analyzed in this EIR is the amount of development that can be reasonably expected to occur in the Planning Area over the next 25 years. The amount of both residential and employment growth included under this reasonably foreseeable scenario is generally consistent with Association of Bay Area Government's (ABAG) Projections '09 for West Oakland, is consistent with the market projections of demand for new housing opportunities and employment growth potential as assessed for the Specific Plan, and it consistent with the urban design assumptions and development scenarios as presented in the Specific Plan. This development potential is the reasonably foreseeable maximum development that would occur within the Planning Area during the life of the proposed Plan and is the level of development envisioned by the proposed Plan.

Buildout of the West Oakland Specific Plan's Opportunity Areas is expected to result in an increase of between 19,700 and nearly 22,000 new jobs, and an increase of between 4,000 to 5,000 new housing units, including:

- over 293 acres of business and industrial lands accommodating approximately 3.85 million square feet of net new business space and providing for approximately 19,000 new jobs; and
- approximately 37 acres of mixed-use development along the 7th Street and San Pablo Avenue corridors, accommodating about 185,000 square feet of new commercial space providing for nearly 600 new jobs, plus more than 1,350 new housing units; and
- 24 acres of mixed-use transit-oriented development at the West Oakland BART station, with up to 670,000 square feet of new commercial, office and retail development providing for nearly 1,700 new jobs, and/or a range of between 1,325 to 2,300 new housing units; and
- approximately 31.5 acres of residential land with a total of more than 1,330 new housing units.

Public Agency Approvals

The discretionary actions and other considerations and approvals anticipated to be required for the proposed Project include, but are not limited to the following:

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

The City of Oakland Planning Commission will make findings regarding certification of the EIR, and will make recommendations regarding adoption of the Specific Plan and approval of the proposed General Plan amendments and re-zonings. The Oakland City Council will make final decisions of the Plan, the General Plan amendments and re-zonings.

Use of this EIR

The degree of specificity in an EIR corresponds to the degree of specificity in the underlying activity described in the EIR. This EIR presents an analysis of the environmental impacts of adoption and implementation of the Specific Plan by evaluating the physical and land use changes from potential development that could occur with adoption and implementation of the Specific Plan.

Where feasible and where an adequate level of detail is available such that the potential environmental effects may be understood and analyzed, this EIR provides a project-level analysis to minimize the need for subsequent CEQA review of projects that could occur under the Specific Plan. Pursuant to CEQA Guidelines Sections 15162-15164, 15168, 15183 and 15183.5, future program- and project-level environmental analyses may be tiered from this EIR.

The City intends to use the streamlining/tiering provisions of CEQA to the maximum feasible extent, so that future environmental review of specific projects are expeditiously undertaken without the need for repetition and redundancy, as provided in CEQA Guidelines section 15152 and elsewhere.

Areas of Public Concern

Social and Economic Effects

CEQA Guidelines define the parameters under which consideration of socio-economic impacts is included in an EIR. Section 15131(a) of the Guidelines states that; “. . . economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project, to physical changes caused in turn by the economic or social changes. . . The focus of the analysis shall be on the physical changes.” Changes in population and demographics, in and of themselves, are generally characterized for CEQA purposes as social and economic effects, not physical effects on the environment. Nevertheless, among the topics of greatest public concern expressed through letters commenting on the Draft EIR and from public comments made at hearings on the Draft EIR are the socio-economic impacts of the Specific Plan associated with:

- gentrification, and
- direct and indirect displacement of residences and existing small businesses.

These topics, as they relate to CEQA are addressed in Chapter 4 of this FEIR, under Master Response to Comments #1: Gentrification and Displacement.

Effects of the Environment on the Project

CEQA requires an EIR to analyze potential adverse effects that a project may have on the environment. In the reverse, potential adverse effects that the environment may have on a project are legally not required to be analyzed or mitigated under CEQA. Nevertheless, among the areas of greatest public concern expressed through letters commenting on the Draft EIR and from public comments made at hearings on the Draft EIR are the potential impacts that existing environmental conditions may have on new and existing residents and businesses within the Specific Plan Area, specifically related to:

- the adverse effects of poor ambient air quality, including existing off-site emissions of diesel PM and other toxic air contaminants, on existing and future residents;
- The adverse effects that existing sources of noise (i.e., vehicles on freeways, BART train noise and other noise sources) have on existing and future residents;
- The adverse effects that projected future sea level rise may have on existing and future residents and businesses;

Although not required under CEQA, the Draft EIR included analysis of these and other potential effects of the environment on the project, and this Final EIR responds to comments on these issues in order to provide information to the public and decision-makers.

CEQA Threshold Effects of Concern

The following CEQA topic issues are among the issues of concern as expressed in letters commenting on the Draft EIR and from public comments made at hearings on the Draft EIR:

- emissions of diesel PM and other toxic air contaminants during construction and operation of new development pursuant to the Specific Plan;
- the contribution of Project-related traffic to local and regional traffic congestion;
- the potential adverse health and safety effects that may result from new development occurring in proximity to contaminated and toxic soil and groundwater conditions;
- additional demands on public infrastructure (especially water supply and wastewater collection facilities) associated with new growth and development.

The Draft EIR included analysis of these and other potential effects of the Project, and this Final EIR responds to comments on these issues and other issues.

Summary of Impacts, Mitigation Measures and Alternatives

Significant and Unavoidable Impacts

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.

- Air-5: Construction-Period Emissions of Criteria Pollutants.** 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 (SCA). However, larger individual construction projects could generate emissions of criteria air pollutants that would exceed the City's thresholds of significance.
- Air-7: Operational Criteria Pollutant Emissions.** 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.
- Air-9: Operational Toxic Air Contaminant Emissions.** Development pursuant to the West Oakland Specific Plan would include new light industrial, custom manufacturing and other similar land uses, as well as the introduction of new diesel generators that could emit toxic emissions resulting in (a) a cancer risk level greater than 10 in one million, (b) a chronic or acute hazard index greater than 1.0, or (c) an increase of annual average PM2.5 concentration of greater than 0.3 micrograms per cubic meter; or under cumulative conditions, resulting in a) a cancer risk level greater than 100 in a million, b) a chronic or acute hazard index greater than 10.0, or c) annual average PM2.5 of greater than 0.8 micrograms per cubic meter.
- Air-10: Toxic Air Contaminant Exposure.** Certain future development projects in accordance with the West Oakland Specific Plan could result in new sensitive receptors exposed to existing levels of toxic air contaminants (TACs) or concentrations of PM2.5 that could result in increased cancer risk or other health hazards. CEQA requires the analysis of potential adverse effects of a project on the environment. Potential effects of the environment on a project are legally not required to be analyzed or mitigated under CEQA. However, this EIR nevertheless analyzes potential effects of the environment on the project (i.e. siting new receptors near existing TAC sources) in order to provide information to the public and decision-makers.

Greenhouse Gas (GHG) Emissions

- GHG-3: GHG Emissions.** It is possible that on an individual basis, certain development projects 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

- Trans-1: (Existing plus Project) and -3: (Cumulative plus Project): Intersection LOS at Hollis and 40th Streets.** 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.

Trans-2: (Existing plus Project) and -4: (Cumulative plus Project): Intersection LOS at San Pablo Avenue and 40th Streets. 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 Level of Service (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.

Trans-5: (Cumulative plus Project) Intersection LOS 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 within the Mandela Parkway median, 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.

Alternatives

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

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

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

Summary Table

Information in **Table 2-1: Summary of Impacts, City Standard Conditions of Approval and Mitigation Measures**, corresponds with the organization and order of environmental issues as discussed in the Draft EIR. The table is arranged in three columns: 1) Impacts; 2) Required Standard Conditions of Approval and/or Recommended Mitigation Measures; and 3) Level of Significance after Implementation of Standard Conditions of Approval and/or Mitigation. Levels of significance are categorized as follows:

- LTS = Less Than Significant;
- LTS with SCA = Less Than Significant with implementation of City of Oakland Standard Conditions of Approval
- LTS with MM = Less Than Significant with implementation of additional mitigation measures as recommended in the EIR;
- SU = Significant and Unavoidable

Recommended Conditions of Approval

Although not required by CEQA, certain “recommendations” are also included in this EIR, and summarized in Table 2-2. These recommendations are not necessary to address or mitigate significant environmental impacts of the Project under CEQA, but are recommended by City staff to address non-CEQA aspects of the Project. These recommendations will be considered by City decision makers during the course of Project review and may be imposed as Project-specific conditions of approval. It is not yet known which of these recommendations may be implemented and if so whether the recommendations would be implemented as part of the Project or independent of the Project. The environmental consequences of each recommendation have been considered and none of the recommendations would result in any new or additional significant impacts under CEQA.

**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</p>	None needed	LTS

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West Oakland Specific Plan**

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

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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

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West Oakland Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
<p>Impact Air-5: During construction, individual 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>Supplemental SCA A: Construction-Related Air Pollution Controls for Dust and Equipment Emissions</p>	<p>Conservatively 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, <u>as supplemented by the following additional measure;</u> a) <u>At all construction sites where access to grid power is available, grid power electricity shall be used. If grid power is not available, then propane or natural gas generators may be used, as feasible. Only if propane or natural gas generators prove infeasible shall portable diesel engines be allowed.</u></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>

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Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
<p>Impact Air-8: The Specific Plan would not expose 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.</p>	<p>none needed</p>	<p>LTS</p>
<p>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>	<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 <u>or other stationary sources of toxic air contaminants</u> 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 <u>all project sources of toxic air contaminants</u>, 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. <p>Mitigation Measure Air-9B: <u>Place loading docks as far from residences as feasible.</u></p> <p>Mitigation Measure Air-9C: <u>If the project includes a truck fleet of any size that is registered to the project applicant, the truck fleet must comply with all applicable CARB requirements to control emissions from diesel engines, and demonstrate compliance at the time building permits are issued. Means by which compliance may be achieved may include, but are not limited to new clean diesel trucks, lower-tier diesel engine trucks with added PM filters, hybrid trucks, alternative energy trucks, or another method that achieves the CARB emission standards. Compliance with this requirement shall be verified through CARB's Verification Procedure for In-Use Strategies to Control Emissions from Diesel Engines.</u></p>	<p>Significant and Unavoidable</p>
<p>Air-10: Certain future development projects could result in new sensitive receptors exposed to existing levels of toxic air contaminants (TACs) or concentrations of</p>	<p>Supplemental SCA B: Exposure to Air Pollution (Toxic Air Contaminants)</p> <p>Mitigation Measure Air-10: <u>In addition to the City's Standard Conditions of Approval (Supplemental SCA B and C), require future discretionary development projects that would</u></p>	<p>LTS with SCAs for DPM exposure</p>

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Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
<p>PM2.5 that could result in increased cancer risk or other health hazards. CEQA requires the analysis of potential adverse effects of a project on the environment. Potential effects of the environment on a project are legally not required to be analyzed or mitigated under CEQA. However, this EIR nevertheless analyzes potential effects of the environment on the project (i.e. siting new receptors near existing TAC sources) in order to provide information to the public and decision-makers.</p>	<p><u>place new sensitive receptors in areas subject to cancer risks and exposure to diesel PM concentrations that exceed applicable thresholds to incorporate the following additional (i.e., in addition to the SCAs) best management practices (BMPs) for air quality:</u></p> <ul style="list-style-type: none"> a) <u>Air filtration units shall be installed to achieve BAAQMD effectiveness performance standards in removing PM2.5 from indoor air. The system effectiveness requirement shall be determined during final design when the exact level of exposure is known, based on proximity to emission sources. According to recent BAAQMD recommendations, air filtration systems rated MERV 16 or higher protect sensitive receptors from toxic air containments and PM2.5 concentrations while inside a building. This measure is effective for reducing exposure from TACs and PM2.5 emissions from diesel engines, highways and roadways.</u> b) <u>When locating sensitive receptors near at-grade highways, to the extent feasible, encourage uses that serve sensitive receptors to locate on the upper floors of buildings. PM2.5 concentrations generally decrease with elevation.</u> c) <u>Where appropriate, install passive electrostatic filtering systems, especially those with low air velocities (i.e., 1 mph).</u> 	<p>Conservatively Significant and Unavoidable for gaseous TACs</p>
<p>Cultural Resources</p>		
<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 A djacent to Historic Structures 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) No additional mitigation measures needed</p>	<p>LTS</p>
<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</p>	<p>SCA E: Archaeological Resources – Sensitive Sites, SCA 52, Archaeological Resources, SCA 53, Human Remains, and</p>	<p>LTS</p>

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Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
unique geologic feature.)	SCA 54, Paleontological Resources	
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 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.</p>	None needed	LTS
<p>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.</p>	<p>None needed - The Plan would not exceed the numeric thresholds at either the Plan or Project level.</p> <p>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.</p> <p>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).</p>	LTS
<p>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</p>	<p>SCA Traf-1: Parking and Transportation Demand Management</p> <p>SCA Util-1: Waste Reduction and Recycling</p> <p>Several SCAs Regarding Landscape Requirements and Tree Replacement</p> <p>Several SCAs Regarding Stormwater Management</p> <p>SCA F: Greenhouse Gas (GHG) Reduction Plan</p>	<p>Until such projects are proposed and evaluated, the efficacy of any measures in reducing GHG emissions below relevant thresholds cannot be determined</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
project-by-project basis, the project-level GHG threshold.		with certainly. 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
Hazards and Hazardous Materials		
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.	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 SCA 61: Site Review by the Fire Services Division Fire Prevention Bureau Hazardous Materials Unit SCA 62: Phase I and/or Phase II Reports SCA 63: Lead-Based Paint/Coatings, Asbestos, or PCB Occurrence Assessment SCA 64: Environmental Site Assessment Reports Remediation SCA 65: Lead-Based Paint Remediation SCA 66: Other Materials Classified as Hazardous Waste SCA 67: Health and Safety Plan per Assessment SCA 68: Best Management Practices for Soil and Groundwater Hazards SCA 69: Radon or Vapor Intrusion from Soil or Groundwater Sources	LTS with SCAs
Impact Haz-2: Asbestos or lead based paint present within older structures in the Planning	SCA 41: Asbestos Removal in Structures SCA 63: Lead-Based Paint/Coatings, Asbestos, or PCB Occurrence Assessment	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
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.	SCA 65: Lead-Based Paint Remediation Plus required compliance with all other applicable federal, state and local laws, regulations, standards and oversight currently in place	
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.	SCA 35: Best Management Practices SCA 67: Health and Safety Plan per Assessment SCA 68: Best Management Practices for Soil and Groundwater Contamination 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	LTS with SCAs
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.	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	LTS with SCAs
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.	None needed	No Impact
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	SCA 33, Construction Traffic and Parking	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>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>	None needed	No Impact
Land Use		
<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 conditions that currently divide the community.</p>	None needed	LTS
<p>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.</p>	None needed	LTS
<p>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.</p>	None needed	LTS
<p>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</p>	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
with any applicable habitat conservation plan or natural community conservation plan.		
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 operational noise.	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
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	Compliance with Section 17.120.060 of the Oakland Planning Code	LTS with SCAs

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

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
vibration.		
<p>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.</p>	None needed	LTS
<p>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 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>	<p>SCA 31: Interior Noise SCA 38: Vibration</p>	LTS
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</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
<p>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>		
<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 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.</p>	None needed	LTS
Public Services and Recreation		
<p>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.</p>	<p>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</p>	LTS with SCAs
<p>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.</p>	<p>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.</p>	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>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)</p>	<p>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.</p>	<p>LTS with SCAs</p>			
<p>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 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>	<p>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.</p>	<p>LTS</p>			
<p>Traffic</p>					
<p>Existing Plus Project</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td data-bbox="136 1084 642 1448" style="width: 33%;"> <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> </td> <td data-bbox="642 1084 1640 1448" style="width: 33%;"> <p>Mitigation Measure Trans-1: Implement the following measure at Hollis and 40th Street (#1): a) Extend the southbound left turn lane queue storage to 175 feet. 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> </td> <td data-bbox="1640 1084 1923 1448" style="width: 33%;"> <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</p> </td> </tr> </table>			<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): a) Extend the southbound left turn lane queue storage to 175 feet. 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</p>
<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): a) Extend the southbound left turn lane queue storage to 175 feet. 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</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
		assured to be completed. Significant and Unavoidable
<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 Unavoidable</p>
Year 2035 Cumulative Intersection Impacts		
<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</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 	<p>Because this intersection is within the City of Emeryville’s jurisdiction,</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>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>intersection approach) 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>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. 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 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>None feasible 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:: <ul style="list-style-type: none"> b) Retain three existing westbound through lanes by terminating the proposed road diet before the intersection and add an exclusive right-turn channelization c) Add an additional eastbound left-turn lane to provide two left-turn and two through lanes d) Modify the traffic signal timing </p>	<p>These improvements would encroach into Memorial Park within the Mandela Parkway medians. Furthermore, the provision of four westbound lanes would 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. 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): <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</p> </p>	<p>LTS with MM</p>

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

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
	<p>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>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. 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-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> <ul style="list-style-type: none"> 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>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</p>	LTS with MM

**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>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-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 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.</p>	None needed	LTS
<p>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.</p>	None needed	LTS
<p>Impact Trans-12: The Specific Plan would not directly or indirectly result in a permanent substantial decrease in pedestrian safety</p>	None needed	LTS
<p>Impact Trans-13: The proposed Project would not directly or indirectly result in a permanent</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
substantial decrease in bus rider safety		
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
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.	None identified	non-CEQA Impact, LTS
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: <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 	None identified	Non-CEQA Impact, 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
(#10) <ul style="list-style-type: none"> • 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) 		
Utilities and Service Systems		
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 the Specific Plan would not result in an increase in stormwater runoff	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. Additional storm drainage structures, including conduit, would be a way to address both ponding and adequate conveyance of storm runoff.	LTS with SCAs
Impact Util-2: The WSA prepared by EBMUD for the Specific Plan concluded that EBMUD has sufficient water supplies to meet current water demand and future water demand through 2035, including the increased water demand associated with the Specific Plan, during normal, single dry, and multiple dry years. Construction of needed water system improvements would typically occur within existing public rights-of-way and construction period traffic, noise, air quality, water quality and other potential impacts would be mitigated through the City’s standard construction mitigation practices.	None needed Recommendation Util-2a: Because many of the parcels within West Oakland’s industrial areas are very large, there are several streets that have no public water main. For projects that create a new parcel which fronts a street that does not have a water main, a new public water main constructed at the developer’s expense will likely be required. Recommendation Util-2b: EBMUD block maps indicate that many of the lines in the area are cast iron and were installed in the 30’s. These pipes have likely experienced significant corrosion and should be replaced. Recommendation Util-2c: Service to new development would likely require reassessment and upsizing of conduits, especially if the pipe length is greater than 1,000 feet to the nearest transmission line.	LTS

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West Oakland Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
<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> <p>Recommendation Util-3c: <u>Prior to the installation of underground utility improvements at properties to be redeveloped, sewage flow rates and I/I rates should be monitored to determine whether there is significant potential for I/I reduction.</u></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 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.</p>	None needed	LTS
Other Less than Significant Effects		
<p>Impact Ag-1: Future development pursuant to</p>	None needed	No Impact

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

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<p>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.</p>		
<p>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.</p>	None needed	No Impact
<p>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.</p>	None needed	No Impact
<p>Impact Ag-4: The Specific Plan would not involve any changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use.</p>	None needed	No Impact
<p>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</p>	SCA 44, Tree Removal During Breeding Season, and SCA D, Bird Collision Reduction	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
for resident or migratory birds and mammals, including special-status species potentially occurring within the Planning Area.		
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 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	SCA 44, Tree Removal During Breeding Season The Migratory Bird Treaty Act California Fish and Game Code Sections 3503, 3503.5, and 3800	LTS with SCAs

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maternal roosting season, young bats incapable of flight could be destroyed.		
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.	SCA 45, Tree Removal Permit SCA 46, Tree Replacement Plantings, and SCA 47, Tree Protection During Construction	LTS with SCAs
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	None needed	LTS
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 result of the surface rupture of a known earthquake fault.	None needed	LTS
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,	None needed	LTS

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West Oakland Specific Plan**

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injury or death, as a result of landslides.		
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
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.	Required compliance with applicable NPDES permits, which also serve as Waste Discharge Requirements (WDRs), including: <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 	LTS with SCAs

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West Oakland Specific Plan**

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	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); <ul style="list-style-type: none"> • as well as Industrial General Permits. 	
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.	None needed	LTS
Impact Hydro-3: Grading and excavations associated with future development pursuant to or consistent with the Specific Plan could 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.	SCA 75: Stormwater Pollution Prevention Plan	LTS with SCAs
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	SCA 80: Post-Construction Stormwater Management Plan SCA 81: Maintenance Agreement for Stormwater Treatment Measures	LTS with SCAs

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Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
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.		
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.	None needed	LTS
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 Specific Plan would not place housing within a 100-year flood hazard area.	None needed	LTS
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	None needed	LTS

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West Oakland Specific Plan**

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not expose people or structures to a substantial risk of loss, injury or death involving flooding due to dam failure inundation.		
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
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.	None needed	No Impact