

Project Name:	Coliseum Area Specific Plan and EIR Scoping Session
Location:	The Coliseum Area Specific Plan area ("Plan Area") is located in Oakland and covers an area of approximately 800 acres bounded by 66th Avenue to the north, San Leandro Street on the east, Hegenberger Road on the south, and San Leandro Bay and the Oakland International Airport to the west. The Plan Area includes the Oakland Alameda County Coliseum and Arena and the Oakland Airport Edgewater Business Park.
Proposal:	Conduct a public hearing to provide comments on the Draft Environmental Impact Report (DEIR), the Draft Coliseum Area Specific Plan, and associated General Plan and Planning Code amendments (text and map changes), and Design Guidelines (collectively called "Related Actions").
Contact Person/Phone Number:	Devan Reiff, 510-238-3550 or Ed Manasse, 510-238-7733
Applicant:	City of Oakland
Case File Number:	ZS13103 / ER130004 / SP14001 / GP14002 / ZA14001
General Plan:	<u>Land Use and Transportation Element (LUTE) Areas:</u> Regional Commercial, Community Commercial, Business Mix. <u>Estuary Policy Plan Areas:</u> General Commercial 2, Light Industry 3, Parks.
Zoning:	CR-1, IO, M-40, S-15, CIX-2
Environmental Determination:	An Environmental Impact Report (EIR) is being prepared for the Coliseum Area Specific Plan. The Draft EIR (DEIR) was published on August 22, 2014 for a 45-day public comment period, which was further extended to October 17, 2014.
Historic Status:	CEQA historic resources currently identified in the Plan Area (resources that are on or may be eligible for National, California, or Local Registers of Historical Resources), include the Coliseum and Arena (individually rated A and B by the Oakland Cultural Heritage Survey and together constituting an Area of Primary Importance) and the Warehouse Union Local 6 building at 99 Hegenberger Road (PDHP, preliminary rating *c3, of potential future significance; now over 50 years old). Portions of the Project Area contain other older buildings and structures not currently evaluated as significant but of possible future interest.
Service Delivery Districts:	5, 6
City Council Districts:	7 (with City Council District 6 representing the 66 th Avenue frontage of Plan Area)
Commission Action to Be Taken:	No decision. The purpose of this meeting is to receive public and Planning Commission comments on the Draft Environmental Impact Report.
Finality of Decision:	n/a
For Further Information:	Contact project planner Devan Reiff at 510-238-3550 or dreiff@oaklandnet.com Project website: www.oaklandnet.com/coliseumcity

SUMMARY

The purpose of this public hearing is to solicit comments from the Planning Commission and the public on the Draft Coliseum Area Specific Plan and its Draft Environmental Impact Report (DEIR), as well as the associated proposed General Plan amendments, Planning Code amendments (text and map changes), and Design Guidelines (Related Documents).¹

The Draft Coliseum Area Specific Plan (Draft Plan) articulates a new forward-looking vision for the area between 66th Avenue and Hegenberger Road, including the Oakland-Alameda County Coliseum complex, the Coliseum BART station and adjoining parking lots, the Oakland Airport Business Park, and environs. The Draft Plan supports the City's efforts to retain Oakland's three major professional sports teams. The City of Oakland's Bureau of Planning prepared a DEIR on the Draft Plan that evaluates the environmental impacts of the proposed development.

A Notice of Availability (NOA) of the Draft Coliseum Area Specific Plan DEIR was published on August 22, 2014 (see **Attachment A**). The 45-day public comment period on the DEIR was originally scheduled to end on October 6, 2014, but the City is extending the comment period by 11 days to allow for more community outreach and opportunities for interested parties to participate in the Planning process. The comment period now extends to **October 17, 2014**.

The DEIR on the Draft Plan analyzes potentially significant environmental impacts in all environmental categories/topics. The Draft EIR identifies significant unavoidable environmental impacts related to: Air Quality; Biological Resources; Cultural and Historic Resources; Noise; and Transportation and Circulation.

The City is both the applicant and lead agency for the project. Under the California Environmental Quality Act (CEQA), a lead agency may proceed directly with 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.

The Planning Commission is asked to provide comment to Planning division staff on all aspects of the DEIR, Draft Plan, and Related Documents. The Commission is further asked to take public testimony on the DEIR, and the Draft Plan, and Related Documents.

PLAN BOUNDARY

The Coliseum Area Specific Plan Area (Plan Area) covers approximately 800 acres, and is generally bounded by 66th Avenue and East Creek Slough to the north, San Leandro Street to the east, Hegenberger Road to the south, and San Leandro Bay and the Oakland International Airport to the west. The Plan Area is divided for Specific Plan purposes into five Sub-Areas, A through E (see **Attachment B**). For ease of comprehension, the current Coliseum/Arena site and Coliseum BART station are designated as Sub-Area A; the Oakland Airport Business Park as Sub-Areas, B, C and D, and the open space and East Bay Municipal Utility District-owned lands between Damon Slough and East Creek Slough as Sub-Area E. As used in the Draft Plan and in this report, the "Coliseum District" describes an area which includes both the current Coliseum/Arena complex in Sub-Area A and a portion of Subarea B on the west side of I-880.

¹ The Planning Commission has received the Draft Coliseum Plan and EIR under special distribution; the proposed General Plan and Planning Code amendments are conceptual, and are included in Chapter 7 of the Draft Plan.

BACKGROUND

For over 15 years, the City's General Plan has envisioned a transformed Coliseum Area. In 1998, the *Land Use and Transportation Element* (LUTE) of the Oakland General Plan identified the Coliseum Area as a "Showcase District." The proposed Coliseum Area Specific Plan is intended to implement the following General Plan vision for the Coliseum Area from the General Plan LUTE:

The number of visitors that come to the Coliseum, its excellent transportation access and the availability of land nearby combine to offer a superb prospect for the area's future as regional center of entertainment and commercial recreation. The General Plan envisions the Coliseum Complex at the center of a regional shopping, entertainment and recreation district....Linkages between the Coliseum and Airport and the Coliseum and Waterfront are critical to the future economic potential of this area, and a special plan is needed to guide development of the Coliseum showcase to maximize its potential.²

In 2011, the City issued a Request for Proposals (RFP), seeking a team of consultants and developers who could create a new vision for the Coliseum area. In March of 2012, the Oakland City Council entered into an Exclusive Negotiating Agreement (ENA) with a team of urban designers, architects and developers led by the Oakland-based firm of JRDV Urban International, with an environmental and planning team led by Lamphier-Gregory (also an Oakland-based company). In 2013, the City issued a Notice of Preparation (NOP) of a Draft EIR and held two scoping sessions, before the Landmarks Preservation Advisory Board and the Planning Commission (see **Attachment C**—minutes from May 1, 2013 Planning Commission meeting).

In 2014, as administrative drafts of the Plan and the CEQA analysis for the EIR were being prepared, the City held three public workshops to hear comments, and make further refinements to the Plan. On August 22, 2014, the Draft Plan and Draft EIR were released. On September 4th, the City held a stakeholder meeting (open to the public) in the Airport area to hear comment; an additional public informational workshop at the 81st Avenue Library is scheduled for on October 9, 2014.

PROJECT DESCRIPTION

The Draft Coliseum Area Specific Plan is intended to provide both a short-term development plan for the accommodation of up to three new venues for the City's professional sports teams, and a longer term, 20- to 25-year planning document providing a roadmap for land use policy, regulatory requirements and public and private investment that coordinates future development of new residential, retail, hospitality, office, and science and technology uses, to create significant long-term value for the City of Oakland and Alameda County. The Draft Plan envisions a comprehensive transformation of what is currently one of the largest under-developed, inner-urban, transit-served redevelopment opportunities in California. The City sees implementation of the Draft Plan as a critical opportunity to revitalize some of Oakland's most important physical assets, and transform these assets into an area that generates long-term economic growth for the City.

The Draft Plan includes six goals to achieve this transformation:

1. Retain the existing sports teams, and maximize the economic value for Oakland and Alameda County from these sports facilities.
2. Create a regionally significant jobs and employment area that can expand Oakland's ability to attract new businesses and supports existing businesses, given the area's available land

² LUTE, pages 44-45. (emphasis added).

and its prime transit-oriented and airport-adjacent location. Participate in the Bay Area's dynamic "innovation economy", and attract new businesses and job opportunities to the surrounding East Oakland area.

3. Improve the area's existing investments in transit and transportation infrastructure; create a Transit Oriented Development (TOD) of new housing and commercial uses which advances regional and state growth policies; increase Oakland's ability to leverage its central position in the Bay Area, and capture a larger share of regional housing growth, job growth and economic investment.
4. Create a vibrant urban mixed-use district, attracting a significant community of residential and commercial uses. The Coliseum area will feature active streets and public spaces that provide an enhanced pedestrian experience, site security and innovative urban place-making.
5. Create enhanced open space, Bay access, and natural habitat opportunities that will restore natural habitat, and create public educational and Bay accessibility opportunities for Oakland and Bay Area residents.
6. Build upon and promote Oakland's recognized leadership and policies in protecting the urban environment, through the use of building techniques which require fewer natural resources, and create a place which is committed to sustainability.

The approximately 800-acre Plan Area is divided for Specific Plan purposes into five "Sub-Areas" (see **Attachment B**):

Sub-Area A

The 243-acre Sub-Area A is urbanized, currently dominated by the Coliseum sports complex, surface parking, industry, and transportation infrastructure. The Coliseum sports complex is jointly owned by the City of Oakland and Alameda County; it consists primarily of the existing Arena venue for professional basketball and special events (Oracle Arena), and the Coliseum venue for professional football, baseball and special events (O.co Coliseum). Sub-Area A also includes City-owned land, additional private properties to the east along both sides of San Leandro Street, and the existing Coliseum BART Station. The Draft Plan addresses Sub-Area A in a greater level of detail, being the most likely area for early phase of development.

Sub-Area B

Sub-Area B is approximately 127 acres, and contains the northerly portion of the Oakland Airport Business Park, freeway-oriented retail and office buildings along the Oakport Street frontage of I-880, and an aging, but well-maintained light industrial and office park district (Oakland Airport Business Park) along Edgewater Drive. The shoreline consists of the MLK Shoreline Park, which features a vegetated pedestrian trail and bike path with views looking across San Leandro Bay, as well as property the City of Oakland leases from the Port of Oakland for the City's Public Works Corporation Yard.

Sub-Area C

Sub-Area C is approximately 189 acres in size and contains the eastern portion of the Oakland Airport Business Park. Currently, this Sub-Area contains 2.25 million square feet of building space, largely made up of an inter-related mix of light industrial, and office uses, as well as a Walmart store and adjacent retail shopping center off Hegenberger Road at Edgewater Drive. Sub-Area C continues the light industrial and office park district along Edgewater Drive and the shoreline park.

Sub-Area D

Sub-Area D is approximately 136 acres in size and includes the southern portion of the Oakland Airport

Business Park nearest to the Oakland International Airport. It contains approximately 1.66 million square feet of building space, including large logistics and distribution businesses and activities, as well as light industrial, hotel, and retail and restaurant uses along Hegenberger Road. The western edge of Sub-Area D abuts, but does not include Arrowhead Marsh and the Martin Luther King Jr. Shoreline Park.

Sub-Area E

Sub-Area E is approximately 105 acres in size, and is located on the westerly or water-side of I-880, between Damon Slough and East Creek Slough. The uses here consist of East Bay Municipal Utility District facilities and corporation yard, City of Oakland Oak Port recreation fields for soccer and open space, and land leased to the East Bay Regional Parks District for MLK Shoreline Park trails.

A summary of the Draft Specific Plan build-out includes up to three new sports facilities totaling nearly 4.25 million square feet of building space for 47,000 new seats; an increase of up to eight million square feet of Science & Technology, office, light industrial, logistics and retail space; and 5,750 new residential units, as shown in **Table 1**. The Draft Specific Plan buildout accommodates up to 14,000 structured parking spaces, and 4,000 surface parking spaces on the Coliseum site.

The Draft Plan will also evaluate the feasibility of creating nearly 34 acres of new, publically accessible open space within Sub-Areas A and B, and additional acres of restored open space in Sub-Area E. See **Attachments B and D**, maps of plan Sub-Areas and proposed land use.

The Draft Plan has been prepared with sufficient flexibility to allow for a number of alternative development scenarios, and the continued guidance of future development in the Plan Area even if one or more of the sports teams were to relocate out of the Coliseum Area. Therefore, the DEIR also studies the environmental effects of a two-team, a one-team, and a no-team project alternative.

A summary of the existing land uses within the Plan Area is shown in the following **Table 1**.

Table 1: Net Change in Land Use at Plan Buildout (in square feet)

Land Use Type:	Sub-Area A	Sub-Area B	Sub-Area C	Sub-Area D	Sub-Area E	Total
<i>Total Acres</i>	<i>243</i>	<i>127</i>	<i>189</i>	<i>136</i>	<i>105</i>	<i>800</i>
Stadium (seats)	72,000					72,000
Ballpark (seats)	39,000					39,000
Arena (seats)	20,000					20,000
Event-Based Retail	225,000					225,000
Retail	183,050	58,800	43,280	17,800		302,930
Auto Retail	(89,000)		29,000			(60,000)
Hotel	598,500					598,500
Office	(82,500)		98,970	68,000		84,470
Science and Tech.	1,500,130	2,817,570				4,317,700
S&T/ Off. /Light Industrial	-		3,101,520			3,101,520
Light Industrial	-	(676,800)	(21,300)			(845,700)
Logistics/ Distribution				286,710		286,710
Institutional	(7,750)		(8,000)			(15,750)
Government/ Utility	(62,400)	(15,800)				(78,200)
Total Square Feet	2,117,430	2,183,770	3,243,470	372,510		7,917,180
Residential Units	4,000*	1,750				5,750

*Includes 2,300 new residential units built on the current Coliseum BART parking lots.

The Draft Plan will provide separate development concepts for each of the Plan Sub-Areas, as described below. Each of these development concepts require further, more detailed planning and analysis, as well as investigation into financing strategies necessary for implementation. None of these Draft Plan concepts currently represent a definitive end-state, or an obligation on the part of either the City or the sports franchises, but are instead a statement of the area's potential.

Because of the complexity of the Draft Plan's development program for the Plan Area's 800 acres, this report will focus on selected goals for both the "Coliseum District" (which consists of Subarea A [the site of the current Coliseum and Arena, and their surrounding surface parking lot] and a portion of Subarea B on the west side of I-880) and the Oakland Airport Business Park and environs.

A. Selected goals for the Coliseum District:

- **New Sports Venues:** Development of up to three (3) new multi-purpose sports/entertainment facilities that retain the City's professional sports teams in Oakland, provide attractions that bring people to the area, and facilitate the development of other uses nearby. This development program includes a proposed new National Football League (NFL) stadium for the Oakland Raiders; a new Major League Baseball (MLB) ballpark for the Oakland A's; and the potential for a new National Basketball Association (NBA) arena for the Golden State Warriors. Under a number of the Draft Plan scenarios, the current Arena would remain as a multi-purpose event venue.
- **Housing:** Development of new housing, both in a proposed "ballpark village" near the sports facilities (up to 1,500 residential units), and in Transit-Oriented Developments (TODs) surrounding the Coliseum BART station (up to 2,300 units)
- **Pedestrian access:** proposed new elevated pedestrian concourse that would connect from the Coliseum BART station to the new sports/entertainment areas at the current Coliseum site. This elevated connector could potentially extend over I-880 and link BART to San Leandro Bay; and is envisioned to include a potential streetcar line that uses the elevated concourse to connect from BART to the Oakland Airport Business Park.
- **Open Space and Parks:** The Draft Plan proposes a total of 26.5 acres of open space within the Coliseum district, consisting of the proposed 2-acre "Grand Plaza" pedestrian streetscape; the 10-acre pedestrian elevated concourse and linear open space; and 7- acres of open space and natural habitat improvement along Damon Slough near the Union Pacific/Amtrak railroad tracks and along 66th Avenue.

B. Selected goals for the Oakland Airport Business Park:

- **New office space:** Creation of a new Science and Technology District of regional significance that expands opportunities for companies in the tech economy to locate in Oakland, in up to 1.5 million square feet of new and renovated buildings.
- **New Arena:** The Draft Plan proposes a location for a new NBA arena for the Golden State Warriors, should the team decide to remain in Oakland and not move to San Francisco.
- **New Residential district:** Development of a proposed new waterfront residential district between Edgewater and the shoreline, between Damon Slough and East Creek Slough, with up to 1,600 new residential units.
- **Bay Inlet:** The Draft Plan describes potential development scenarios that include the creation of an approximately 12-acre new inlet of San Leandro Bay. The new inlet is not proposed as a navigable waterway (i.e., no ferries or boat docks), but instead could include intertidal mudflats that support shorebird foraging and possibly high-tide roosting habitat. The primary purpose of the potential new Bay Inlet would be to create a new waterfront edge as an attraction and amenity for new development.
- **Habitat Restoration:** The Draft Plan recommends creation of up to 15-acres of new wetland habitat between Damon Slough and East Creek Slough. Creation of this proposed new wetland habitat would require agreement between East Bay Regional Parks District (EBRPD), the East Bay Municipal Utility District, and the City of Oakland, to exchange or sell certain properties each agency owns in the Plan Area.

Any such exchange or sale would require an agreement between the City and East Bay Regional Parks District, which owns the current 8-acre Edgewater Freshwater Marsh/Seasonal Wetland in the Airport Business Park, as well as the East Bay Municipal Utility District (EBMUD), owners of the subject site of proposed new wetlands area next to their Edgewater wet weather facility and corporation yard. Should the vacant EBMUD parcel on Oakport Street and a portion of the adjacent City of Oakland-owned property be made available, the Draft Plan proposes the creation of a new 15-acre freshwater seasonal wetland habitat at this location in exchange for, and in replacement of, EBRPD's existing 8-acre Edgewater Freshwater Marsh/Seasonal Wetland

GENERAL PLAN – Proposed Amendments

To effectively implement this Specific Plan, amendments to both the City's current Land Use and Transportation Element (LUTE) Land Use Diagram, and the Estuary Policy Plan (EPP) are recommended. One General Plan correction is also proposed. These General Plan amendments will help to better clarify the anticipated character and scale of future development, and will enable future development that is consistent with the Draft Plan to move forward in a timely and efficient manner. **Attachment E** shows the full map of proposed General Plan Amendments. Table 2 lists the proposed General Plan Amendments.

Sub-Area A (Site of the Current Coliseum)

For the expected development at Sub-Area A (the site of the current Coliseum), the City is proposing two General Plan amendments

- Amending the General Plan's land use designation for the area along San Leandro Street, between the Coliseum BART station and the Union Pacific/Amtrak railroad tracks, from 66th to 76th Avenues, from "Regional Commercial" to "Community Commercial". The new "Community Commercial" land use designation will allow residential and/or commercial development more similar in character to that envisioned for the remainder of the Coliseum BART station TOD area to the east;
- Amending the General Plan's land use designation for the strip of railroad right of way in front of Lion Creek Crossings apartments, along the BART tracks, between 66th and 69th Avenues, from "General Industrial" to "Community Commercial". The purpose of this amendment is similar to the General Plan amendment described above, and to allow for future development on this parcel, should the Union Pacific right of way be sold or abandoned in the future.

These General Plan amendments are consistent with the Land Use and Transportation Element (LUTE) of the Oakland General Plan and its vision for the Coliseum/Airport transit-oriented development (TOD). They provide for mixed-use residential and commercial development in a pedestrian-oriented setting with structured parking, and aid in the transition between the surrounding single-family home neighborhoods and the regional attractions at the Coliseum District. The LUTE also calls for this transit-oriented development area to provide additional public space, to strengthen surrounding neighborhoods and to be designed compatible with adjoining housing, all of which could and would be achieved under these amendments.

The majority of Sub-Area A (the site of the current Coliseum) is already designated "Regional Commercial", and will not need a General Plan amendment to allow development under this Plan. Today, the Oakland Planning Code does not permit residential activities in the Regional Commercial- 1 (CR-1) zone, and creating new zoning which allows housing at the Coliseum site is proposed as part of the Plan.

Sub-Area B, C and D (Airport Business Park)

For the expected development within Sub-Area B, C and D, the City proposes several amendments to the General Plan Land Use Diagram (see also Attachment E). These amendments include:

- Amending the land use designation for the majority of Sub-Area B, from “Business Mix” to “Regional Commercial”;
- Adding and adjusting the “Urban Park and Open Space” land use designation along the edges of Damon Slough, Elmhurst Creek, San Leandro Creek and the San Leandro Bay shoreline; and
- Amending the land use designations for the following list of properties, from “Business Mix” to “Regional Commercial”:
 - properties fronting along Oakport Street, between Elmhurst Creek and Hegenberger Road;
 - properties fronting along Pendleton Way (backing to the properties on the Hegenberger Road corridor);
 - and properties fronting along a portion of Pardee Drive nearest to Hegenberger Road.

The “Regional Commercial” land use designation for Sub-Area B is necessary to enable development of the proposed mixed-use waterfront residential development and the development of a new Arena as envisioned under the Specific Plan, neither of which are permitted under the current “Business Mix” designation. The new Regional Commercial designation would be similar to the land use designation that currently exists across I-880 at the Coliseum District, better tying these two integrated development areas together.

The other “Regional Commercial” land use amendments are consistent with the LUTE’s overall planning direction for the Airport/ Gateway Showcase, which provide for primarily airport-related support services and uses within the Airport Business Park, and visitor-serving businesses such as hotels, restaurants, and retail along the Hegenberger corridor. The additions or modifications to the “Urban Park and Open Space” land use designations simply clarify the expected minimum 100- foot publicly-accessible open space setback from the top-of-bank of the channels and from the high water line of the shoreline.

Sub-Area E (between Damon Slough and East Creek Slough)

Sub-Area E is the only portion of the Coliseum Area Specific Plan that is currently located within the General Plan’s Estuary Policy Plan (EPP) area, rather than the LUTE. In 2013, the City adopted the Central Estuary Area Plan, which now brings the objectives and policies of the older Estuary Policy Plan up to date with current planning conditions; however, Sub-Area E was not included as part of the Central Estuary Area Plan update. As a result, Sub-Area E remains as one of the only “leftover” portion of the prior EPP not currently addressed by the newer Area Plan objectives and policies. As a result, the City is now proposing to re-designate lands within Sub-Area E to be consistent with the intent of this Specific Plan for the Coliseum Area. These new land use designations from the LUTE include:

- Amending the older EPP land use designations for those City-owned properties at Oakport Street/66th Avenue, from “General Commercial 2” and “Light Industrial 3”, to “Urban Park and Open Space”; and
- Amending the older EPP land use designations for the two EBMUD-owned Oakport Street parcels near East Creek Slough, from “Light Industrial 3” (Oakport Wet Weather Facility lot) and “General Commercial 2” (vacant lot on Oakport near 66th Avenue), both proposed to be amended to Business Mix.

	Table 2. General Plan Amendments
	<i>General Plan Changes</i>
A	Existing GP: Regional Commercial Proposed GP: Community Commercial
B	Existing GP: EPP Light Industrial 3 Proposed GP: Business Mix
C	Existing GP: EPP General Commercial 2 Proposed GP: Urban Park and Open Space
D	Existing GP: None Proposed GP: Regional Commercial
E	Existing GP: EPP General Commercial 2 Proposed GP: Business Mix
F	Existing GP: EPP Light Industrial 3 Proposed GP: Urban Park and Open Space
G	Existing GP: EPP Light Industrial 3 Proposed GP: Urban Park and Open Space
H	Existing GP: EPP Parks Proposed GP: Urban Park and Open Space
I	Existing GP: None Proposed GP: Urban Park and Open Space
J	Existing GP: Business Mix Proposed GP: Urban Park and Open Space
K	Existing GP: Business Mix Proposed GP: Urban park and Open Space
L	Existing GP: Urban park and Open Space Proposed GP: Regional Commercial
M	Existing GP: Business Mix Proposed GP: Regional Commercial
N	Existing GP: Business Mix Proposed GP: Regional Commercial
O	Existing GP: None Proposed GP: Urban Park and Open Space
P	Existing GP: Urban Park and Open Space Proposed GP: Regional Commercial
Q	Existing GP: Urban Park and Open Space Proposed GP: Business Mix
R	Existing GP: Business Mix Existing GP: Urban Park and Open Space
	<i>General Plan Correction</i>
A	Existing GP: General Industrial GP Correction: Community Commercial

PROPOSED ZONING AMENDMENTS**Coliseum District**

Several components of new development planned within the Coliseum District conflict with the City's current Planning Code requirements and zoning map, but would be made consistent through the creation of new zoning districts and zoning changes unique to this Specific Plan. The new zoning districts (See **Attachment F**) include the following:

- A new "Coliseum District-1" zone (D-CO-1) will replace the current Transit Oriented Development zone (S-15). The new D-CO-1 zone will increase the height limit in this area to 159 feet unless FAA review permits taller building heights. The new D-CO-1 zone will retain the intent of the former S-15 zone to foster high-density residential and mixed-use developments served by BART and other transportation modes. The new D-CO-1 zone would apply to all properties east of the Union Pacific Railroad (UPRR) railroad tracks that are within the Coliseum Area.
- A new "Coliseum District-2" zone (D-CO-2) would replace the current "Regional Commercial-1" (CR-1) zone that applies to the majority of the Coliseum District. The new D-CO-2 zone will specifically permit and encourage development of regional drawing centers of activity such as a new MLB Ballpark, a new NFL Stadium and new retail activities; will conditionally permit permanent residential activities that are currently prohibited under the existing CR-1 zone; and will clarify that any building heights over 159 feet will require FAA review.

City Zoning – Sub-Area E and Portions of Sub-Area B

Beyond Sub-Area A, there are only a limited number of sites that are under the City of Oakland's land use jurisdiction and where City zoning can effectively regulate new development consistent with the Draft Specific Plan. These areas include all of Sub-Area E, and portions of Sub-Area B which have been previously removed from the Port of Oakland's land use jurisdiction. The remainder of Sub-Area B and all of Sub-Areas C and D remain under the land use jurisdiction of the Port of Oakland and its Land Use and Development Code (LUDC). The new City zoning that would be applied to these lands includes the following:

- A new "Coliseum District-3" zone (D-CO-3) will replace the existing "Industrial/Office" (IO) zone for those properties along Oakport Street and within Sub-Area B that have been previously removed from Port jurisdiction. These properties include a large portion (but not all) of the lands planned as a new location for the proposed sports/special events Arena. The new D-CO-3 zone would specifically permit such a special event use, which is currently prohibited under the City's current IO zone; A new "Coliseum District-4" zone (D-CO-4) will replace the existing "Industrial/Office" (IO) zone for those properties between Edgewater Drive and the San Leandro Bay shoreline in Sub-Area B only; primarily, the City's Corporation Yard and the Edgewater Seasonal Wetland. D-CO-4 would conditionally permit group assembly, residential, and neighborhood-serving retail activities at the waterfront;
- A new "Coliseum District-5" zone (D-CO-5) will replace the existing "Industrial/Office" (IO) zone for those properties along Edgewater Drive in Sub-Area C (to Pendleton Way), and the properties in the existing CIX-2 zone in Sub-Area D (Pardee Drive). This zone will permit a similar mix of light industrial and warehousing activities as is allowed under both current zoning and the Port's LUDC;
- The new D-CO-6 zone would apply to those EBMUD properties along Oakport Street from East Creek Slough to 66th Avenue within Sub-Area E (these lands are not within Port jurisdiction). The new D-CO-6 zone would replace the existing Industrial (M-40) zoning that applies.

	Zoning Changes
1	Existing Zoning: S-15 Proposed Zoning: D-CO-1
2	Existing Zoning: CR-1 Proposed Zoning: D-CO-2
3	Existing Zoning: IO Proposed Zoning: D-CO-3
4	Existing Zoning: CR-1 Proposed Zoning: D-CO-3
5	Existing Zoning: CR-1 Proposed Zoning: OS
6	Existing Zoning: CR-1 Proposed Zoning: D-CO-3
7	Existing Zoning: CIX-2 Proposed Zoning: D-CO-5
8	Existing Zoning: M-40 Proposed Zoning: D-CO-5
9	Existing Zoning: M-40 Proposed Zoning: D-CO-5
10	Existing Zoning: CIX-2 Proposed Zoning: OS
11	Existing Zoning: IO Proposed Zoning: D-CO-5
12	Existing Zoning: M-40 Proposed Zoning: OS
13	Existing Zoning: IO Proposed Zoning: OS
14	Existing Zoning: IO Proposed Zoning: D-CO-3
15	Existing Zoning: M-40 Proposed Zoning: D-CO-4
16	Existing Zoning: IO Proposed Zoning: D-CO-4
17	Existing Zoning: IO Proposed Zoning: OS
18	Existing Zoning: CIX-2 Proposed Zoning: OS
19	Existing Zoning: M-40 Proposed Zoning: OS

20	Existing Zoning: M-40 Proposed Zoning: D-CO-6
21	Existing Zoning: M-40 Proposed Zoning: OS
22	Existing Zoning: CIX-2 Proposed Zoning: CIX-1
23	Existing Zoning: CIX-2 Proposed Zoning: D-CO-3
24	Existing Zoning: CR-1 Proposed Zoning: D-CO-1
25	Existing Zoning: S-15 Proposed Zoning: D-CO-1
26	Existing Zoning: M-40 Proposed Zoning: OS

KEY ISSUES

Relocation of a Portion of Elmhurst Creek

In order to allow for the construction of a new Football Stadium, the Draft Plan includes a proposal to relocate a portion of Elmhurst Creek. The effected Creek section is currently an open engineered channel that flows through the middle of the Coliseum's eastern parking lot. (See the "*Impacts Deemed Less than Significant in the Draft EIR*" section of this report for further discussion).

Land Use Jurisdiction in Airport Business Park

The City of Oakland currently has land use jurisdiction over only a small portion of the Oakland Airport Business Park, and none of the western portion of Hegenberger Road. These Plan Areas are instead under the land use jurisdiction of the Port of Oakland. New development in these areas must adhere to the development regulations in the Port of Oakland's Land Use and Development Code (LUDC), instead of the City of Oakland's Planning Code, and receive development permit approval from Port staff. The area within the Port's regulatory jurisdiction consists of most of the Draft Plan's Sub-Area B and all of Sub-Areas C and D (see **Attachment G**).

Potential New Residential uses

New development pursuant to Plan Buildout within the Oakland Airport Business Park includes a mixed-use waterfront residential development with a retail component, proposed to be located between Edgewater Drive and the San Leandro Bay shoreline near the confluence of Damon Slough. The site preliminarily selected for the new residential uses is: the City's Corporation Yard³; the Edgewater Seasonal Wetland⁴;

³ Located at 6767 Edgewater Drive.

⁴ Owned and maintained by East Bay Regional Parks District

and an adjacent warehouse/office property⁵. Under the Port of Oakland's LUDC, residential uses are not currently permitted on any properties within the Oakland Airport Business Park (Sub-Area B), and retail use is only permitted within the Commercial Corridor area along Hegenberger Road and on certain parcels adjacent to Oakport Street. The introduction of new residential and mixed-use development within the boundaries of the Business Park would therefore be in conflict with the Port's current land use regulations as specified in the LUDC. These proposed new uses along the San Leandro Bay waterfront would also require the relocation of all the services, activities and operations of the City's Corporation Yard be relocated elsewhere in Oakland.

Other proposed development within Sub-Areas B, C and D includes Science and Technology offices, light industrial, logistics and warehouse uses – all of which are permitted uses in this area pursuant to the Port's LUDC and which would not be in conflict with the LUDC.

In the DEIR, there is a discussion of this potential conflict:

The Specific Plan notes that implementation of the proposed Project will require the Port to consider this EIR as a responsible agency, and potentially to co-adopt the Specific Plan or to cede land use jurisdiction over certain properties to the City of Oakland, or adopt amendments to the LUDC to allow the development program proposed by the Plan.

Recommendation/Project Requirement Land-6⁶: In order to enable implementation of the Project as proposed, the Port Board of Commissioners must either:

- a) Adopt the Specific Plan as its new land use plan for the Business Park, or
- b) Elect to cede land use authority over the ultimate new Arena site and the waterfront residential site to the City of Oakland, or
- c) Choose to instead amend its own LUDC to allow the new Arena and waterfront residential /retail mixed use as permitted or conditionally permitted uses within the Business Park.

A City/Port working group has been formed to discuss these three options, and its members have generally agreed that option C above -- amendments to the LUDC -- is the most likely implementation scenario, should the City of Oakland adopt the Coliseum Area Specific Plan and certify the EIR. If the Port Board were to decide on any of the three actions described in the DEIR, the conflict with plans and policies of the Port's LUDC would no longer apply. However, unlike the recommended changes to applicable City of Oakland's policies and regulations, the City does not have jurisdictional authority to change or modify the Port's LUDC, and cannot ensure implementation of this requirement.

If, on the other hand, the Port Board decides not to take any of the actions identified in Recommendation/Project Requirement Land-6, then the proposed new Arena and the proposed new waterfront residential mixed-use development would directly conflict with the LUDC, and those elements of the Project could not move forward.

⁵ 7303 Edgewater Drive, "Port of Oakland Business Center".

⁶ Coliseum Area Specific Plan DEIR, Chapter 4.9, page 54.

Housing Policies and Protections

Oakland has been and continues to be a leader in the Bay Area in the production of affordable housing. In the last ten years, there have been approximately 1,200 units of affordable housing built in the East Oakland neighborhoods which are adjacent to the Coliseum. The successful construction of Tassaforanga Village (85th Avenue), and the expansion in five phases of Lion Creek Crossings (San Leandro Street, across from the Plan Area), as well as the Exclusive Negotiating Agreement between BART and a private developer to build approximately 100 units of workforce housing on a portion of the Coliseum BART parking lot, show that in East Oakland, there has been a recognition of the need for more housing choices affordable to local residents. The only major market-rate housing built in the last 11 years in the surrounding area has been Arcadia Park, 168 single-family homes on 98th Avenue, and in 2003, Durant Square, with 283 units⁷ See **Attachment H** for a map of these developments.

The Draft Plan encourages the creation of a “complete” neighborhood in the Plan Area, with a strong resident population, and a diversity of housing types affordable to a range of income levels. As this report highlights above, two market-rate housing developments have been built in the neighborhoods surrounding the Coliseum site in the last 11 years, so ensuring the viability of future market rate housing in the Plan Area is an important policy consideration. In regards to affordable housing, the City is hiring a consultant team to prepare a “Nexus Study” which will present the data necessary for the City Council to consider adopting impact fees in Oakland—including a fee for Affordable Housing. In addition, Staff will be adding an expanded ‘Housing’ section to the Coliseum Area Specific Plan that will include similar policies on Affordable Housing and anti-displacement as were recently adopted for the Broadway-Valdez Specific Plan and West Oakland Specific Plan (2014).

Attachment I to this report includes new language that staff proposes be considered for the Final Coliseum Area Specific Plan, to address policies on the local hiring of jobs, provision of affordable housing, and anti-displacement strategies. This proposed language is adapted from similar policies recently adopted by the City Council as part of the Broadway Valdez Specific Plan.

Household size and future population projections

The question of how many people would live in the new residential units proposed under the Draft Plan has been asked of staff and consultants at various public meetings. This section explains the assumptions behind the estimates on household size, a number which influences the estimate of future population at the Project Area.

The Project assumes development of up to 5,750 total residential units. Of this total, 1,786 units are proposed as mid-rise townhouse-type developments near the BART station, and the remaining 3,964 units are all either within high-rise buildings in the Coliseum District or the moderate-rise buildings along the waterfront (Sub-Area B). The assumption includes an occupancy factor of 96% (i.e., a 4% vacancy factor), consistent with Oakland statistics on new housing, for a total of 5,520 new households. Also, consistent with density factors for new, like building types in Oakland, density factors were assumed of 2.2 persons per household for the BART station TOD units, and a 1.7 persons per household within the high-rise buildings. Using these vacancy factors and population density factors, the resulting total population for the Project is calculated at 10,240 people (or an average density of 1.86 persons per household). It is acknowledged that the density factors used for the Project are not the same as the densities of the surrounding neighborhoods, or Oakland as a whole, as may be derived from US Census data. This is

⁷ Durant Avenue, near International Blvd at the San Leandro/Oakland border.

primarily because the housing types being proposed under the Project are a much different (i.e. more dense) housing type than exists in the surrounding East Oakland neighborhoods, which are predominately single family neighborhoods and 3 to 4-story town homes.

ENVIRONMENTAL REVIEW

Scope

The City of Oakland is the Lead Agency pursuant to the California Environmental Quality Act (CEQA), and has prepared an Environmental Impact Report (EIR) for the Coliseum Area Specific Plan (Project). No Initial Study was prepared for the Project, pursuant to Section 15060(d) of the CEQA Guidelines. The Draft EIR analyzes all environmental topics identified in the City of Oakland CEQA Thresholds of Significance at a level of detail warranted by each topic.

On April 19, 2013, the City of Oakland issued a Notice of Preparation (NOP), to inform agencies and interested parties of its intent to prepare and distribute a "Draft EIR for the Coliseum Area Specific Plan." The NOP was distributed to governmental agencies, organizations, and persons interested in the Specific Plan. The City sent the NOP to agencies with statutory responsibilities in connection with the Specific 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 and the City of Oakland Planning Commission held Scoping Meetings on May 13 and May 1, 2013, respectively, to accept comments regarding the scope of the EIR in response to the NOP. The NOP review period ended on May 20, 2013.

The following environmental topics are addressed in detail in the Draft EIR:

- 4.1 Aesthetics, Shadow and Wind
- 4.2 Air Quality
- 4.3 Biological Resources
- 4.4 Cultural and Historic Resources
- 4.5 Geology and Soils
- 4.6 Greenhouse Gas Emissions and Climate Change
- 4.7 Hazards and Hazardous Materials
- 4.8 Hydrology and Water Quality
- 4.9 Land Use and Planning
- 4.10 Noise
- 4.11 Population, Housing and Employment
- 4.12 Public Services and Recreation
- 4.13 Transportation/Traffic
- 4.14 Utilities and Service Systems

This section of the report discusses potential impacts that could result from implementation of the proposed Project. It describes the approach to the analysis, and identifies potential significant unavoidable impacts and mitigation measures, as appropriate.

Potentially Significant Impacts Identified in the Draft EIR

All environmental impacts, City Standard Conditions of Approval (SCAs) and mitigation measures are summarized in Chapter 2 (Executive Summary), Table 2-1 in the Draft EIR (**Attachment J**). Table 2-1 also

identifies the level of significance of the impact after application of the SCAs and/or mitigation. Other than the impacts discussed below, all of the environmental effects of the Draft Plan can be reduced to less than significant levels through implementation of Standard Condition of Approval or recommended mitigation measures.

The following list of environmental impacts identifies those considered in this EIR to be significant and unavoidable. Although mitigation measures for many of these impacts (including physical modifications to intersection operations) have been identified, implementation of some of these mitigation measures would be the responsibility of other cities or agencies (i.e., the Port of Oakland, the City of Alameda, City of San Leandro, Caltrans, etc.), and the City of Oakland, as lead agency, cannot ensure their implementation. For other impacts, mitigation measures recommended in this EIR may prove to be infeasible or their implementation may not be certain based on physical, economic, technical or other reasons, and those impacts are also considered to be significant and unavoidable.

Air Quality

- Construction activities pursuant to Plan Buildout (including development at the Coliseum District) 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 may generate emissions of criteria air pollutants that would exceed the City's thresholds of significance. Even with implementation of MM Air 6A-1: Reduced Construction Emissions, it cannot be certain that emissions of ROG and NOx can be reduced to below threshold levels and this impact is conservatively deemed to be significant and unavoidable.
- New development pursuant to the Project (including at the Coliseum District) would result in operational average daily emissions of criteria pollutants (ROG, NOx, PM2.5 and PM10) that would exceed applicable threshold criteria. Even with implementation of SCA Trans-1: Transportation Demand Management (TDM) Program, this impact would be significant and unavoidable.

Biological Resources

Future development pursuant to Plan Buildout, particularly related to the potential Bay Inlet cut and the replacement/exchange of the Edgewater Freshwater Marsh, could have a substantial adverse effect, either directly or through habitat modifications, on candidate, sensitive or special status species. Not until such time as the details of these Project elements are known, permits from responsible agencies are sought, and the requirements and conditions of the responsible regulatory agencies specific to these Project elements are fully known, can any determination be made as to the efficacy of recommended mitigation measures (including MM Bio 1A-1: Pre-construction Nesting Bird Surveys and Buffers, MM Bio 1A-2: In-water Work Restrictions, MM Bio 1A-3: Salt Marsh Protection, MM Bio 1B-1: In-Bay Dredge Requirements, and MM Bio 1B-2: Freshwater Marsh Restoration Plan). Therefore, this impact is conservatively deemed to be significant and unavoidable.

Cultural and Historic Resources

As discussed at the September 8, 2014 Landmarks Preservation Advisory Board hearing, future development of the Coliseum District would result in ultimate demolition of the Oakland Coliseum and potentially the Arena, causing a substantial adverse change in the significance of the Oakland Coliseum and Arena Complex, a historical resource as defined in CEQA Guidelines Section 15064.5. Under the proposed Project, demolition of the Oakland Coliseum is identified as the only feasible option to move forward with

development within the Coliseum District, whereas demolition of the existing Arena is identified as only one of several potential development options. Even with implementation of MM Cultural 1A-1: Site Recordation, MM Cultural 1A-2: Public Interpretation Program and MM Cultural 1A-3: Financial Contribution, this impact would be significant and unavoidable.

Coliseum

The Draft Plan is based on the assumption that in the absence of new venues, the Raiders and the A's are likely to relocate away from the current Coliseum and perhaps out of Oakland. Both of these professional sports franchises have clearly communicated that in their opinion the Coliseum as a facility is outdated, in poor condition, does not function well logistically, and cannot be renovated in a manner to eliminate these problems.

As a key objective of the Draft Plan, the City of Oakland is seeking the retention of the Raiders, A's, and Warriors sports franchises in Oakland (and within the Coliseum District) by prioritizing development of new sports venues that maximize benefits to each of these sports franchises, and that serve as economic development catalyst for the remainder of the Plan Area and for all of Oakland. To retain the teams, new sports facilities will need to be constructed, and will need adequate access, circulation, and parking. To maximize the economic value for the City and County, the land surrounding the new venues is also needed for development of new revenue-generating uses such as residential, retail, hotels, and science and technology uses. The Draft Plan also acknowledges that the City's sports franchises may make independent business decisions to leave the Coliseum site despite the City's planning efforts to retain them, and so provides the flexibility for development scenarios that include fewer (and even no) new sports venues.

However, even under the no new sports venue scenario, there is no planning program that provides for ongoing retention of the existing Coliseum. No potential tenants have been identified, other than the A's and the Raiders, who could support the debt service, operations and maintenance costs of keeping the Coliseum open. Therefore, demolition of the existing Coliseum is a significant and unavoidable outcome of the Specific Plan, resulting in the loss of the Coliseum as an historic resource and the loss of the major contributor of the Coliseum Complex historic district.

Arena

The Arena is a facility with much greater flexibility and economically viable alternative uses than is the Coliseum. The Specific Plan does not pre-determine that the Arena would need to be demolished, even if the Warriors do relocate to San Francisco. The only scenario (under the multiple options presented within the Specific Plan) in which the existing Arena would be demolished is if the Warriors choose to remain in Oakland and to build a new Arena, perhaps on the water-side of I-880. It would not be economically viable to operate two large arena facilities immediately adjacent to each other. Therefore, under that scenario, demolition of the existing Arena would be a significant and unavoidable outcome of the Specific Plan, resulting in the loss of the Arena as an historic resource and the loss of the only other contributor to the Coliseum Complex historic district.

Other plausible scenarios for the Arena include a scenario wherein the Warriors decide to stay in Oakland and at the existing Arena, and choose to invest in facility upgrades to the Arena to better suit their needs and desires. Alternatively, the Warriors may leave the Arena, but the Arena is incorporated into the economic development plans for the Coliseum District. Under either of these scenarios, demolition of the existing Arena would not occur and the significant impact related to the loss of the Arena as an historic resource would be avoided. As the only remaining contributor to the Coliseum Complex historic district, it is unlikely that the historic district status would remain.

Noise

Future development of new sports and special events venues in the Coliseum District would generate operational noise that would exceed the City of Oakland Noise Ordinance at new, on-site sensitive receivers. There is no feasible mitigation to reduce game-day and special event noise from the new stadium and ballpark (assuming a non-roof design) at proposed new on-site sensitive receivers, and this impact is considered significant and unavoidable.

Transportation

- Under the Existing plus Coliseum District scenario, 9 intersections would be significantly affected by traffic generated within the Coliseum District. Intersection improvements recommended in this EIR can reduce the impacts at all affected intersections to a less than significant level. However, 8 of these 9 intersections are conservatively identified as significant and unavoidable because they are not in the City of Oakland's jurisdiction and implementation of recommended improvements cannot be ensured.
- Under the 2035 plus Coliseum District scenario, 25 intersections would be significantly affected by traffic generated within the Coliseum District. Intersection improvements recommended in this EIR can reduce the impacts at 15 of these affected intersections to a less than significant level. However, 11 of these 15 intersections are conservatively identified as significant and unavoidable because they are not in the City of Oakland's jurisdiction and implementation of recommended improvements cannot be ensured. No improvements are identified as being feasible to reduce impacts at the remaining 10 affected intersections, and these impacts would remain significant and unavoidable.
- Under the 2035 plus Plan Buildout scenario, 40 street intersections would be significantly affected by traffic generated by Plan Buildout. Intersection improvements recommended in this EIR can reduce the impacts at 21 of these affected intersections to a less than significant level. However, 14 of these 21 intersections are conservatively identified as significant and unavoidable because they are not within the City of Oakland's jurisdiction and implementation of recommended improvements cannot be ensured. No improvements are identified as being feasible to reduce impacts at the remaining 19 affected intersections, and these impacts would remain significant and unavoidable.
- Under the 2035 plus Coliseum District scenario, traffic generated within the Coliseum District would significantly degrade traffic conditions on northbound I-880 along 1 segment (99th-Hegenberger) during the pm peak, and on southbound I-880 at 3 off-ramps (High off, 98th off, and Davis off) during the pm peak. No feasible mitigation measures are available that would reduce the magnitude of this impact.
- Under the 2035 plus Plan Buildout scenario, traffic generated by Plan Buildout would significantly degrade traffic conditions on northbound I-880 along 3 segments (from 99th Avenue - High) during the pm peak, and on southbound I-880 along 2 segments (Hegenberger - Davis Street) and at 5 ramps (High off, 42nd on, 66th on, 98th off, and Davis off) during the pm peak. No feasible mitigation measures are available that would reduce the magnitude of this impact.
- The incremental addition of special event traffic resulting from the larger sport and event venues may result in significant impacts on event days. An Event Traffic Management Plan is required to

reduce the magnitude of the impacts during special events, but the effectiveness of such a Plan cannot be accurately estimated at this time.

- Development under the proposed Project would generate substantial multi-modal traffic traveling across at-grade railroad crossings at 66th, 69th and 75th Avenues that cause or expose roadway users to a permanent and substantial transportation hazard. Specific crossing improvements are recommended in this EIR, but may not prove feasible (physically, financially or otherwise), and require the consent or approval of the CPUC or Railroad and cannot be ensured.

Impacts deemed Less than Significant in the Draft EIR

The DEIR contains many environmental impacts which were found to be Less than Significant. Due to its potential impact on an existing creek in Oakland, and the importance of Creek protection to the City, the discussion below is intended to inform the public about the possibility of the relocation of Elmhurst Creek, as it currently transects the Coliseum parking lot in an open drainage ditch. Other environmental impacts which were found to be Less than Significant are discussed in the DEIR, and not in this report.

As discussed in more detail in the Draft EIR (Chapter 4.8 Hydrology and Water Quality), the potential relocation of Elmhurst Creek to make land at the current Coliseum parking lots available for the construction of a new Football Stadium would have an environmental impact, but it was found to be less than significant with the application of the City's Standard Conditions of Approval.⁸ The DEIR studied three alternatives for Elmhurst Creek:

- Option A: Allow the existing Creek to remain in its current alignment and within its existing dimensions.
- Option B: Allow the existing Creek to remain in its current alignment, but improve the channel to meet current flood control standards, and then allow bridges and overpasses to cross the creek for patrons of events to get from their cars in the parking lot to the new Stadium.
- Option C: The DEIR's preferred option is to realign Elmhurst Creek far enough to the south to provide clearance for construction of a new Stadium. This option includes culverts, relocation of the Creek under or along the Hegenberger Road right of way, and daylighting the Creek on the east side of I-880, near the confluence of several other local drainages near the Hegenberger Road interchange.

The DEIR notes that option C, while it is the preferred option, would require the most number of outside agency permits, such as from the City of Oakland, the Army Corps of Engineers, and California Fish and Wildlife, among others.

One feature of the Elmhurst Creek today in its current alignment is the trash and petroleum products which run off into the Creek, due to its location in the Coliseum parking lot. It is possible that culverting the Creek and re-aligning it as proposed in Option 3, along with the City's Standard Conditions of Approval, could improve water quality going into the Bay through Elmhurst Creek.⁹

PROJECT ALTERNATIVES

Chapter 5 of the Draft EIR analyzes a reasonable range of alternatives to the Plan that would feasibly attain most of the Plan's basic objectives, and avoid or substantially lessen many of the Plan's significant

⁸ See Coliseum DEIR, pages 4.8-27-28 for a complete list of the City's Standard Conditions which apply.

⁹ See DEIR, page 4.8-28.

environmental effects. The Draft EIR includes detailed analysis of four alternatives, as well as discussion of other alternatives that were considered but not selected for detailed analysis

. All of the alternatives, including the No Project Alternative, would be subject to the same City of Oakland Standard Conditions of Approval (SCAs) and mitigation measures (as applicable) that would apply to the proposed Project. These four analyzed include:

Alternative #1: No Project Alternative: The No Project Alternative describes conditions that are reasonably expected to occur in the event that the Coliseum Area Specific Plan is not approved (and even the “no-team” scenario of the Specific Plan is not adopted), and there is no overall strategy put in place for redevelopment of the Coliseum District in a manner that entices and attracts the sports franchises to remain and to be part of a transformative revitalization effort for the Coliseum area. Without such a plan, there is not stimulus or catalyst for retention of the sports franchises or redevelopment of the adjacent Airport Business Park. The expectation is that all three professional sports franchises would only remain within the Coliseum District until they can identify alternative locations, at which point they would relocate. Overall, this alternative would see modest redevelopment of the site including removal of the existing Coliseum, but not redevelopment at a level as envisioned under the Project.

Alternative #2: Fewer Sports and Entertainment Venues: This Alternative and its sub-alternative variations assume that, irrespective of the multiple individual decisions made by the privately owned sport franchises, the City will move forward with adoption and implementation of the Coliseum Area Specific Plan. Under this Alternative, the City may elect to move forward with development scenarios for the Coliseum District that may include three (3) new sports venues as proposed under the Project, or only two (2) new venues, one (1) new venue, or even no new venues. The amount of residential, retail, and science and technology development expected to occur within the Coliseum District and pursuant to Plan Buildout will be similar to that anticipated under the Project, but spread out across more land within the Coliseum District area if not otherwise used by event venues.

Alternative #3: Reduced Alternative: The Reduced Alternative provides a comparative assessment of an alternative development program for the Coliseum District which uses less of the District’s development potential than envisioned under the Project. Under this alternative, new residential development would occur in the same locations as is proposed under the Project, but at lower overall densities and reflecting lower building heights.

Similarly, the amount of non-residential development pursuant to the Reduced Alternative is lower than that envisioned under the Project, with new building space generally occurring in the same locations as proposed under the Project but at lower building intensities and heights. This alternative does not alter or reduce the potential for sports and event venue development, but could also adapt to accommodate any of the options for 3 new venues, 2 new venues, 1 new venue, or no venues. Analysis of this Alternative assumes 3 new sports and special event venues, similar to the Project. The Reduced Alternative also assumes a reduction in total overall development potential throughout the remainder of the Project Area (in Sub-Areas B, C and D), reflecting lower building intensity and height.

Alternative #4: Maximum Development Alternative: This alternative explores the potential of maximum buildout of the Coliseum District pursuant to the Draft Specific Plan. This alternative maximizes the development potential of the Coliseum District based on maximizing the non-vehicle mode split assumptions underlying the Draft Specific Plan’s Trip Budget.¹ This alternative is calculated based on the highest development potential possible assuming maximum investment and effective implementation of all transit, bicycle, pedestrian and non-vehicle enhancements to achieve a non-vehicle (i.e., transit) mode split

of as much as 63% of all PM peak hour trips (i.e., 63 % of all trips to and from the Coliseum District during the PM peak hour are made by transit or other non-vehicle modes, and only 37% of all PM peak hour trips are made in automobiles). Based on the Trip Budget of the Specific Plan, such an increased transit mode split could achieve much greater development within the Coliseum District without exceeding the PM peak hour Trip Budget. The Project's definition of buildout for non-Coliseum District development (Sub-Area B, C and D) already define the Maximum Alternative for these areas.

Summary Comparison

Table 2 compares the amount of development proposed under the Plan to these four identified alternatives.

Table 2: Summary Comparative Buildout Scenarios - Project and Alternatives

Net Increase Compared to Existing:	Project	Alternative #1: No Project	Alternative #2: Fewer Sports Venues	Alternative #3: Reduced Development	Alternative #4: Max. Buildout
New Non-Residential, Non-Sports (sq.ft.)	7,917,000	500,000	7,917,000	4,462,000	9,330,000
New Jobs	20,970	100	18,140	13,230	23,310
New Housing Units	5,750	1,640	5,750	3,735	7,250
New Population	10,240	2,952	10,240	6,780	12,970

PUBLICATION AND DISTRIBUTION OF THE DRAFT EIR

The Draft EIR and Draft Specific Plan were made available for public review starting on August 22, 2014. The Notice of Availability (NOA) for the Draft EIR was mailed to property owners within the Plan Area and within 300 feet of the Plan Area, distributed to State and local planning agencies, and emailed to interested parties. The NOA was also posted in the office of the Alameda County Clerk, and notices of the public hearings and the availability of the NOA was published in the Oakland Tribune on August 22, 2014. Copies of the Draft EIR and Draft Specific Plan were also previously distributed to City officials, including the Planning Commission and Landmarks Preservation Advisory Board (LPAB), and is 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. Additional copies are available for review at the Oakland Public Library, Social Science and Documents, 125 14th Street, Oakland CA 94612. The Draft EIR may also be reviewed at the City's "Current Environmental Review Documents" webpage: <http://www2.oaklandnet.com/Government/o/PBN/OurServices/Application/DOWD009157> (see Row #23) and the Draft Specific Plan may be reviewed on the project website: www.oaklandnet.com/coliseumcity.

Comment letters received by staff as of the publication of this staff report (September 24, 2014) are included in this staff report as **Attachment K**.

AREAS OF PUBLIC CONCERN

The following topics were raised in comments received in response to the April 19, 2013 Notice of Preparation (NOP) of this EIR and at the May 1, 2013 EIR scoping session held before the City's Planning Commission. Additional comments have been added to reflect the recent (2014) public workshops:

- Land use compatibility, safety and noise and vibration impacts associated with existing and on-going rail operations, particularly at at-grade rail crossings;
- Including a bicycle component in the plan and adequately addressing bicycle issues in the EIR; bike and pedestrian improvements should extend beyond the plan area, such as on San Leandro Street, to improve bicycle commuting opportunities.
- Providing a parking management plan for the project that may include a parking benefits district;
- Provision of community benefits in exchange for increased development potential at the project site;
- Potential degradation of visual quality and character associated with increased building heights, particular to the Doolittle Drive gateway to the city of San Leandro;
- Construction-period air quality and noise concerns;
- General and specifically-defined concerns regarding increased traffic and construction-period traffic;
- Noise and safety compatibility, airspace protection and aircraft overflights concerns associated with the Oakland International Airport;
- The adequacy of logistics and warehouse acreage provided within the plan to support Oakland International Airport operations;
- Impacts related to land use compatibility, the port's land use plans and policies and tidelands trust incompatibilities, especially in regards to development of new residential uses within the current Airport Business Park;
- Adaptation and mitigation measures to address future sea level rise;
- Retaining the coliseum and arena by either retrofitting them to accommodate the sports teams, or by finding alternative uses for these existing historic resources;
- Providing affordable housing opportunities within the planning area;
- Providing publicly-accessible space and new parks that is open and enjoyable to the general public, including existing residents in the surrounding neighborhoods.
- Include local-hiring provisions to employ Oakland residents for the new jobs being created.
- Protect residents in adjacent neighborhoods from the effects of secondary displacement.

CONCLUSION AND NEXT STEPS

The Planning Commission is being asked to provide feedback to Strategic Planning staff on the Draft Environmental Impact Report (DEIR), the Draft Coliseum Area Specific Plan, and the associated General Plan and Planning Code amendments (text and map changes), and new Design Guidelines (Related Documents). The Planning Commission is also being asked to take public testimony on the Draft EIR and Draft Plan. The Draft Specific Plan and related documents were recently presented at public workshops in April and June 2014, and a future meeting being scheduled before the end of the comment period, at the 81st Avenue Library. Public meetings held on the Draft Plan include:

- Oakland Landmarks Preservation Advisory Board (September 8, 2014);
- Oakland Parks and Recreation Advisory Commission (September 10, 2014);
- Alameda County Airport Land Use Commission (September 17, 2014);
- Oakland Bicyclist and Pedestrian Advisory Commission (September 18, 2014);

- Oakland-Alameda County Coliseum Authority (September 24, 2014);
- Port of Oakland Board of Commissioners (September 25, 2014)
- Public Workshop, 81st Avenue Library (October 9, 2014)

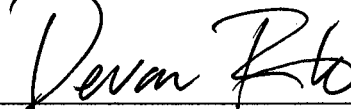
Comments on the Draft EIR should focus on whether the Draft EIR is sufficient in discussing possible impacts to the physical environment, ways in which potential adverse effects may be avoided or minimized through mitigation measures, and alternatives to the Draft Specific Plan, in light of the DEIR's purpose to provide useful and accurate information about such factors. Comments received at this Landmarks Board meeting will help further shape the preparation of the final documents.

Once final documents are prepared, the formal Specific Plan adoption process will commence beginning with the Landmarks Preservation Advisory Board, followed by the Oakland Parks and Recreation Advisory Commission, the Oakland Planning Commission, and continuing with the Community and Economic Development (CED) Committee of the City Council, and, ultimately, the full City Council will consider final adoption.

RECOMMENDATIONS:

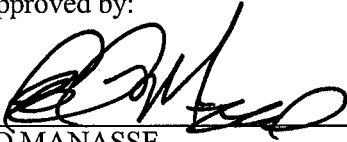
1. Take public testimony on the Draft Environmental Impact Report (DEIR) for the Draft Coliseum Area Specific Plan, and provide Planning Commission comments on the Draft EIR.
2. Provide any additional comments on the Draft Specific Plan and the associated General Plan and Planning Code amendments (text and map changes).
3. Close the public hearing with respect to receipt of oral comments - written comments on the above will be accepted until 4:00 pm on **Friday, October 17, 2014**.

Prepared by:



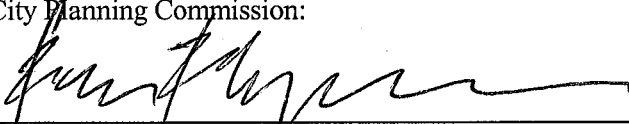
DEVAN REIFF, AICP
Planner III

Approved by:



ED MANASSE
Strategic Planning Manager

Approved for forwarding to the
City Planning Commission:

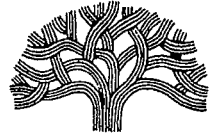


RACHEL FLYNN, Director
Department of Planning and Building

ATTACHMENTS:

- A) Notice of Availability for Draft EIR (Released August 22, 2014)
- B) Map of Coliseum Plan Sub-Areas
- C) Minutes from May 1, 2013 Planning Commission hearing (DEIR scoping session)
- D) Map of proposed Land Use
- E) Map of proposed General Plan Amendments
- F) Map of proposed Zoning Map amendments
- G) Map of Port of Oakland Jurisdiction
- H) Map of new Market-rate and Affordable housing developed in neighboring areas
- I) Proposed new language for policies on affordable housing and anti-displacement to be added to the Final Coliseum Area Specific Plan.
- J) Table 2-1 from Coliseum Draft EIR: Summary of Project Impacts, SCAs and Mitigation Measures
- K) Public comment letters received as of September 24, 2014.

CITY OF OAKLAND



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

Planning and Building Department
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
COLISEUM AREA SPECIFIC PLAN
AND**

NOTICE OF PUBLIC HEARINGS ON DEIR, SPECIFIC PLAN AND RELATED ACTIONS

TO: All Interested Parties

SUBJECT: Notice of Availability/Release of Draft Environmental Impact Report (DEIR) for the Coliseum Area Specific Plan, and Notice of Public Hearing on the same.

REVIEW/COMMENT PERIOD: August 22, 2014 through October 6th, 2014

CASE NO.: ZS13-103, ER13-0004 (CEQA State Clearing House Number 2013042066)

PROJECT SPONSOR: City of Oakland

PROJECT LOCATION: The Coliseum Area Specific Plan area ("Plan Area") is located in the City of Oakland, and covers an area of approximately 800 acres bounded by 66th Avenue to the north, San Leandro Street on the east, Hegenberger Road on the south, and San Leandro Bay and the Oakland International Airport to the west. The Plan Area includes the Oakland Alameda County Coliseum and Arena and the Oakland Airport Business Park. The Plan Area is located between Downtown Oakland and Oakland International Airport, proximate to the cities of Alameda and San Leandro, and easily reachable by train and car by millions of people from all over the Bay Area. The Plan Area is uniquely served by regional transit, including the Coliseum BART station, Capitol Corridor Amtrak station, AC transit bus service and the future BART Oakland Airport Connector, as well as two I-880 freeway interchanges.

PROJECT DESCRIPTION: The Coliseum Area Specific Plan will be a 25-year planning document that provides a transformative new vision for the Oakland Coliseum complex, the area around the Coliseum/Airport BART station, and the adjacent lands stretching toward the Oakland International Airport located between San Leandro Bay and Hegenberger Road. The Specific Plan provides a comprehensive vision for the Plan Area with goals, policies and development regulations. This development vision will require coordination with the Port of Oakland, Bay Conservation and Development Commission, and Federal Aviation Administration, among other outside agencies. The Specific Plan vision calls for up to three new sports venues (a new football stadium, baseball park, basketball arena and multi-purpose events center), an intermodal transit hub adjacent to the current Coliseum BART station, and an elevated pedestrian concourse that runs from the BART station to the sports-related entertainment district (with retail, restaurants, and hotels) and mixed-use residential

neighborhood, residential transit-oriented development to the east of San Leandro Road, and extends to the west side of I-880 and the Oakland Airport Business Park area near the San Leandro Bay waterfront.

The remainder of the Project Area (the "Plan Buildout Area") is envisioned to be developed over the longer term and could include a residential mixed-use district; a science and technology district that includes from office to research and development to production and support to logistics and airport-related uses; a possible new bay inlet along the waterfront; a potential transit link from the Coliseum BART station; and habitat restoration.

The Specific Plan requires General Plan and Planning Code amendments (text and map changes) along with Design Guidelines (collectively called "Related Actions") to achieve the Plan goals.

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

ENVIRONMENTAL REVIEW: A Notice of Preparation of an EIR was issued by the City of Oakland's Planning and Building Department on April 19, 2013. 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. The Draft EIR identifies significant unavoidable environmental impacts related to: Air Quality; Biological Resources; Cultural and Historic Resources; Land Use and Planning; Noise; Transportation.

The City of Oakland's Planning and Building Department is hereby releasing this DEIR, finding it to be accurate and complete and ready for public review. **Starting on Friday, August 22, 2014**, copies of the DEIR, Specific Plan and Related Actions will be available for review or distribution to interested parties at no charge at the Planning and Building Department, 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 and Related Actions may be reviewed on the project website: www.oaklandnet.com/coliseumcity.

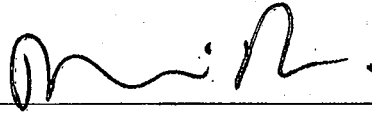
TWO PUBLIC HEARINGS WILL BE HELD BY THE CITY ON THE DEIR, SPECIFIC PLAN AND RELATED ACTIONS:

LANDMARKS PRESERVATION ADVISORY BOARD PUBLIC HEARING Monday, September 8, 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, October 1, 2014, 6:00 p.m. Oakland City Hall Hearing Room 1 One Frank H. Ogawa Plaza Oakland, CA 94612
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Members of the public are welcome to attend these two public hearings, and provide comments on the DEIR, Specific Plan and Related Actions. 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 Devan Reiff, City of Oakland Strategic Planning Division, 250 Frank H. Ogawa Plaza, Suite 3315. Oakland, California 94612; (510) 238-3550 (phone); (510) 238-6538 (fax); or e-mailed to dreiff@oaklandnet.com. Comments on the DEIR, Specific Plan and Related Actions **must be received no later than 5:00 p.m. on October 6, 2014.**

After all comments have been received, a Final EIR will be prepared and the Planning Commission will consider certification of the EIR and make a recommendation to the City Council on the Specific Plan and Related Actions at a public hearing, date yet to be determined. 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 **October 6, 2014**. For further information please contact Devan Reiff at (510) 238-3550 or via email to dreiff@oaklandnet.com.



Darin Ranelletti
Environmental Review Officer

August 18, 2014



Planning and Building Department
April 2014

COLISEUM AREA SPECIFIC PLAN
Subareas

ATTACHMENT B



Oakland City Planning Commission

ATTACHMENT C

Minutes

C. Blake Huntsman, Chair
Chris Pattillo, Vice Chair
Michael Colbruno
Michael Coleman
Jim Moore
Vien Truong
Jonelyn Whales

May 1, 2013
Regular Meeting

ROLL CALL

Present: Huntsman, Pattillo, Colbruno, Coleman, Moore, Whales.

Excused: Truong.

Staff: Fred Blackwell, Rachel Flynn, Scott Miller, Darin Ranelletti, Devan Reiff, Heather Lee, Mark Wald, Cheryl Dunaway.

WELCOME BY THE CHAIR

Agenda Discussion

Item #5 will be heard before Item #4 in which Commissioner Pattillo will recuse herself from hearing Item #4.

Director's Report

Director, Rachel Flynn thanked Chair Huntsman and Commissioner Colbruno for their valued service on the Planning Commission. She also reported that two new Planning Commissioners were appointed, Emily Weinstein and Jahaziel Bonilla with hopes that they will be attendance by the next Planning Commission Meeting on May 15, 2013. Commissioner Truong submitted her resignation effective immediately. Mayor Quan is in the process of finding a replacement. She announced the upcoming presentation of Specific Plans such as: The Central Estuary, Coliseum Area, Broadway Valdez, Lake Merritt and West Oakland. In

For further information on any case listed on this agenda, please contact the case planner indicated for that item. For further information on Historic Status, please contact the Oakland Cultural Heritage Survey at 510-238-6879. For other questions or general information on the Oakland City Planning Commission, please contact the Community and Economic Development Agency, Planning and Zoning Division, at 510-238-3941.

♿ This meeting is wheelchair accessible. To request materials in alternative formats, or to request an ASL interpreter, or assistive listening device, please call the **Planning Department at 510-238-3941** or **TDD 510-238-3254** at least three working days before the meeting. Please refrain from wearing scented products to this meeting so attendees who may experience chemical sensitivities may attend. Thank you.



5.	Project Name:	Coliseum Area Specific Plan and EIR Scoping Session
	Location:	The Planning Area for the Coliseum Area Specific Plan is bound by 66 th Avenue to the north, San Leandro Street to the east, Hegenberger Road to the south, and San Leandro Bay and the Oakland International Airport to the west. The Planning Area consists of approximately 800 acres, and includes the Oakland-Alameda County Coliseum complex, the Oakland Airport Business Park, and surrounding environs.
	Proposal:	Conduct a public scoping session, as required by the California Environmental Quality Act (CEQA), to receive comments on the scope of a Draft Environmental Impact Report (DEIR) on the Coliseum Area Specific Plan.
	Contact Person/Phone Number:	Devan Reiff, 510-238-3550 or Ed Manasse, 510-238-7733
	Applicant:	City of Oakland
	Case File Number:	ZS13-103 and ER13-0004
	Planning Permits Required:	TBD
	General Plan:	Regional Commercial, Business Mix
	Zoning:	CR-1; IO; M-40
	Environmental Determination:	An Environmental Impact Report will be prepared for the Coliseum Area Specific Plan
	Historic Status:	In the Oakland Cultural Heritage Survey, the O.co Coliseum stadium is rated “*a1+”; and the Oracle arena is rated “*b1+”. The Coliseum site is a potential Area of Primary Importance, given that the stadium and arena were not yet 50 years old at the time the survey was conducted.
	Service Delivery Districts:	5, 6
	City Council Districts:	7 (with CCD 6 representing 66 th Avenue frontage of Plan Area)
	Status	A Notice of Preparation (NOP) of DEIR will be published on April 19, 2013, and the public comment period on the NOP will close on May 20, 2013.
	Commission Action to Be Taken:	Receive comments from the public and Planning Commission on the scope of the Draft Environmental Impact Report (DEIR) for the Coliseum Area Specific Plan. No decisions will be made on the project at this hearing.
	Finality of Decision:	n/a
	For Further Information:	Contact project planner, Devan Reiff at 510-238-3550 (dreiff@oaklandnet.com); or Ed Manasse, Strategic Planning Manager, at 510-238-7733, emanasse@oaklandnet.com

Assistant City Administrator, Fred Blackwell presented opening remarks.

Assistant City Administrator, Fred Blackwell and Director, Rachel Flynn explained the overall review of this project proposal and gave a brief PowerPoint presentation.

Development Consultant, Ed McFarland gave a PowerPoint presentation.

Commissioner Colbruno inquired about boat access. He also inquired about the economic vitality if sports teams are no longer left in the City of Oakland. He recommended options for other types of uses such as: Women's National Basketball Association (WNBA), Soccer, etc. If all three sports teams remain in the City of Oakland, what will the traffic impacts be



given concerning the impacts on the overpass over Interstate 880.

Mr. McFarland responded stating that there is a possibility of having limited small boat access, such as kayak access due to the very sensitive bay ecology. They are currently exploring the opportunity to provide small boat access. As far as retaining the sports teams, they feel extremely strong about the ability to retain them although the City of Oakland recommends they explore other alternatives in case they are unsuccessful in retaining all 3 teams. The traffic impacts shouldn't be a huge problem partly due to transportation infrastructure to the site. Most patrons take public transportation to the various sporting and entertainment events which reduces traffic impact. They are currently having conversations with Bay Area Rapid Transit (BART) to enhance the Coliseum BART Station and develop it into a intermodal transit hub. They are looking into building a bridge connector to lessen impacts of the Interstate 880 overpass foot traffic and possibly replace the existing overpass.

Commissioner Coleman asked what would be the City's exposure under this current project proposal. He reiterated Commissioner Colbruno's question about all sports teams having an event at the same time and doesn't remember hearing a response to that question. He asked what incentives the City of Oakland has to offer to retain all three sports teams.

Mr. Blackwell responded stating that there are a variety of options they are currently reviewing while in negotiations with the Oakland Raiders and there is still a lot of work to be done.

Mr. McFarland explained that Commissioner Colbruno's question about retaining all 3 sports teams is a difficult question and there is no simple answer. He reiterated that he is confident that they have the ability to retain all 3 sports teams, but in the event that some or all are not retained there is still the arena that has other events occurring all of the time and during sports off seasons.

Mr. Blackwell addressed the question about what incentives does the City of Oakland have to offer to retain all 3 teams. He stated that there are no direct incentives, with the dissolution of Redevelopment the City of Oakland is no longer in the position to offer significant public financing to private facilities for sports usage. The indirect incentives are the opportunity to develop at this location, a dynamic commercial, retail and residential component and development rights in the attempt to retain all 3 sports teams.

Commissioner Moore asked if there is a way for Bay Area Rapid Transit (BART) to be connected to the new facility?

Mr. McFarland stated that he found that people are willing to walk or bicycle 15 to 20 minutes if it is safe, secure and enjoyable. For commercial and residential uses, more transportation is needed and that could be a very simple streetcar mode that travels from the Bay, down Edgewater Drive and to the BART Station that is cost effective because it's very direct. They are pricing the streetcar mode in hopes to possibly propose in the future.

Mr. Blackwell also responded to Commissioner Moore's question by stating that the aesthetics of the plan is a significant incentive and the idea of coupling the Environmental Impact Report (EIR) with the plan is also a significant incentive in the way of certainty in



Environmental Impact Report (EIR) process on a facility by facility basis.

Commissioner Whales inquired about the amount of density proposed in the residential area.

Mr. McFarland responded stating that they are looking at a range of densities similar to Jack London Square type of density, less density going towards San Leandro, higher density towards the center of the Ballpark Village. The goal is to have mixed density, although higher density housing is preferred.

Vice Chair Pattillo asked what is the reason for the substantial reduction in light industrial, government utility and institutional land uses in the chart on page 9 of the staff report. Pending changes to the California Environmental Quality Act (CEQA), will this affect this document. Is there a hurry or delay?

Mr. McFarland responded stating that it is a reclassification of uses, and has been reclassified as Science and Technology Mixed Industrial. This includes research and development, manufacturing and a variety of other mixed uses.

Consultant Scott Gregory responded to Vice Chair Pattillo's question about pending CEQA changes. He stated that they are planning to proceed at a rapid pace and may be proceeding faster than any statewide CEQA changes. If the City of Oakland considers changing some of its internal thresholds for CEQA significance, they can definitely keep pace and be on board with the changes of individual local thresholds.

He also responded to Vice Chair Pattillo's question about rushing. He stated that there is an advantage to moving forward at a rapid pace to be ready for the venues to start at the time they need to begin construction.

Speakers: Chris Fry-Lopez, Chris Dobbins, Brien Dixon.

Planning Commission Questions, Comments and Concerns:

Commissioner Moore stated that area plans attract teams and businesses and he is pleased with this plan.

Commissioner Coleman likes this plan, but is concerned about the transportation aspect of it. He would like to know what the parking impacts are if all three facilities are holding events and feels that this needs to be explored in great detail.

Commissioner Colbruno would like to see recreational boating included in the plan, if not already.

Vice Chair Pattillo would like the surface parking area to be eliminated and instead, build a parking facility surrounded by retail. She would like to see an analysis that explains the proposed science and technology component of this plan and how it differs from what is shown in the West Oakland Specific Plan. She would also like a similar analysis that demonstrates the proposed logistics and distribution component of this complex, and how it doesn't conflict with the components that are provided at the Oakland Army Base.



Chair Huntsman stated that this is a beautiful and very ambitious plan, which is good. Transportation will make it work and is multi faceted. He doesn't see any impacts on jobs and is excited about this project being completed. He concurred with Mr. Blackwell about the incentive of development entitlement and looks forward to seeing this project come to fruition.

Mr. Miller reminded the public that the comment period ends on Monday, May 20, 2013.

This is a scoping session only. No decision will be made on this item.

Approval of Minutes

Approval of the January 30, March 6, March 20, April 3 Meeting minutes has been continued to the May 15, 2013 Planning Commission Meeting.

ADJOURNMENT

Meeting adjourned at approximately 8:50 P.M.

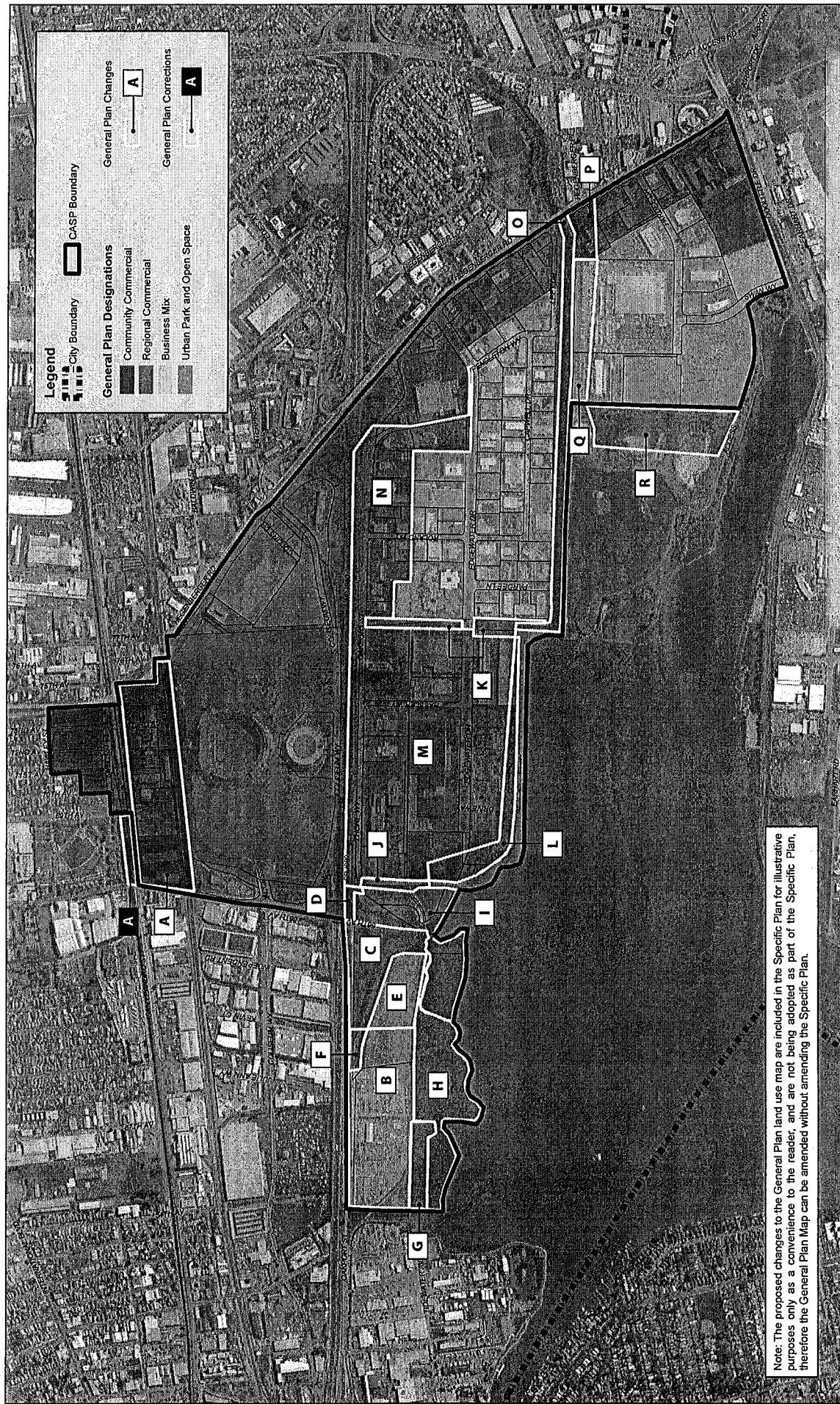
SCOTT MILLER
Zoning Manager
Planning and Zoning Division

NEXT REGULAR MEETING:

May 15, 2013



ATTACHMENT D



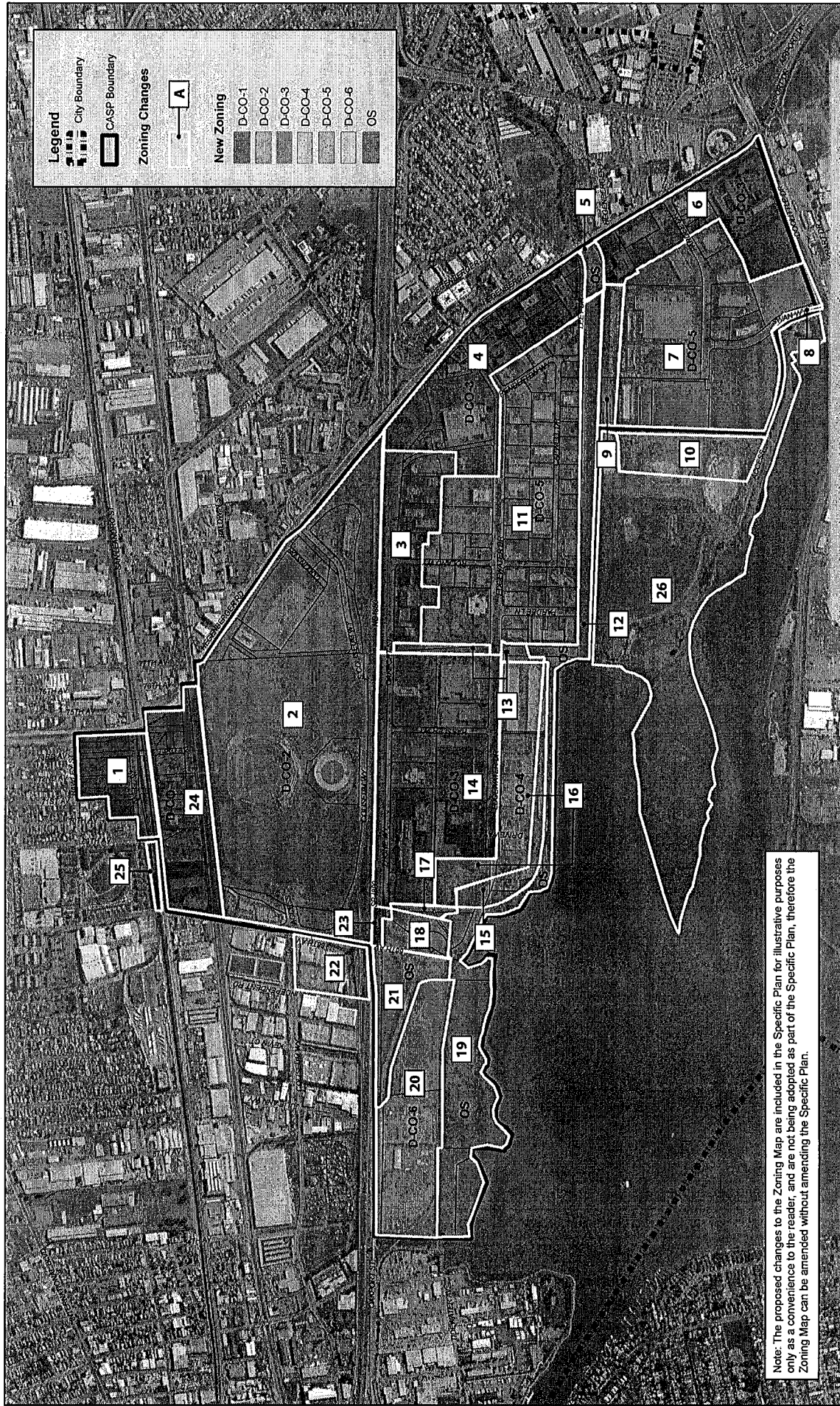
Planning and Building Department
July 2014

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ATTACHMENT E

COLISEUM AREA SPECIFIC PLAN
Figure 4.9-6: Proposed General Plan Amendments





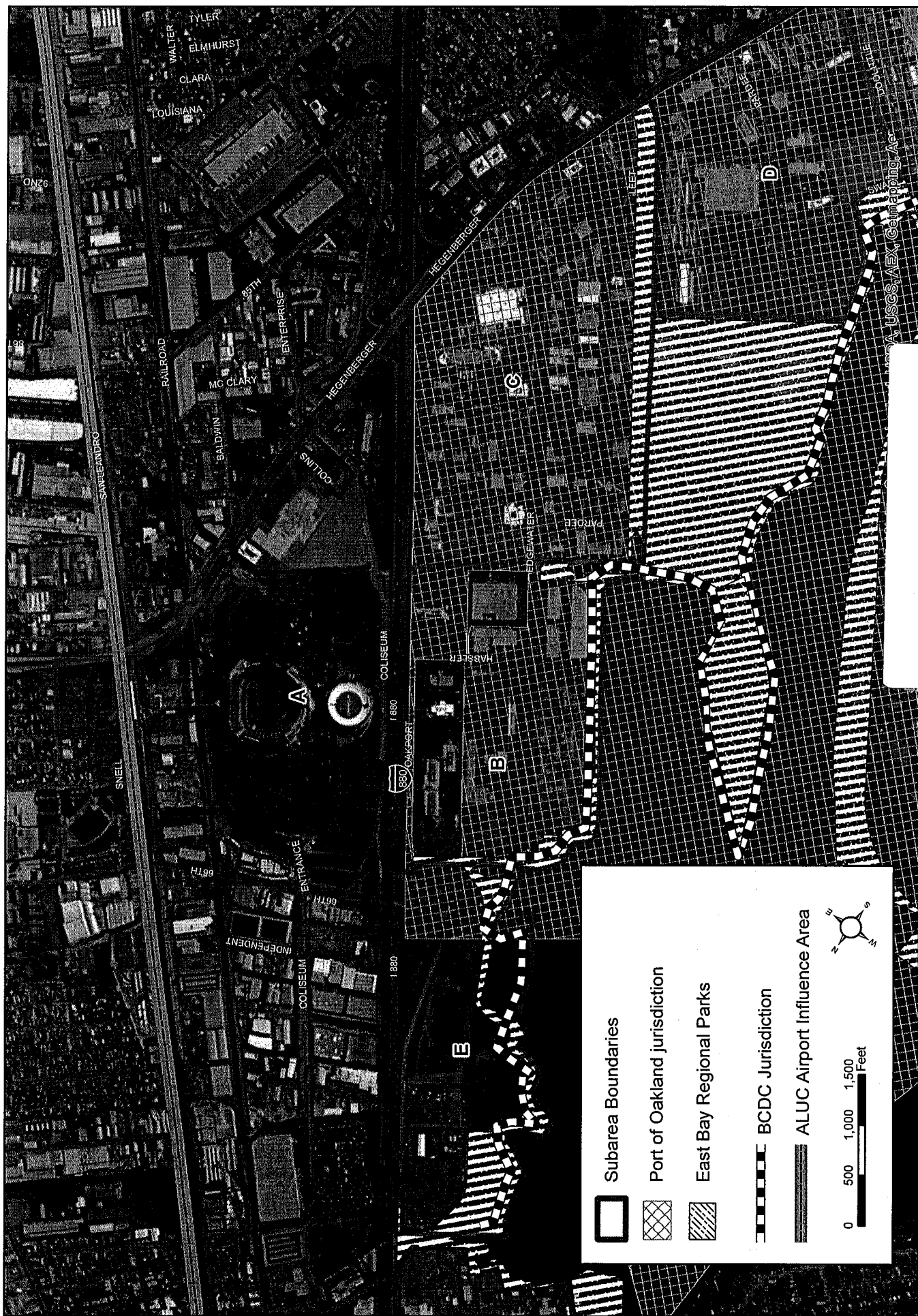
Planning and Building Department
July 2014



COLISEUM SPECIFIC AREA PLAN
Figure 4.9-7: Proposed Zoning Code Amendments



ATTACHMENT F

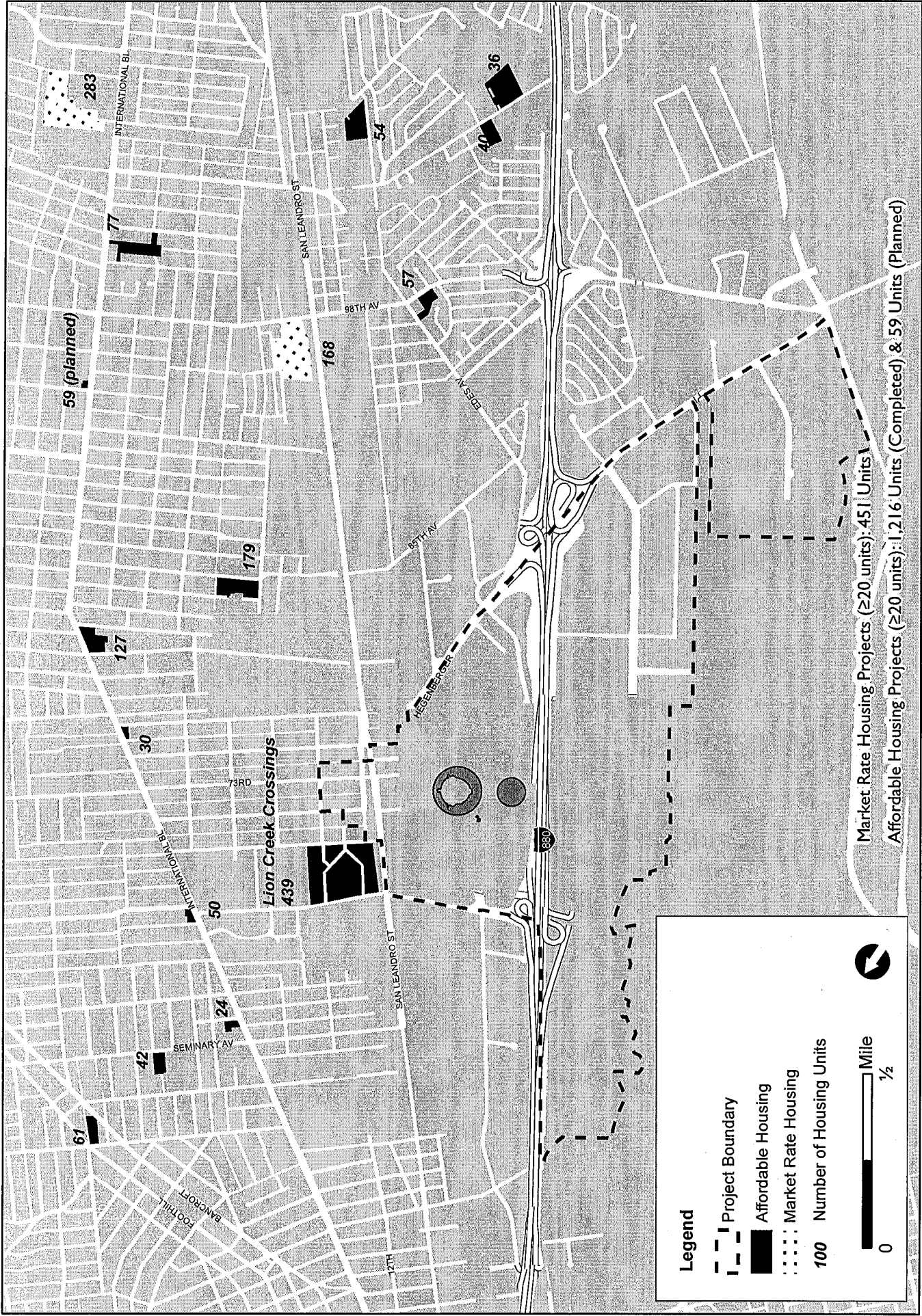


ATTACHMENT G

COLISEUM AREA SPECIFIC PLAN

Agency Jurisdictions





ATTACHMENT I
To October 1, 2014 Planning Commission Report:
Proposed new language for the Coliseum Area Specific Plan.

The following is language proposed by staff for inclusion in the final Coliseum Area Specific Plan. These new policies, which were inadvertently left out of the draft Plan, released August 22, 2014, are included in the Broadway-Valdez District Specific Plan, and, in a different form, are also in the West Oakland Specific Plan. The City's intention is to have the same policies in general, apply to all adopted Specific Plans.

The current text of the Coliseum Specific Plan is below. Language in underline is the proposed new text for the Coliseum Specific Plan. Text in ~~strikeout~~ is current text proposed to be deleted:

Chapter 3: Land Use

New Section to be inserted on page 73 and following -

The Coliseum Area Specific Plan aims to create significant new employment and housing opportunities in East Oakland. The City's intention with the Plan is to ensure that the benefits which result from this growth are shared with the residents of the adjacent East Oakland neighborhoods. The following policies are intended to support local jobs, affordable housing, and anti-displacement protections.

New section -

3.11: REVITALIZATION

LU Policy 3-41: The City supports and encourages local hiring and training of Oakland residents, including residents from the adjacent East Oakland neighborhoods, for the new jobs envisioned in the Plan.

LU Policy 3-42: Encourage a mix of land uses and development that will provide job and career opportunities for local residents, including permanent, well-paying jobs (including short-term construction jobs and permanent jobs) at the new sports facilities, at the new science and technology businesses, and in the future hotel and retail establishments.

LU Policy 3-43: Support the provision of local job training opportunities for jobs being developed both in the Coliseum Area, and in the surrounding neighborhoods, particularly in those workplaces which are accessible via public transportation.

LU Policy 3-44: Support local and/or targeted hiring for contracting and construction jobs, including pathways to apprenticeships for local residents during the buildout of the Plan (e.g. construction of new infrastructure, sports facilities, new residential and commercial buildings).

ATTACHMENT I
To October 1, 2014 Planning Commission Report:
Proposed new language for the Coliseum Area Specific Plan.

LU Policy 3-45: Continue to support job training and readiness services through the Oakland Workforce Investment Board, by providing information about resources that are available, and encourage that these services are publicized in a manner that accessible to East Oakland residents.

LU Policy 3-46: Encourage local businesses to offer internship, mentoring and apprenticeship programs to high school and college students.

LU Policy 3-47: Encourage consideration of Project Labor Agreements (PLAs) for projects that involve City of Oakland subsidy.

The City has a number of employment and contracting programs and requirements on City public works projects, as well as private development projects that receive a City subsidy. These include the Local and Small Local Business Enterprise Program, the Local Employment/Apprenticeship Program, Living Wage requirements, and prevailing wage requirements. However, the City of Oakland's programs do not apply to private projects, including sites sold by the City for fair market value, or public works-type projects funded by private parties, including street or sidewalk improvements built as part of a new development. The City has very limited legal authority to impose its employment and contracting programs and requirements on projects that do not involve City funding and/or other City participation. As such, the Plan supports continuing to provide private developers and business owners with information about workforce development programs, including those administered by the City or other organizations, in order to encourage opportunities for the creation of high quality, local jobs and job training programs.

Encouraging a mix of land uses that will generate a range of jobs – including retail, office, science & technology, and other professional services, as well as short-term and/or seasonal jobs, such as in construction and sports facility operations – is a key component of the Plan. Another intent of the Plan is to diversify the economic base of East Oakland and to add uses that will attract people to the Coliseum Area on a regular basis, rather than just on the occasion of a sports or entertainment event.

New section -

3.12: HOUSING

The Plan envisions the creation of “complete” neighborhoods around the Coliseum BART station, adjacent to the new sports facilities, and near the waterfront. A “complete” neighborhood depends on a diversity of housing types and vibrant streetscapes with safe sidewalks that enhance the character of the area. A variety of urban-style housing typologies, affordable to a range of income levels, will assist in fulfilling the Plan’s vision. Affordable housing is a critical component of a “complete” neighborhood.

ATTACHMENT I
To October 1, 2014 Planning Commission Report:
Proposed new language for the Coliseum Area Specific Plan.

New housing in the Plan will bring more residents to the Coliseum Area, who will:

- Create a built-in customer base that will support the viability of Plan Area businesses, including the three sports franchises;
- Reduce vehicle trips by allowing people to walk or take transit to shop or work; and
- Establish a strong daytime and nighttime presence in the area that will activate the area's streets and public spaces and enhance public safety.

Furthermore, the "complete" neighborhood as envisioned by the Plan would:

- Accommodate and promote new rental and for sale housing within the Plan Area for individuals and families of all sizes and all income levels (from affordable to market rate housing).
- Explore ways to prevent loss of housing in adjacent neighborhoods that is currently affordable to residents (subsidized and unsubsidized), and senior housing.
- Promote healthy homes that are environmentally friendly, and that incorporate green building methods.

Land Use Policies

LU Policy 3-48: Encourage a diversity of housing types, including a mixture of both rental and ownership housing.

LU Policy 3-49: Encourage housing that addresses the needs of a diverse population, including age, household composition, and income.

LU Policy 3-50: Encourage the provision of new housing affordable to low- and moderate-income households within the Plan area through a menu of creative options.

LU Policy 3-51: Develop a variety of bonuses and incentives, in addition to the State-mandated bonus and incentive program for the production of affordable and senior housing, to incentivize private development to include affordable and senior housing, and to help ensure the provision of such housing is economically feasible.

LU Policy 3-52: Continue to explore, in coordination with affordable housing stakeholders, innovative and creative ways to support the production of new housing that is affordable to low- and moderate-income households within the Plan Area. In addition, the City of Oakland will advocate for increases to federal/state/local funding for affordable housing, to support affordable housing development and for new sources of funding at the federal/state/local level.

ATTACHMENT I
To October 1, 2014 Planning Commission Report:
Proposed new language for the Coliseum Area Specific Plan.

LU Policy 3-53: The City of Oakland will explore the formulation and adoption of a comprehensive citywide affordable housing policy that addresses concerns from all constituents.

The Plan Area should provide housing opportunities for a diverse community of a future Oakland that will support the development of a vital mixed-use sports and entertainment district. Residential development can include a diversity of unit types, including: stacked flats, apartments, studio units, and assisted living. Plan area housing should also include a range of tenure options, including fee simple ownership, condominium ownership, and rental housing.

As of 2014, the median household income in the neighborhoods adjacent to the Coliseum Plan Area census tracts was \$44,420 (for the average two- person household)¹, significantly below the Alameda County area median income of \$88,500 per household². The area median income often is used to determine relative housing affordability for different income ranges and household sizes. The majority of current residents who live near the Coliseum Plan Area are considered cost-burdened, and may have trouble affording basic necessities after paying rent. It is imperative that a strategy to ensure affordable housing is available to all existing and future residents, especially since having affordable rents targeted to 30 percent of household income both stabilizes low income residents, and provides these households with expendable income for other living and recreating expenses. Therefore, both market-rate and below-market rate units will be needed to meet the needs of existing and future residents. Financing such below-market residential units without the resources of the Oakland Redevelopment Agency is a challenge (see Chapter 7, Implementation).

ADDRESSING THE POTENTIAL FOR INDIRECT RESIDENTIAL DISPLACEMENT

There are currently no residents that live within the 800-acre Coliseum Plan Area, so the Plan poses no threat of individual residents being directly displaced from their homes. However, as development proceeds in accordance with the Plan, there is likely to be renewed interest in investment in the surrounding East Oakland neighborhoods. As a result, property prices will be expected to rise. While existing East Oakland property owners could benefit from such an outcome, renters and prospective new homebuyers could face challenges.

The displacement of low income and/or minority residents as an unintended outcome following new investment in their communities is often referred to as “secondary” or “indirect” displacement. This type of displacement is likely to be more indirect, and is different from the broad-scale displacement of communities that was commonly associated with the redevelopment projects of the 1960s. Therefore, because it is likely to be more incremental and dispersed in nature, “secondary” displacement associated with Plan improvements may be difficult to track and counteract. Displacement of this type might occur due to an increase in rent or home prices.

¹ This is the median income according to the 2012 American Community Survey 5-year estimate. The margin of error for the different census tracts vary from +/- \$8,158 to +/- \$64,931.

² See HUDuser.org statistics for FY 2014 Oakland-Fremont, CA HUD Metro FMR Area, which contains the following areas: Alameda County, CA; and Contra Costa County, CA.

ATTACHMENT I
To October 1, 2014 Planning Commission Report:
Proposed new language for the Coliseum Area Specific Plan.

or a building owner choosing to convert a property to condominiums that had previously been rental.

Anti-displacement Strategies

Diligent enforcement of the City's Rent Adjustment and Just Cause for Eviction ordinances will help existing renters remain in their units with modest rent increases, should the East Oakland housing market change, due to development at the Coliseum.

Preservation of the existing rental housing stock in the Plan Area can be achieved through various regulatory tools, such as the City's Condominium Conversion regulations. The City's Condominium Conversion Ordinance addresses the conversion of rental units to ownership condominiums. The Condominium Conversion "Area of Secondary Impact" could be mapped to include the neighborhoods surrounding the Coliseum Plan Area, which would require rental housing that is converted to condos to be replaced (in the area). This would help to ensure a balance between rental and ownership housing in the Plan Area where renters comprise the majority of residents. Limitations on condominium conversions will help preserve existing rental housing and prevent displacement.

The City's Condominium Conversion Ordinance outlines tenant protections which are paraphrased as follows (see Oakland Municipal Code Section 16.36 for full ordinance): the right to terminate lease upon notification of intent to convert; the right to continue occupancy for a period after conversion is approved; limits on rent increases; limits on construction work to occupied units; exclusive right to purchase a unit in the building; and relocation assistance. Additionally, tenants 62 and older must be offered lifetime leases, and there are limitations on base rent and monthly rent increases.

First Time Homebuyers can use the City, County, and State programs (some identified below) to purchase homes in the community. Credit counseling programs can be used to help improve the credit of potential homebuyers.

Existing low- to moderate- income homeowners can use the City's programs for rehabilitating units, take classes on budgeting and maintenance, and if needed, seek out assistance to avoid foreclosure in the event of financial crisis.

Seniors can use the City's residential lending programs for assess improvements and local health care referrals to age in place to the greatest extent possible.

LU Policy 3-54: The City will use all existing housing programs to attempt to minimize secondary displacement in East Oakland, with programs such as: Housing rehabilitation programs; first-time home buyer programs; housing development programs to construct or rehabilitate affordable housing; programs to provide assistance to Oakland's homeless;

ATTACHMENT I
To October 1, 2014 Planning Commission Report:
Proposed new language for the Coliseum Area Specific Plan.

and funds that assist non-profit service providers and housing developers to support Oakland residents in a variety of housing related activities.

LU Policy 3-55: Continue and consider expanding Rent Adjustment outreach to tenants, enforcement of Rent Adjustment regulations regarding rent increases, and Just Cause eviction regulations.

LU Policy 3-56: Ensure access to home improvement/blight reduction programs for existing small properties by exploring ways to preserve and expand funding to existing Residential Rehabilitation programs to provide funds for low- to moderate-income homebuyers.

LU Policy 3-57: Review the Condominium Conversion Ordinance for possibilities to strengthen protections for renters, including replacement units for 2-4 units.

LU Policy 3-58: Increase coordination between Rent Adjustment and Code Enforcement to advise tenants regarding landlord anti-harassment policies.

LU Policy 3-59: Strengthen local relocation policies to ensure that any resident displaced as a result of a no-fault eviction, including building closure due to uninhabitable conditions, or publicly funded development activity receives just compensation and comprehensive relocation assistance.

LU Policy 3-60: Provide a variety of loan programs to assist with the rehabilitation of owner-occupied and rental housing for very low- and low-income households and assist senior citizen and disabled population with housing rehabilitation so that they may remain in their homes.

LU Policy 3-61: Expand opportunities for homeownership by low- to moderate-income homebuyers by seeking expanded funding for the First-Time Homebuyers Mortgage Assistance program, “sweat equity” housing programs (e.g. Habitat for Humanity), and Limited Housing Equity Cooperatives.

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CHAPTER 7: IMPLEMENTATION AND ADMINISTRATION

New section -

7.7 AFFORDABLE HOUSING STRATEGIES

To continue Oakland's track record of providing affordable housing for its residents, the affordable housing objective of the Specific Plan is to target 15 percent of new units built in the Plan Area for low-and moderate-income households. The financing method for new affordable units is uncertain, however, given the dissolution of the Oakland Redevelopment Agency, previously the primary generator of financing for affordable housing. To address this funding uncertainty, the City is exploring the feasibility of new funding mechanisms to produce affordable housing in the Plan Area and Citywide.

Given the desire to promote the use of transit and reduce vehicle trips, particular emphasis should be placed on providing workforce housing that is affordable to those who are employed in the Coliseum area's sports facilities, hotels and restaurants, and in its commercial and industrial businesses.

7.7.1 FUNDING CONTEXT

Most affordable housing in the Plan Area is expected to be funded with a mix of local and non-local sources, including Low Income Housing Tax Credits (LIHTC), Federal HOME funds, mortgage revenue bonds, and Federal Housing and Urban Development (HUD) funds. With few exceptions, non-local subsidy sources are not adequate, even in combination, to fully subsidize the cost differential to make new housing development affordable to low and moderate income households. It is anticipated, however, that the City will continue its collaboration with the Oakland Housing Authority to provide project based vouchers that subsidize rents to market level, while sustaining affordability for residents.

Up until the dissolution of the City's Redevelopment Agency (ORA) on February 1, 2012, redevelopment-generated tax increment was the most important local source of funding for affordable housing. Prior to the loss of Redevelopment, Oakland dedicated 25 percent of its tax increment funds to affordable housing (10 percent more than required by state law); and the City usually had 10 to 15 million dollars annually for its housing Notice of Funding Availability (NOFA). With the loss of Redevelopment and cuts to Federal funds, there will be a substantial reduction of funds available per year that will create a large financing gap for affordable units.

The City is looking at several options to fill the financing gap. Recently, the City Council endorsed of a proposal to dedicate 25 percent of the property tax it receives (termed "boomerang" funds) into an Affordable Housing Trust Fund dedicated to the production of affordable housing (see discussion under Affordable Housing Implementation Strategies). Additionally, Oakland will continue to support and advocate for pending legislation to support affordable housing development such as SB 391, the Homes and Jobs Act. Due to declining federal financial assistance for affordable housing, and the dissolution of the City's

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Redevelopment Agency, a menu of creative strategies is required to meet the affordable housing needs for the Plan Area. These affordable housing strategies are presented below.

7.7.2 POTENTIAL FUNDING SOURCES, INCENTIVES AND STRATEGIES

Incentive programs may help to expand affordable housing opportunities. The Specific Plan has a planning horizon of 25 years, with ultimate build-out forecast for 2035. Thus, incorporating a phased system of incentives as the privately financed housing market builds more housing in Oakland could be a component of the Plan; however feasibility studies are needed to determine the impact of such programs.

Parking Incentives

The zoning regulations prepared for the Coliseum Area Specific Plan will include a reduction in required parking spaces for affordable housing projects. These reductions will be outright permitted. Affordable housing developers will not need to apply for the State mandated density bonus program reduction. Reductions in required parking will also apply to senior housing developments. Similarly, reductions in open space will be permitted for affordable and senior housing developments.

Grant Funding

Tremendous uncertainty exists around the future of affordable housing finance given the State of California's decision in 2012 to eliminate Redevelopment Agencies. To close the gap for which local funds have generally been needed to finance affordable units, additional funding sources must be identified. The City will continue to monitor and support State affordable housing legislation and identify alternative grant sources of funds.

Land Banking

The City could purchase or set aside sites for use as affordable housing developments. However, most important public funding sources have limits on land acquisition. Federal HOME funds cannot be used for land banking. The dissolution of the City's Redevelopment Agency marked the end of a possible additional funding source, even though there were limitations on the amount of time Redevelopment funds could have been used for land banking (up to five years). Non-profit housing developers and the Oakland Housing Authority could partner to assemble sites, as well.

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Affordable Housing Trust Fund Bolstered by “Boomerang” Funds

Demonstrating a strong commitment to continue funding affordable housing, the Oakland City Council, at its June 27, 2013 meeting, endorsed a proposal to dedicate, on an ongoing basis, 25 percent of the property tax it receives (termed “boomerang” funds) into the Affordable Housing Trust Fund. The ongoing deposit would begin at the next budget cycle, starting July, 2015. The ordinance was formally adopted in September of 2013. Any one-time boomerang funds (from the City's share of one-time proceeds whenever the Redevelopment Successor Agency sells property or other compensation) received by the City after July, 2013 would be subject to the Ordinance, with 25 percent of the City's distribution /deposited into the Affordable Housing Trust Fund.

These funds will be used to increase, improve, and preserve the supply of affordable housing in the City, with priority given to housing for very low income households. Funds may also be used to cover reasonable administrative or related expenses of the City not reimbursed through processing fees. Funds in the Affordable Housing Trust Fund must be used in accordance with the City's adopted General Plan Housing Element, the Consolidated Plan, and subsequent housing plans adopted by the City Council, to subsidize or assist the City, other government entities, nonprofit organizations, private organizations or firms, or individuals in the construction, preservation or substantial rehabilitation of affordable housing. In 2014, the City is hiring a consultant team to prepare a “Nexus Study” which will present the data necessary for the City Council to consider adopting impact fees in Oakland—including a fee for Affordable Housing.

Emphasis on Workforce Housing

Given the desire to promote the use of transit and reduce vehicle trips, particular emphasis should be placed on providing workforce housing that is affordable to those who work in the area. The high cost of housing is particularly challenging for “workforce” households (earning between 60 and 120 percent of area median income). These households often struggle to secure housing that is overwhelmingly geared to higher income households.

Creative ways to finance housing for workforce households is essential to maintaining the diversity of the Plan Area, as well as the entire City. A Citywide workforce housing strategy is necessary to address this issue.

City of Oakland Jobs/Housing Impact Fee and Affordable Housing Trust Fund.

The Jobs/Housing Impact Fee was established in Oakland to assure that certain commercial development projects compensate and mitigate for the increased demand for affordable housing generated by such development projects within the City. A fee (in FY 2014, the current fee is

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\$4.74 per square foot) is assessed by the City on new office and warehouse/distribution developments to offset the cost of providing additional affordable housing for new lower-income resident employees who choose to reside in Oakland. Impact Fees collected go into a Housing Trust Fund, which is then made available to nonprofits to build affordable housing. To date, this Fee has generated approximately \$1.5 million in funding since its inception.

State-mandated Bonus and Incentive Program

Oakland Planning Code Chapter 17.107 already includes a bonus and incentive program, as mandated by California Government Code 65915, for the production of housing affordable to a range of incomes, as well as a bonus and incentive program for the creation of senior housing and for the provision of day care facilities. This existing Bonus and Incentive Program allows a developer to receive additional development rights (via height or density bonus or relaxation of requirements, such as parking or open space) in exchange for provision of affordable housing.

ATTACHMENT J.

TO OCTOBER 1, 2014

PLANNING COMMISSION HEARING

COLISEUM AREA SPECIFIC PLAN DRAFT EIR

TABLE 2-1 SUMMARY OF IMPACTS

Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
Aesthetics		
Aesthetics 1A: New development of the Coliseum District would not have a substantial adverse effect on a public scenic vista.	None needed	Less than Significant
Aesthetics 1B: Future development pursuant to Plan Buildout would not have a substantial adverse effect on a public scenic vista.	None needed	No Impact
Aesthetics 2: Future development would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, located within a state or locally designated scenic highway.	None needed	Less than Significant
Aesthetics 3: Future development would not substantially degrade the existing visual character or quality of the site and its surroundings	None needed	Less than Significant
Aesthetics 4: Future development could create a new source of substantial light or glare which would substantially and adversely affect day or nighttime views in the area.	None needed SCA Aesth-1: Lighting Plan	Less than Significant
Aesthetics 5A: New development of the Coliseum District could introduce structures and/or landscape that would now or in the future cast substantial shadows on existing solar collectors and could cast a shadow that substantially impairs the function of a building using passive solar heat collection, solar collectors for hot water heating, or photovoltaic solar collectors. New development within the Coliseum District would not cast a shadow that would substantially impair the beneficial use of a	MM Aesthetics 5A-1: If feasible, new structures and landscape should be sited and designed to avoid casting winter shadows specifically on the photovoltaic panels at Lion Creek Crossings apartments, such that solar effectiveness would be compromised and result in a substantial loss of power, income, or use. If the casting of shadows on the Lion Creek Crossings development cannot be avoided, the developer shall work with the owners of Lion Creek Crossings to provide compensatory funding for any extra power cost that could be incurred for increased utility bills from affected solar collectors.	Less than Significant

**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
public park, lawn, garden, or open space, nor would it cast a shadow on a historic resource such that the shadow would materially impair the resource's historic significance. Impact Aesthetics 5B: Future development pursuant to Plan Buildout could introduce additional new buildings and landscape (beyond that discussed above for the Coliseum District), but this new development would not cast substantial shadows on existing solar collectors; 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; would not cast shadows that substantially impair the beneficial use of a public park, lawn, garden, or open space; and would not cast shadows that materially impair the significance of an historic resource	None needed	Less than Significant
Impact Aesthetics 6: Future development would not require an exception or variance to the policies and regulations in the General Plan, Planning Code, or Uniform Building Code that causes a fundamental conflict with policies and regulations addressing the provision of adequate light related to appropriate uses.	None needed	No Impact
Impact Aesthetics 7A: The threshold of significance does not apply to development in the Coliseum District, as it is neither located adjacent to a substantial water body (it is ¾ miles away from the Bay shore), nor is it located in Downtown. Impact Aesthetics 7B: Future development pursuant to Plan Buildout could create winds	None needed	No Impact
	MIM Aesthetics 7: Any structures proposed within 100 feet of San Leandro Bay that would exceed 100 feet in height must undertake a wind study consistent with the requirements of the City of	Less than Significant

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

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
that exceed 36 mph for more than one hour during daylight hours during the year.	Oakland. The wind analysis must consider the project's contribution to wind impacts to on- and off-site public and private spaces. Based on the findings of the wind analysis, the structure must be redesigned to prevent it from creating winds in excess of 36 mph for more than one hour during daylight hours.	
Air Quality		
Plan Level	SCA Transp-1: Parking and Transportation Demand Management	Less than Significant
Impact Air-1: Adoption and implementation of the Project (at the Coliseum District and under Plan Buildout) would not fundamentally conflict with or obstruct implementation of any control measures in the CAP, and the Specific Plan demonstrates reasonable efforts to implement CAP control measures.		
Impact Air-2: New development within the Project Area (for both the Coliseum District and for Plan Buildout) will be located near existing and planned sources of toxic air contaminants and within 500 feet of freeways and high-volume roadways containing 100,000 or more average daily vehicle trips. However, pursuant to City of Oakland Standard Condition of Approval SCA Air-2, special overlay zones containing development standards that minimize potential exposure to toxic air contaminants will be implemented.	SCA Air-2: Exposure to Air Pollution (Toxic Air Contaminants)	Less than Significant
Impact Air-3: Development in accordance with the Specific Plan (both at the Coliseum District and for Plan Buildout) would not expose a substantial number of new people to existing and new objectionable odors.	None needed	Less than Significant

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

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
Project Level Analysis Impact Air-4: During construction, individual development projects pursuant to the Specific Plan at the Coliseum District and under Plan Buildout will generate fugitive dust from demolition, grading, hauling and construction activities. Fugitive dust will be effectively reduced to a level of less than significant with implementation of required City of Oakland Standard Conditions of Approval.	SCA Air-1: Construction-Related Air Pollution Controls (Dust and Equipment Emissions) SCA Air-3: Asbestos Removal in Structures	Less than Significant
Impact Air-5A: During construction, subsequent development at the Coliseum District pursuant to the Project will generate regional ozone precursor emissions and regional particulate matter emissions from construction equipment exhaust that, even with implementation of City of Oakland SCAs, would exceed the City's thresholds of significance. Impact Air-5B: In addition to the Coliseum District emissions, construction activities pursuant to Plan Buildout will generate additional 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 may generate emissions of criteria air pollutants that would exceed the City's thresholds of significance.	SCA Air-1: Construction-Related Air Pollution Controls (Dust and Equipment Emissions) MIM Air 6A-1: Reduced Construction Emissions (see Impact Air-6, below)	Even with the recommended mitigation measures, it cannot be certain that emissions of ROG and NOx can be reduced to below threshold levels. Conservatively deemed to be Significant and Unavoidable
Impact Air-6A: New sources of TAC emissions resulting from construction activity at the	SCA Air-1: Construction-Related Air Pollution Controls (Dust and Equipment Emissions)	Less than Significant

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

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
Coliseum District would result in an increase in cancer risk level for the maximum exposed individual of greater than 10 in one million. Impact Air-6B: In addition to the Coliseum District emissions, construction of other individual development projects pursuant to Plan Buildout 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. Other than the unique emissions associated with crushing or off-hauling of debris associated with demolition of the existing Coliseum (discussed above and requiring additional mitigation to achieve less than significant effects), the construction-related TAC emissions from other	MM Air 6A-1: Reduced Construction Emissions. Further reduce toxic air contaminant emissions from construction activities at the Coliseum District (especially DPM and PM2.5) to ensure a resulting cancer risk level of less than 10 in a million. Additional emission reduction strategies to achieve this health risk standard may include, but are not limited to requiring on-site construction equipment (including concrete and asphalt crushers and/or haul trucks) to include emission reduction technologies such as low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or add-on devices such as particulate filters that are capable of further reducing toxic air contaminants (especially DPM and PM2.5) beyond the 45% reduction as required in SCA A, such that construction emissions result in cancer risks of less than 10 in a million for off-site sensitive receptors. MM Air 6A-2: Construction Emission Exposure. Further reduce toxic air contaminant exposure risk to on-site sensitive receptors to ensure a resulting cancer risk level of less than 10 in a million. Additional risk reduction strategies to achieve this standard may include, but are not limited to successful combinations of the following: a) Require that all demolition activity and any on-site crushing operation (if conducted) be completed prior to the construction of new housing units on the Coliseum District within 200 meters of the demolition or construction activity. b) Install MERV-13 filters at any new on-site residences at the Coliseum District that will be exposed to subsequent on-site construction activity within 100 meters. SCA Air-1: Construction-Related Air Pollution Controls (Dust and Equipment Emissions)	Less than Significant

Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
Plan Buildout construction will be reduced to a less than significant level with implementation of required City of Oakland Standard Conditions of Approval.		
Impact Air-7A: New development at the Coliseum District would result in operational average daily emissions of more than 54 pounds per day of ROG, NOX, or PM2.5 and 82 pounds per day of PM10; and would result in maximum annual emissions of 10 tons per year of ROG, NOX, of PM2.5 and 15 tons per year of PM10. Impact Air-7B: In addition to the Coliseum District's criteria pollutant emissions, new development pursuant to Plan Buildout would result in additional operational average daily emissions that would exceed the City's thresholds of significance.	SCA Trans-1: Transportation Demand Management (TDM) Program	Significant and Unavoidable
Impact Air-8: Development at the Coliseum District and under Plan Buildout would not contribute to carbon monoxide (CO) concentrations exceeding the California Ambient Air Quality Standards (CAAQS) of nine parts per million (ppm) averaged over eight hours and 20 ppm for one hour.	None required	Less than Significant
Impact Air-9: New sources of TACs resulting from operations pursuant to Buildout of the Plan would not result in an increase in cancer risk level greater than 10 in one million, a non-cancer risk (chronic or acute) hazard index greater than 1.0, or an increase of annual average PM2.5 concentration of greater than 0.3 micrograms per cubic meter.	SCA AQ-2: Exposure to Air Pollution (Toxic Air Contaminants)	Less than Significant
Impact Air-10A: New development at the	SCA AQ-2: Exposure to Air Pollution (Toxic Air Contaminants)	Less than Significant

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

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
Coliseum District would expose new sensitive receptors to substantial levels of toxic air contaminants (TACs) resulting in a cancer risk level greater than 100 in one million, a non-cancer risk (chronic or acute) hazard index greater than 10.0, or an increase of annual average PM_{2.5} concentration of greater than 0.8 micrograms per cubic. However, implementation of City of Oakland Standard Conditions of Approval would be capable of reducing this impact to levels of less than significant. Impact Air-10B: New development pursuant to Plan Buildout could expose additional new sensitive receptors to substantial levels of toxic air contaminants (TACs). However, implementation of City of Oakland Standard Conditions of Approval would be capable of reducing this impact to levels of less than significant.		
Biological Resources		
Impact Bio-1A: New development within the Coliseum District, particularly the proposed realignment of Elmhurst Creek and construction work related to enhancements of Damon Slough, could have a substantial adverse effect, either directly or through habitat modifications on identified candidate, sensitive, or special status species.	SCA Bio-12: Regulatory Permits and Authorizations SCA Bio-9: Erosion and Sedimentation Control Plan, SCA Bio-10: Best Management Practices for Soil and Groundwater Hazards, SCA Bio-11: Creek Protection Plan, SCA Bio-13: Creek Monitoring, SCA Bio-14: Creek Landscaping, SCA Bio-15: Creek Dewatering and Aquatic Life, and SCA Bio-16: Creek Dewatering and Diversion SCA Bio-1: Operational Noise-General, SCA Bio-2: Pile Driving and Other Extreme Noise Generators, SCA Bio-4: Tree Removal Permit on Creekside Properties, SCA Bio-5: Tree Removal During Breeding Season, SCA Bio-6: Tree Removal Permit, SCA Bio-7: Tree Replacement Plantings, SCA Bio-8: Tree Protection During Construction, SCA Bio-11: Creek Protection Plan, and SCA Bio-14: Creek Landscaping MM Bio 1A-1: Pre-construction Nesting Bird Surveys and Buffers. A qualified biologist shall conduct pre-construction surveys for construction activities between February 15th and September 30th throughout the Coliseum District to identify and subsequently avoid nesting areas for special-	Less than Significant

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

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
	status and migratory bird species. Surveys shall be designed and of sufficient intensity to document California rail and raptor nesting within 500 feet of planned work activities and within 50 feet for passerine species nesting activity. a) Construction activities within 500 feet of Damon Marsh and Arrowhead Marsh shall be conducted during the period from August 1 to January 31 to protect potentially nesting California clapper rail, California black rail, Alameda song sparrow and San Francisco saltmarsh common yellowthroat. b) If California clapper rails, California black rails or raptors are found to be nesting within or adjacent to the planned work area, a minimum 100-foot wide buffer shall be maintained between construction activities and the nest location. c) For Alameda song sparrow, San Francisco saltmarsh common yellowthroat and all other protected birds a 50-foot buffer shall be maintained. d) Buffer zones may be reduced in consultation with a qualified biologist. e) Buffers shall be maintained until the young have fledged and are capable of flight or by September 30. MM Bio 1A-2: In-water Work Restrictions. In-water construction shall be confined to the period between June 1 and November 30 to protect migrating steelhead from any unanticipated discharges. In-water construction activities shall be confined to low tide cycles where it allows work to be performed outside of the water to the extent practical. a) During in-water construction, any dewatered areas, temporary culverts and temporary cofferdams shall be limited to the minimum area necessary. b) Pumps used for dewatering shall have agency approved fish screens installed to minimize intake of fish into pumps. Diversion structures shall be left in place until all in-water work is completed. c) Temporary culverts and all construction materials and debris shall be removed from the affected area prior to re-establishing flow and prior to the rainy season. MM Bio 1A-3: Salt Marsh Protection. All core salt marsh harvest mouse habitat (pickleweed-dominated salt marsh habitat within Damon Marsh and Arrowhead Marsh) areas shall be avoided and protected. If construction activities are within 100 feet of these areas, site-specific buffers shall be established in coordination with a qualified biologist, approved by USFWS or CDFW as appropriate.	

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

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
Impact Bio-1B: Future development pursuant to Plan Buildout could have a substantial adverse effect, either directly or through habitat modifications, on candidate, sensitive or special status species.	a) Buffers shall be designed to preclude changes to water and soil salinity and flooding/inundation regime. The buffers shall be at least 100 feet wide or extend to the current boundary of existing roads or development (includes vacant but graded lots and filled building pads). The qualified biologist may modify these buffers depending on site conditions. b) The construction work area shall be fenced on the side closest to salt marsh habitat to delineate the extent of construction, preclude construction personnel and equipment from entering non-work areas, and prevent debris from entering avoided habitats. The construction boundary fencing may also inhibit movement of species such as the salt marsh harvest mouse and salt-marsh wandering shrew into the construction area. c) The qualified biologist shall be present during work on-site until the construction barrier fencing is installed, instruction of workers has been conducted, and any direct habitat disturbance has been completed. After that time, the contractor or permittee shall designate a person to monitor on-site compliance with all minimization measures. d) The monitor and qualified biologist shall have the authority to halt construction that might result in impacts that exceed anticipated levels See all SCAs listed above for Impact Bio-1A See all Mitigation Measures listed above for Impact Bio-1A MM Bio 1B-1: In-Bay Dredge Requirements. No in-Bay dredging activities shall occur during the period from October 1 to July 31 to minimize open water turbidity during the sensitive seasons for steelhead, chinook salmon, Pacific herring, longfin smelt, California brown pelican, and California least tern. a) Measures to be included to reduce the possibility of entrainment of green sturgeon and longfin smelt and may include ensuring dredge drag maintains contact with substrate and potentially investigating methods to move fish out of an area of interest using nets or sounds before dredging. b) Measures to reduce in-water turbidity will be implemented and may include the use of impermeable silt curtains to contain sediments within a limited area until it resettles, the use of gunnerbooms, and the use of operational controls for mechanical and hydraulic dredges to limit the amount of sediment released while dredging. MM Bio 1B-2: Seasonal Wetland Restoration Plan. To replace impacted wetlands and associated habitat for special status species at the Edgewater Seasonal Wetland, a Habitat Restoration Plan will be developed and implemented to create an approximately 15-acre seasonal wetland and	Significant and Unavoidable Not until such time as the details of the project elements are known, permits from responsible agencies are sought, and the requirements and conditions of the responsible regulatory agencies specific to these Project elements are fully known, can any determination be made as to the efficacy of mitigation strategies. Impacts to special status species and their habitat

Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
	associated Coastal and Valley freshwater wetland habitat in Sub-Area E. The precise boundaries of the newly created wetland have not been defined, but may include portions of the 24-acres of City-owned waterfront property in Sub-Area E, and/or portions of the adjacent EBMUD-owned property pending a negotiated acquisition of such lands. a) The majority of lands potentially considered for wetlands restoration within Sub-Area E Are currently ruderal areas, with some paving. Proposed improvements would include removing paved material, mitigating for potential hazardous materials or soils, and re-grading the site to create low areas that would retain freshwater and rainfall, and creating surrounding uplands to provide bird roosting habitat. b) The area would be planted with appropriate native plants to achieve a functioning seasonal wetland and fenced to exclude people and land-based predators. c) Performance standards that are accepted by the resource agencies for site re-vegetation shall be specified in the plan. d) The restored areas shall be monitored for a minimum of five years and remedial measures taken, such as replanting vegetation or enhancing additional areas, until the performance standards are met. e) Construction of the new wetland must be completed prior to removing the Edgewater Seasonal Wetland. f) The City will enter into discussions with the East Bay Regional Parks District about management of the new wetland in Sub-Area E.	resulting from the proposed Bay Inlet cut and the filling and development of Edgewater Freshwater Marsh are considered significant and unavoidable.
Impact Bio-2A: New development within the Coliseum District could have a substantial adverse effect on wetlands, riparian habitat and other sensitive natural communities.	SCA Bio-10: Best Management Practices for Soil and Groundwater Hazards and SCA Bio-11: Creek Protection Plan <i>Damon Slough:</i> SCA Bio-6: Tree Removal Permit and/or SCA Bio-8: Tree Protection Permit, SCA Bio-9: Erosion and Sedimentation Control Plan, SCA Bio-10: Best Management Practices for Soil and Groundwater Hazards, SCA Bio-11: Creek Protection Plan, SCA Bio-12: Regulatory Permits and Authorizations, SCA Bio-13: Creek Monitoring, and SCA Bio-14: Creek Landscaping Plan MM Bio 2A-1: Vegetation Plan for Coliseum District Sensitive Communities. A Restoration Plan shall be developed for disturbed sensitive communities. a) Performance standards that are accepted by CDFW and RWQCB for site re-vegetation shall be specified in the plan. The restored areas shall be monitored for a minimum of three years and	Less than Significant

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

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
	remedial measures taken, such as replanting vegetation or enhancing additional areas until the performance standards are met. b) The "Cruise America" parcel shall be transferred to an appropriate resource management agency, such as the East Bay Regional Park District (EBRPD) or the California Department of Fish and Wildlife (CDFW). MM Bio 2A-2: Damon Slough Bridge Structure Placement. Place any new bridge pilings and abutments outside of coastal tidal marsh habitat. <i>Elmhurst Creek</i> SCA Bio-4: Tree Removal Permit on Creekside Properties, SCA Bio-6: Tree Removal Permit, SCA Bio-9: Erosion and Sedimentation Control Plan, SCA Bio-10 Best Management Practices for Soil and Groundwater Hazards, SCA Bio-11: Creek Protection Plan, SCA Bio-13: Creek Monitoring, SCA Bio-15: Creek Dewatering and Aquatic Life, and SCA Bio-16: Creek Dewatering and Diversion MM Bio 2A-3: Elmhurst Creek Bridge Structure Placements (only applies if Creek Option B is pursued). Place bridge pilings and abutments outside of coastal scrub habitat. MM Bio 2A-4: Coastal Scrub Restoration (only applies if Creek Option B is pursued). Impacts to coastal scrub habitat at Elmhurst Creek shall be fully mitigated by restoration of the "Cruise America" parcel and the restoration of additional upland riparian habitat along Damon Slough. a) Performance standards that are accepted by CDFW and RWQCB for site re-vegetation shall be specified in the Restoration Plan required under Mitigation Measure Bio 2A-1: Vegetation Plan for Coliseum District Sensitive Communities. b) The restored areas shall be monitored for a minimum of three years and remedial measures taken, such as replanting vegetation or enhancing additional areas, until the performance standards are met. MM Bio 2A-5: Realigned Portion of Elmhurst Creek (Only applies if Creek Option C is pursued). Any newly aligned and day-lighted portion of Elmhurst Creek must have a channel design that is consistent with the City of Oakland Creek Protection, Storm Water Management and Discharge Control Ordinance. a) A minimum 3:1 ratio for a setback based on the depth of the existing Elmhurst Creek is required for the newly aligned creek banks. b) The created banks will be enhanced to support coastal scrub habitat. Performance standards that are accepted by CDFW and RWQCB for site re-vegetation shall be specified in the	

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

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
Impact Bio-2B: Future development pursuant to Plan Buildout could have a substantial adverse effect on riparian habitat or other sensitive natural communities identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.	Restoration Plan required by Mitigation Measure Bio 2A-1. c) The restored areas shall be monitored for a minimum of three years and remedial measures taken, such as replanting vegetation or enhancing additional areas, until the performance standards are met. MM Bio 2A-6: "Cruise America" Tidal Wetland (Only applies if Creek Option C is pursued). The "Cruise America" or "former RV" parcel (796 66th Avenue) shall be restored to provide a tidal wetland designed to be self-sustaining in hydrological and habitat function. In addition to the newly aligned segment of Elmhurst Creek, approximately 2.4 acres of this new wetland will serve as mitigation for the removal of 1,500 feet of Elmhurst Creek. a) Along with the new wetland, creation of upland coastal scrub habitat will be provided on this site as well. b) Performance standards that are accepted by CDFW and RWQCB for site re-vegetation shall be specified in the Restoration Plan required by Mitigation Measure Bio 2A-1. c) The restored areas shall be monitored for a minimum of three years and remedial measures taken, such as replanting vegetation or enhancing additional areas, until the performance standards are met. See all SCAs listed above for Impact Bio-2A MM Bio 1B-2: Freshwater Marsh Restoration Plan. (see full text under Impact Bio-1B) MM Bio 1B-1: In-Bay Dredge Requirements. (see full text under Impact Bio-1B) MM Bio 2A-1: Vegetation Plan for Coliseum District Sensitive Communities. (see full text under Impact Bio-2A) MM Bio 2A-2: Damon Slough Bridge Structure Placement. (see full text under Impact Bio-2A) (see full text under Impact Bio-2A) MM Bio 2A-3: Elmhurst Creek Bridge Structure Placements. (see full text under Impact Bio-2A) MM Bio 2A-4: Coastal Scrub Restoration. (see full text under Impact Bio-2A) MM Bio 2A-5: Realigned Portion of Elmhurst Creek. (see full text under Impact Bio-2A) MM Bio 2A-6: "Cruise America" (or "former RV" parcel at 796 66th Avenue) Tidal Wetland. (see full text under Impact Bio-2A) MM Bio 1A-2: In-water Work Restrictions. (see full text above under Impact Bio-1A)	Less than Significant

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

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
Impact Bio-3: Future development (at the Coliseum District and pursuant to Plan Buildout) could substantially interfere with the movement of 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.	SCA Bio-9: Erosion and Sedimentation Control Plan, SCA Bio-10: Best Management Practices for Soil and Groundwater Hazards, SCA Bio-11: Creek Protection Plan, SCA Bio-12: Regulatory Permits and Authorizations, SCA Bio-13: Creek Monitoring, SCA Bio-15: Creek Dewatering and Aquatic Life, and SCA Bio-16: Creek Dewatering and Diversion SCA Bio-5: Tree Removal During Breeding Season (including consulting biologist's recommendations), SCA Bio-6: Tree Removal Permit, and SCA Bio-7: Tree Replacement Plantings SCA Bio-3: Lighting Plan and SCA Bio-17: Bird Collision Reduction MM Bio 1A-1: Pre-construction Nesting Bird Surveys and Buffers. MM Bio 1A-2: In-water Work Restrictions MM Bio 1A-3: Salt Marsh Protection MM Bio 1B-1: In-Bay Dredge Requirements MM Bio 1B-2: Freshwater Marsh Restoration Plan MM Bio 2A-1: Vegetation Plan for Coliseum District Sensitive Communities MM Bio 2A-4: Coastal Scrub Restoration (only applies if Creek Option B is pursued) MM Bio 2A-5: Realigned Portion of Elmhurst Creek (Only applies if Creek Option C is pursued) MM Bio 2A-6: "Cruise America" (or "former RV" parcel at 796 66th Avenue) Tidal Wetland (Only applies if Creek Option C is pursued) MM Bio 3-1: Boat docks. No future boat docks will be allowed associated with the proposed Project to avoid disturbance to migratory and resident waterfowl. MM Bio 3-2: Herbicide / Pesticide Control. Future maintenance shall require an herbicide/pesticide drift control plan.	Less than Significant
Impact Bio-4: Future development (at the Coliseum District and pursuant to Plan Buildout) would not fundamentally conflict with an applicable habitat conservation plan or natural community conservation plan.	None needed	No Impact
Impact Bio-5: Future development (at the Coliseum District and pursuant to Plan Buildout)	SCA Bio-5: Tree Removal During Breeding Season (including consulting biologist's recommendations), SCA Bio-6: Tree Removal Permit, and SCA Bio-7: Tree Replacement Plantings	Less than Significant

Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
would not fundamentally conflict with the City of Oakland Tree Protection Ordinance by removal of protected trees under certain circumstances.		
Impact Bio-6: New development (at the Coliseum District and pursuant to Plan Buildout) would not fundamentally conflict with the City of Oakland Creek Protection Ordinance.	SCA Bio-11: Creek Protection Plan, SCA Bio-12: Regulatory Permits and Authorizations, SCA Bio-13: Creek Monitoring, SCA Bio-15: Creek Dewatering and Aquatic Life, and SCA Bio-16: Creek Dewatering and Diversion	Less than Significant
Cultural Resources		
Impact Cultural-1A: Future development of the Coliseum District would result in ultimate demolition of the Oakland Coliseum and potentially the Arena, causing a substantial adverse change in the significance of the Oakland Coliseum and Arena Complex, a historical resource as defined in CEQA Guidelines Section 15064.5.	Planning Code Section 17.136.075(B) requirements for Design Review approval prior to demolition or removal of historic structures MM Cultural 1A-1: Site Recordation. The Oakland Coliseum, the Coliseum Complex, and the Arena (should it ultimately be proposed for demolition), shall be recorded to standards established for the National Park Service's Historic American Buildings Survey (HABS), as detailed below. - A HABS written report will be completed to document the physical history and description of the historical resource, the historic context for its construction and use, and its historic significance. The report will follow the outline format described in the HABS Guidelines for Historical Reports. - Large-format, black and white photographs will be taken, showing the buildings in context, as well as details of the design or engineering features and any ancillary buildings, landscaping, fencing, and signage. The photographs will be processed for archival permanence in accordance with the HABS/HAER/HALS Photography Guidelines. The photographs will be taken by a professional with HABS photography experience. Additionally, additional color photographs or videos will be taken of the resource in consultation with OCHS staff. - Existing drawings, where available, will be photographed with large-format negatives or photographically reproduced on Mylar or other archival paper at the direction of City staff. If existing drawings are not available, a full set of measured drawings depicting existing or historic conditions will be prepared. The drawings will be prepared in accordance with the HABS Guidelines for Recording Historic Structures and Sites with HABS Measured Drawings. The drawings will be prepared by a professional who meets the Secretary of the Interior's Professional Qualifications Standards for Architecture or Historic Architecture. - The HABS documentation, including the report, large-format photographs, and drawings, will	Significant and Unavoidable Under the proposed Project, demolition of the Oakland Coliseum is identified as the only feasible option to move forward with development within the Coliseum District. Unlike the Coliseum, demolition of the existing Arena is identified as only one of several potential development options pursuant to the Specific Plan within the Coliseum District. However, because this option is possible, this EIR conservatively assumes demolition of the Arena would occur.

Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
	be submitted to the OCHS/Oakland City Planning Department; the Oakland Public Library Oakland History Room; and the NWIC. The documentation will be prepared in accordance with the archival standards outlined in Transmittal Guidelines for Preparing HABS/HAER/HAL Documentation. A professional who meets the Secretary of the Interior's Professional Qualifications Standards for Architectural History will manage production of the HABS documentation, which will be reviewed and approved by the City of Oakland Landmarks Preservation Advisory Board (LPAB) prior to demolition. MM Cultural 1A-2: Public Interpretation Program. The Oakland Coliseum, the Coliseum Complex, and the Arena (should it ultimately be proposed for demolition) shall be documented in a public interpretation program, as follows: - Interpretive materials, such as informational plaques depicting the history and design of the historical resource, will be prepared as part of a public interpretation program and be displayed in a location with high public visibility near the site. - The public interpretation program will be developed by a professional who meets the Secretary of the Interior's Professional Qualifications Standards for Architectural History in consultation with the LPAB and OCHS and based on a scope of work approved by the City. - The LPAB will review and approve of the public interpretation program prior to demolition. MM Cultural 1A-3: Financial Contribution. If the Oakland Coliseum and/or Arena are demolished, the project applicant shall make a financial contribution to the City of Oakland to be used to fund historic preservation projects within or in the vicinity of the Coliseum District, as described below. - The financial contributions can be applied to programs such as a Façade Improvement Program, Tenant Improvement Program or Mills Act program; - The contributions will be determined by the City at the time of the approval for specific projects based on a formula determined by the Landmarks Preservation Advisory Board. Planning Code Section 17.136.075(D) requirements for Design Review approval prior to demolition or removal of historic structures Policy 3.5 of the HRE requirements that the City make specific findings for additions or alterations to existing historic resources or PDHPs prior to approving discretionary permits. SCA Cultural-5: Compliance with Policy 3.7 of the Historic Preservation Element (Property Relocation Rather than Demolition) SCA Cultural-6: Vibrations to Adjacent Historic Structures	
Impact Cultural-1B: Other than the proposed demolition of the Oakland Coliseum and the potential demolition of the Arena as discussed above in Impact Cultural-1A, future development pursuant to Plan Buildout does not specifically propose to demolish or materially alter any other historic or potentially historic resources. Any subsequent development project that may propose demolition or alteration of a		Less than Significant

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

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
current or future-defined historic resource would be required to undergo subsequent and individual environmental review, and would also be subject to all applicable City of Oakland's standard conditions of approval, Planning Code requirements and General Plan policy considerations relevant to historic resource preservation		
Impact Cultural-2: Proposed development within the Project Area could directly or indirectly destroy a unique paleontological resource or site, cause a substantial adverse change in the significance of currently undiscovered archaeological resources, or disturb human remains.	SCA Cultural-4: Archaeological Resources – Sensitive Sites SCA Cultural-1: Archaeological Resources, SCA Cultural-2: Human Remains, and SCA Cultural-3: Paleontological Resources	Less than Significant
Geology and Soils		
Impact Geo-1: The proposed Project would not expose people or structures to substantial risk of loss, injury, or death involving strong seismic ground shaking and seismic-related ground failure including liquefaction, lateral spreading, subsidence, or collapse.	SCA Geo-2: Geotechnical Report compliance with the California Code of Regulations, Title 24, California Building Standards Code	Less than Significant
Impact Geo-2: The proposed Project would not result in substantial soil erosion or loss of topsoil, creating substantial risks to life, property, or creeks/waterways.	SCA Hydro-1: Erosion and Sedimentation Control (when no grading permit is required), SCA Hydro-2: Erosion and Sedimentation Control Plan, SCA Hydro-3: Stormwater Pollution Prevention Plan (SWPPP) and SCA Hydro-4: Site Design Measures for Post-Construction Stormwater Management.	Less than Significant
Impact Geo-3: The proposed Project may be located on expansive soil, as defined in section 1802.3.2 of the California Building Code (2007, as it may be revised), creating substantial risks to life or property.	SCA Geo-1: Soil Report, SCA Geo-2: Geotechnical Report	Less than Significant

Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
Impact Geo-4: The proposed Project is located in a developed area above one or more of the following: well, pit, swamp, mound, tank vault, or unmarked sewer line; these features do not create substantial risks to life or property.	SCA Geo-2: Geotechnical Report	Less than Significant
Impact Geo-5: The proposed Project is not located above landfills for which there is no approved closure and post-closure plan. The proposed Project is located above fill.	SCA Geo-1: Soil Report, SCA Geo-2: Geotechnical Report	Less than Significant
Impact Geo-6: The Project Area has sewers available for the disposal of wastewater and therefore it is not applicable whether its soils are incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems.	None needed	Less than Significant
Greenhouse Gas Emissions		
Impact GHG-1: New development within the Coliseum District would not generate greenhouse gas emissions specifically from stationary sources, either directly or indirectly, that would produce total emissions of more than 10,000 metric tons of CO ₂ e annually.	None needed	Less than Significant
Impact GHG-2A: New development at the Coliseum District would generate greenhouse gas emissions from both direct and indirect source that would have a significant impact on the environment. Specifically, development at the Coliseum District would involve land use development that would produce total emissions of more than 1,100 metric tons of CO ₂ e annually and more than the Project-level threshold of 4.6 metric tons of CO ₂ e per service	SCA GHG-1: Project-specific GHG Reduction Plans Other SCAs including SCA F: Compliance with the Green Building Ordinance; SCA Traf-1: Parking and Transportation Demand Management; SCA Util-1: Waste Reduction and Recycling; several SCAs regarding landscape requirements and tree replacement; and several SCAs regarding stormwater management	Less than Significant

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

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
population annually. Impact GHG-2B: New development pursuant to Plan Buildout would not generate greenhouse gas emissions, either directly or indirectly, that would have a significant impact on the environment. Specifically, new development pursuant to Plan Buildout (including all new development within the Coliseum District) would not produce emissions of more than the Plan-level threshold of 6.6 metric tons of CO₂e per service population annually, or more than the Project-level threshold of 4.6 metric tons of CO₂e per service population annually.	SCA GHG-1: Project-specific GHG Reduction Plans Other SCAs including SCA F: Compliance with the Green Building Ordinance; SCA Traf-1: Parking and Transportation Demand Management; SCA Util-1: Waste Reduction and Recycling; several SCAs regarding landscape requirements and tree replacement; and several SCAs regarding stormwater management	Less than Significant
Impact GHG-3: New development pursuant to Plan Buildout (including the Coliseum District) would not fundamentally conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing greenhouse gas emissions.	SCA GHG-1: Project-specific GHG Reduction Plans Other SCAs including SCA F: Compliance with the Green Building Ordinance; SCA Traf-1: Parking and Transportation Demand Management; SCA Util-1: Waste Reduction and Recycling; several SCAs regarding landscape requirements and tree replacement; and several SCAs regarding stormwater management	Less than Significant
Hazards and Hazardous Materials		
Impact Haz-1: The proposed Project would result in an increase in the routine transportation, use, and storage of hazardous chemicals.	SCA Haz-1: Hazards Best Management Practices	Less than Significant
Impact Haz-2: Construction and development of the proposed Project could result in the accidental release of hazardous materials used during construction through improper handling or storage.	SCA Haz-1, Hazards Best Management Practices, SCA Haz-5, Lead-Based Paint/Coatings, Asbestos, or PCB Occurrence Assessment, SCA Haz-6, Environmental Site Assessment Reports Remediation, SCA Haz-9, Health and Safety Plan per Assessment	Less than Significant
Impact Haz-3: The proposed Project could create a significant hazard to the public through the	SCA Haz-12: Hazardous Materials Business Plan City of Oakland Municipal Code requirements for a Hazardous Materials Assessment Report and	Less than Significant

Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
storage or use of acutely hazardous materials near sensitive receptors.	Remediation Plan (HMARRP) -	
Impact Haz-4: Development of the proposed Project would require use of hazardous materials within 0.25 mile of a school.	SCA Haz-12: Hazardous Materials Business Plan City of Oakland Municipal Code requirements for a Hazardous Materials Assessment Report and Remediation Plan (HMARRP) -	Less than Significant
Impact Haz-5A: Development of the Coliseum District would be located on sites included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, could create a significant hazard to the public or the environment. Impact Haz-5B: Development of the Project Area would be located on sites included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, could create a significant hazard to the public or the environment.	<i>Assessments:</i> SCA Haz-3: Site Review by the Fire Services Division, Haz-4: Phase I and/or Phase II Reports, Haz-5: Lead-based Paint/Coatings, Asbestos, or PCB Occurrence Assessment, and Haz-11: Radon or Vapor Intrusion from Soil or Groundwater Sources <i>Remediation</i> SCA Haz-6: Environmental Site Assessment Reports Remediation, Haz-7: Lead-based Paint Remediation, Haz-8: Other Materials Classified as Hazardous Waste, Haz-9: Health and Safety Plan per Assessment, and Haz-10: Best Management Practices for Soil and Groundwater Hazards <i>Verification</i> SCA Haz-3: Site Review by the Fire Services Division, Haz-10: Best Management Practices for Soil and Groundwater Hazards, and Haz-11: Radon or Vapor Intrusion from Soil or Groundwater Sources	Less than Significant
Impact Haz-6: Development of the proposed Project could result in fewer than two emergency access routes for streets exceeding 600 feet in length.	SCA 20, Improvements in the Public Right-of-Way (General), and SCA 21, Improvements in the Public Right-of-Way (Specific)	Less than Significant
Impact Haz-7: The Project Area is located within the Oakland International Airport Land Use Plan area and within two miles of the Oakland Airport, but would not result in a safety hazard for people residing or working in the Project Area.	None needed see also discussion under Impact Land Use-9; Compatibility with ALUCP	Less than Significant
Impact Haz-8: The Project Area is not located in the vicinity of a private airstrip.	None needed	Less than Significant

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

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
Impact Haz-9: Development of the Coliseum District under the proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	None needed	Less than Significant
Impact Haz-10: the proposed Project would not expose people or structures to risks involving wildland fires.	None needed	Less than Significant
Hydrology and Water Quality		
Impact Hydro-1A: New development at the Coliseum District would alter drainage patterns and increase the volume of stormwater, and potentially increase the level of contamination or siltation in stormwater flows.	<i>Work within the Creeks</i> SCA Hydro-9: Erosion, Sedimentation, and Debris Control Measures; SCA Hydro-10: Creek Protection Plan; SCA Hydro-11: Regulatory Permits and Authorizations; SCA Hydro-12: Creek Monitoring; SCA Hydro-13, Creek Landscaping Plans; SCA Hydro-14: Creek Dewatering and Aquatic Life; and SCA Hydro-15: Creek Dewatering and Diversion <i>Drainage and Water Quality</i> SCA Hydro-1: Erosion and Sedimentation Control; SCA Hydro-2: Erosion and Sedimentation Control Plan; SCA Hydro-3: Stormwater Pollution Prevention Plan; SCA Hydro-4: Site Design Measures for Post-Construction Stormwater Management; SCA Hydro-5: Source Control Measures to Limit Stormwater Pollution; SCA Hydro-6: Post-construction Stormwater Management Plan, SCA Hydro-7: Maintenance Agreement for Stormwater Treatment Measures; and SCA Hydro-8: Erosion, Sedimentation, and Debris Control Measures.	Less than Significant
Impact Hydro-1B: Future development pursuant to Plan Buildout (including the Coliseum District) would increase the volume of stormwater flows, and potentially increase the level of contamination or siltation in stormwater flows.	see all SCAs listed from Impact Hydro-1A, above	Less than Significant
Impact Hydro-2: New development at the Coliseum Site and pursuant to Plan Buildout would not be susceptible to flooding hazards, as no new development is proposed within a 100-	SCA Hydro- 16: Regulatory Permits and Authorizations; and SCA Hydro-17: Structures within a Floodplain	Less than Significant

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

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
year flood zone as mapped by FEMA.		
Impact Hydro-3: Future development at the Coliseum District and pursuant to Plan Buildout could be susceptible to flooding hazards in the event of dam or reservoir failure, but compliance with all dam safety regulations will reduce this relatively low risk of impact to a less than significant level.	None needed	Less than Significant
Impact Hydro-4: Future development at the Coliseum District and pursuant to Plan Buildout could be susceptible to tsunami-related hazards, but the relatively low risk of occurrence of this impact is less than significant.	None needed	Less than Significant
Impact Hydro-5: Future development at the Coliseum District and pursuant to Plan Buildout could be susceptible to inundation, storm events and storm events with wind waves in the event of sea-level rise.	SCA Hydro-15: Regulatory Permits and Authorizations Recommendation Hydro-5: The following additional recommendations are suggested to provide an adaptive approach to addressing a 16 inch sea level rise above current Base Flood Elevation (BFE) for mid-term (2050) planning and design; 1. Design gravity storm drain systems for 16 inches of sea level rise; 2. Design and construct habitable space above at-grade parking structures to allow sea level rise to impact uninhabited parking structures rather than dwelling units. 3. Design buildings to withstand periodic inundation; 4. Prohibit below grade habitable space in inundation zones; 5. Require that all critical infrastructure sensitive to inundation be located above the SLR base flood elevation; 6. Consider means for implementing an adaptive management strategy to protect against long-term sea level rise of as much as 55", potentially including constructing levees or seawalls and providing space for future storm water lift stations near outfall structures into the Bay and Estuary.	Less than Significant
Impact Hydro-6: Future development (at the Coliseum Site and pursuant to Plan Buildout)	None needed	Less than Significant

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

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
would not adversely affect the availability of groundwater supplies or interfere substantially with groundwater recharge.		
Land Use		
Impact Land-1: The proposed Project would not physically divide an established community.	None needed	Less than Significant
Impact Land-2: The proposed Project (at the Coliseum District and pursuant to Plan Buildout) would introduce new residential and other sensitive land uses at locations that could be exposed to noise, emissions and other potential land use incompatibilities associated with adjacent industrial and special event land uses.	SCA AQ-2: Exposure to Air Pollution - Toxic Air Contaminants Health Risk Reduction Measures, SCA Noise-4: Interior Noise, SCA Noise-5: Operational Noise-General; SCA Haz-8: Other Materials Classified as Hazardous Waste; SCA Haz-12: Hazardous Materials Business Plan No mitigation measures required. However, instances of nuisance complaints from new residents could potentially arise between new residential uses in the Project Area and existing industrial uses. To protect existing industrial uses from complaints that may seek to force an existing use to change or permanently restrict its operations, the following legal acknowledgement is recommended: Recommendation Land 2: Sellers or lessors of real property intended for residential use and located within the Coliseum District or within the proposed waterfront residential area in Sub-Area B shall provide a disclosure statement included as part of all real estate transactions. The statement shall disclose that the property is located within an area near pre-existing industrial uses, that those industrial uses will be allowed to continue, and that such uses may generate light, noise, dust, traffic and other annoyances or inconveniences incidental to and customarily associated with industrial use..	Less than Significant
Impact Land-3A: Development of the Coliseum District pursuant to the proposed Project would not fundamentally conflict with the City's General Plan. Impact Land-3B: Full development of the Project pursuant to Plan Buildout would not fundamentally conflict with the City's General Plan.	The Specific Plan may conflict with a number of individual land use plans and policies, but many of these conflicts would be resolved in the course of Plan implementation due to General Plan amendments proposed to be adopted concurrent with the Specific Plan. Recommendation 3B: Prior to approval of any residential development within Sub-Area B on land that is currently in industrial use, the developer of the proposed residential use must find a suitable replacement site acceptable to the owner/user of the industrial property in question, and facilitate acquisition of that replacement site for the displaced industrial use. In particular, an acceptable new site shall be found for the relocation of the City's corporation yard (located at 6767 Edgewater Drive) prior to residential uses being developed on that property.	Less than Significant
Impact Land-4: New development at the Coliseum District and pursuant to Plan Buildout	None needed	Less than Significant

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

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
would not fundamentally conflict with the City's plans and policies of the City's Estuary Policy.		
Impact Land-5A: Development of the Coliseum District pursuant to the proposed Project would conflict with the City's current Planning Code and Zoning Map.	City zoning inconsistencies would be made consistent through implementation of the proposed new zoning districts and zoning changes proposed pursuant to the Specific Plan	Less than Significant
Impact Land-5B: New development pursuant to Plan Buildout would conflict with the City's current Planning Code and Zoning Map.		
Impact Land-6: Development of a new Arena at the proposed Coliseum District as well as development of a residential and retail mixed use site along the waterfront pursuant to the proposed Project would fundamentally conflict with the Port of Oakland's current Land Use and Development Code (LUDC).	Recommendation/Project Requirement Land-6: In order to enable implementation of the Project as proposed, the Port Board of Commissioners must either: a) adopt the Specific Plan as its new land use plan for the Business Park, or b) elect to cede land use authority over the ultimate new Arena site and the waterfront residential site to the City of Oakland, or c) choose to instead amend its own LUDC to allow the new Arena and waterfront residential / retail mixed use as permitted or conditionally permitted uses within the Business Park.	The City does not have jurisdictional authority to change or modify the Port's LUDC, and cannot ensure implementation of this measure. If the Port Board does not take any of the actions identified in the actions identified in Recommendation/Project Requirement Land-6, the proposed new Arena and the proposed new waterfront residential mixed-use development would directly conflict with the LUDC, and those elements of the Project could not move forward.
Impact Land-7: Development of the Coliseum District could fundamentally conflict with the structural height criteria of the Oakland International Airport Land Use Compatibility Plan (ALUCP).	Pursuant to the State Aeronautics Act and Public Utilities Code Sections 21658 and 21659, the City of Oakland is required to inform project proponents of a project that may exceed the elevation of a Part 77 surface that notification to the FAA is required. All such projects are also required to be referred to the ALUC for determination of consistency with the ALUCP prior to their approval by the local jurisdiction.	Less than Significant

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

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
	MM Land-7A: No structures that exceed 159.3 feet above mean sea level or otherwise exceed the applicable Part 77 surfaces of the Oakland International Airport Land Use Compatibility Plan, or which exceed 200 feet above the ground level of its site, will be approved by the City unless such a structure has been reviewed by the FAA in accordance with FAR Part 77 and receives either: a) an FAA finding that the structure is "not a hazard to air navigation" and would not result in the FAA instituting any alterations or curtailing of flight operations, or b) a conclusion by the ALUC that the proposed structure is acceptable (i.e., no hazard and no alterations to flight operations) only with appropriate marking and lighting, and that the applicant agrees to mark and light that structure in a manner consistent with FAA standards as to color and other features. MM Land-7B: Sellers or lessors of real property located within the Oakland Airport Influence Area shall disclose within an aviation easement included as part of all real estate transactions within the AIA that their property is situated within the AIA, and may be subject to some of the annoyances or inconveniences associated with proximity to airport operations.	
Impact Land-8: New development pursuant to Plan Buildout would not fundamentally conflict with BCD's Bay Plan or Sea Port Plan.	MM Land-8A: BCD's Issuance of Major Permit(s). Prior to implementation of the proposed Damon Slough enhancements, the Elmhurst Creek realignment, new development within 100 feet of the San Leandro Bay shoreline, and the proposed Bay Cut (and potentially other project elements found to be within BCD's jurisdiction), the project applicants for those projects shall apply for and obtain through an application review process (which may include additional public hearings and review boards) issuance of necessary BCD's permits. MM Land-8B: Compliance with Bay Plan Dredging Policies. Any elements of the proposed Project subject to BCD's jurisdiction and which involve excavation and/or dredging activity (i.e., the proposed Bay Cut and potentially the Damon Slough enhancements and Elmhurst Creek realignment) shall comply with the dredging policies of the San Francisco Bay Plan, including but not limited to the following: a) Dredging and dredged material disposal should be conducted in an environmentally and economically sound manner. b) Dredged materials should, if feasible, be reused or disposed outside the Bay and waterways. unless disposal outside these areas is infeasible and the dredged material to be disposed of is consistent with the advice of the San Francisco Bay Regional Water Quality Control Board and the inter-agency Dredged Material Management Office (DMMO); and the period of disposal is consistent with the advice of the California Department of Fish and Game, the U.S. Fish and Wildlife Service and the National Marine Fisheries Service.	Less than Significant

Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
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	c) Dredged material should not be used for habitat creation, enhancement or restoration projects (except for projects using a minor amount of dredged material), until objective and scientific studies have been carried out to evaluate the advisability of disposal of dredged material in the Bay and in waterways for habitat creation, enhancement and restoration.	
Impact Land-9: Future development within Sub-Areas B, C and or D may occur on lands granted to the Port of Oakland and subject to public trust. The development of residential and neighborhood-serving retail uses would conflict with the public trust doctrine and would not otherwise be permitted. However, the potential inconsistency with the public trust doctrine can be removed through appropriate reallocation of the public trust resource.	MM Land-9: To remove potential conflicts with tidelands trust obligations and requirements, the developer of any future project within the Project Area that proposes to use land that is owned by the Port of Oakland must either: a) enter into an agreement with the Port (via the Commercial Real Estate Division) to ground lease and develop such project for uses deemed by the Port Board as consistent with the public trust, or b) buy the underlying land from the Port, subject to a finding that the property is no longer needed or required for the promotion of the public trust (none of these properties would include lands granted to the City by the original legislative grants), with the proceeds of the land sale to be used at the Port Board's discretion for public trust purposes, or c) arrange for an authorized exchange of any lands granted to the Port, subject to a finding that the land is no longer needed or required for the promotion of the public trust, for other lands not now subject to the public trust.	Less than Significant
Impact Land-10: The proposed Project would not fundamentally conflict with any applicable habitat conservation plan or natural community conservation plan.	None needed	Less than Significant
Noise		
Impact Noise-1: Future development (at the Coliseum District and pursuant to Plan Buildout) would include pile drilling and other extreme noise generating construction activities that would temporarily increase noise levels in the vicinity of individual project sites.	SCA Noise-1 : Days/Hours of Construction Operation, SCA Noise-2: Noise Control, SCA Noise-3: Noise Complaint Procedures, SCA Noise-7: Pile Driving and Other Extreme Noise Generators	Less than Significant
Impact Noise-2A: Future development of new sports and special events venues in the Coliseum	SCA Noise-5: Operational Noise-General Recommendation Noise 2A-1: Sellers or lessors of real property intended for residential use and	There is no feasible mitigation to reduce

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
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District would generate operational noise that would exceed the City of Oakland Noise Ordinance at new, on-site sensitive receivers.	located within the Coliseum District shall provide a disclosure statement included as part of all real estate transactions. The statement shall disclose the presence of the sports and entertainment activities at the Stadium and Ballpark, and the likelihood that noise from these sources will exceed applicable City noise standards.	game-day and special event noise from the new stadium and ballpark (assuming a non-roof design) at proposed new on-site sensitive receivers. Significant and Unavoidable Less than Significant
Impact Noise-2B: Development of the proposed Project pursuant to Plan Buildout would not generate operational noise in violation of the City of Oakland Noise Ordinance, based upon required compliance with City of Oakland Standard Conditions of Approval.	SCA Noise-5: Operational Noise-General	
Impact Noise-3: Implementation of the proposed Project will not generate traffic that will cause noise resulting in a 5 dBA permanent increase in ambient noise levels in the project vicinity above levels existing without the project.	None needed	Less than Significant
Impact Noise-4: Buildout of the proposed Project could expose persons to interior Ldn or CNEL greater than 45 dBA in proposed multi-family dwellings and hotels, motels, dormitories and long-term care facilities.	SCA Noise-4: Interior Noise	Less than Significant
Impact Noise-5A: Future development in the Coliseum District would expose proposed new noise-sensitive land uses to noise levels in excess of noise levels considered normally acceptable according to the land use compatibility guidelines of the Oakland General Plan. Impact Noise-5B: Plan Buildout would expose	SCA Noise-4: Interior Noise	Less than Significant

**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
proposed new noise-sensitive land uses to noise levels in excess of noise levels considered normally acceptable according to the land use compatibility guidelines of the Oakland General Plan.		
Impact Noise-6: The proposed Project would not expose persons to or generate noise levels in excess of applicable standards established by a regulatory agency.	SCA Noise-5: Operational Noise-General	Less than Significant
Impact Noise-7: Project construction or project operation pursuant to Plan Buildout may expose persons to or generate groundborne vibration that exceeds the criteria established by the Federal Transit Administration (FTA).	SCA Noise-6: Vibration SCA Noise-7: Pile Driving and Other Extreme Noise Generators, SCA Noise-8: Vibrations near an Historic Resource	Less than Significant
Impact Noise-8: The proposed Project includes areas that are located within an airport land use plan, however, it would not expose people residing or working in the project area to excessive noise levels from aircraft activity.	None needed	Less than Significant
Population and Housing		
Impact PHE-1: Development under the proposed Project would not displace existing housing units in the Project Area.	None needed	Less than Significant
Impact PHE-2: Development under the proposed Project would not displace any people residing in the Project Area.	None needed	Less than Significant
Impact PHE-3: Development under the proposed Project would displace existing businesses and jobs, but not in substantial numbers necessitating construction of replacement	None needed	Less than Significant

**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
facilities elsewhere, in excess of that contemplated in the City's General Plan.		
Impact PHE-4: Development facilitated by the proposed Project would not induce substantial population growth in a manner not contemplated in the General Plan, either directly by facilitating new housing or businesses, or indirectly through infrastructure improvements such that additional infrastructure is required but the impacts of such were not previously considered or analyzed	None needed	Less than Significant
Public Services and Recreation		
Impact Public-1: The proposed Project could result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities.	SCA Public-1: Conformance with other Requirements SCA Public-2: Fire Safety Phasing Plan	Less than Significant
Impact Public-2: The proposed Project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility not would occur or be accelerated.	None needed	Less than Significant
Impact Public-3: The proposed Project would include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.	none needed	Less than Significant
Traffic		
Existing Plus Coliseum District		

**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
Impact Trans-1: The development of the Coliseum District would add more than 10 peak-hour trips to the Kuhnle Avenue/Mountain Boulevard/I-580 Westbound Off-Ramp (Intersection #3) which would meet peak hour signal warrant (Significant Threshold #6) under Existing Plus Coliseum District conditions.	Mitigation Measure Trans-1 (Intersection #3): Implement the following measures at the Kuhnle Avenue/Mountain Boulevard/I-580 Westbound Off-Ramp intersection: a) Signalize the intersection providing actuated operations, with permitted left-turns on east-west approaches (Mountain Boulevard/I-580 Westbound Off-Ramp) and split phasing on north-south (Kuhnle Avenue) approaches, and b) Coordinate the signal timing at this intersection with the adjacent intersections that are in the same signal coordination group. This intersection is under the jurisdiction of Caltrans so any equipment or facility upgrades must be approved by Caltrans prior to installation.	City of Oakland, as lead agency, does not have jurisdiction at this intersection. The mitigation would need to be approved and implemented by Caltrans and the City cannot ensure its implementation. Conservatively considered Significant and Unavoidable
Impact Trans-2: The development of the Coliseum District would add more than 10 peak-hour trips to the Sunnymere Avenue/Kuhnle Avenue/Seminary Avenue/I-580 Eastbound On-Ramp (Intersection #4) which would meet peak hour signal warrant (Significant Threshold #6) under Existing Plus Coliseum District conditions.	Mitigation Measure Trans-2 (Intersection #4): Implement the following measures at the Sunnymere Avenue/Kuhnle Avenue/Seminary Avenue/I-580 Eastbound On-Ramp intersection: a) Restripe eastbound Seminary Avenue approach to provide one left-turn lane and one shared through/right lane, b) Signalize the intersection providing actuated operations, with split phasing on all approaches, c) Coordinate the signal timing at this intersection with the adjacent intersections that are in the same signal coordination group. This intersection is under the jurisdiction of Caltrans so any equipment or facility upgrades must be approved by Caltrans prior to installation	City of Oakland, as lead agency, does not have jurisdiction at this intersection. The mitigation would need to be approved and implemented by Caltrans and the City cannot ensure its implementation. Conservatively considered Significant and Unavoidable
Impact Trans-3: The development of the Coliseum District would add more than 10 peak-hour trips to the Seminary Avenue/Overdale Avenue/I-580 Eastbound/SR 13 Southbound Off Ramp (Intersection #5) which would meet peak hour signal warrant (Significant Threshold #6) under Existing Plus Coliseum District conditions.	Mitigation Measure Trans-3 (Intersection #5): Implement the following measures at the Seminary Avenue/Overdale Avenue/I-580 Eastbound/SR 13 Southbound Off-Ramp intersection: a) Signalize the intersection providing actuated operations, with protected left turns on the westbound Seminary Avenue approach and split phasing on the north/south Overdale Avenue/Off-Ramp approaches. b) Coordinate the signal timing at this intersection with the adjacent intersections that are in the same signal coordination group. This intersection is under the jurisdiction of Caltrans so any	City of Oakland, as lead agency, does not have jurisdiction at this intersection. The mitigation would need to be approved and implemented by Caltrans and the City cannot

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
	equipment or facility upgrades must be approved by Caltrans prior to installation.	ensure its implementation. Conservatively considered Significant and Unavoidable
Impact Trans-4: The development of the Coliseum District would increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) at the San Leandro Street/66th Avenue (Intersection #58) which operates at LOS F during the weekday PM peak hour under Existing Plus Coliseum District conditions	Mitigation Measure Trans-4 (Intersection #58): Implement the following measures at the San Leandro Street/66th Avenue intersection: a) Restripe eastbound 66th Avenue approach to provide one left-turn lane, one through lane, and one right-turn lane, and narrow the westbound direction to one receiving lane b) Restripe westbound 66th Avenue approach to provide one left-turn lane and one shared through/right-turn lane c) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection) d) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.	Less than Significant
Impact Trans-5: Under Existing Plus Coliseum District conditions, the development of the Coliseum District would cause an increase of more than 5 seconds in average delay on the worst approach for the unsignalized intersection San Leandro Boulevard/Best Avenue/Park Street (Intersection #66), which operates at LOS E or F under No Project conditions (Significant Threshold #5 in San Leandro).	Mitigation Measure Trans-5 (Intersection #66): Implement the following measures at the San Leandro Boulevard/Best Avenue/Park Street intersection: a) Signalize the intersection providing actuated operations. b) Coordinate the signal timing at this intersection with the adjacent intersections that are in the same signal coordination group. This intersection is under the jurisdiction of City of San Leandro so any equipment or facility upgrades must be approved by City of San Leandro prior to installation.	City of Oakland, as lead agency, does not have jurisdiction at this intersection. The mitigation would need to be approved and implemented by the City of San Leandro and the City of Oakland cannot ensure its implementation. Conservatively considered Significant and Unavoidable
Impact Trans-6: The proposed Project would cause the San Leandro Boulevard/Marina	Mitigation Measure Trans-6 (Intersection #69): Implement the following measures at the San Leandro Boulevard/Marina Boulevard intersection:	City of Oakland, as lead agency, does not have

**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
Boulevard (Intersection #69) to degrade from LOS D to LOS E (Significant Threshold #1 in San Leandro) during the PM peak hour under Existing Plus Coliseum District conditions.	a) Provide a second left-turn lane on northbound San Leandro Boulevard b) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection) c) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.	jurisdiction at this intersection. The mitigation would need to be approved and implemented by the City of San Leandro and the City of Oakland cannot ensure its implementation. Conservatively considered Significant and Unavoidable
Impact Trans-7: The development of the Coliseum District would degrade the Coliseum Way/High Street intersection (Intersection #78) from LOS D to LOS E and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) during the AM peak hour, and increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) during the weekday PM peak hour during which the intersection would operate at LOS F under 2035 conditions.	Mitigation Measure Trans-7 (Intersection #78): Implement the following measures at the Coliseum Way/High Street intersection: a) Implement the planned 42nd Avenue/High Street Access Improvements which would include addition of a second left-turn lane on the eastbound High Street approach and a left-turn lane on the westbound High Street approach (see page 4.13-35 for more detail). b) Restripe the northbound Coliseum Way approach to provide one shared left/through lane and one right-turn lane. c) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection). d) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.	City of Oakland, as lead agency, does not have jurisdiction at this intersection. The mitigation would need to be approved and implemented by Caltrans and the City cannot ensure its implementation. Conservatively considered Significant and Unavoidable
Impact Trans-8: The development of the Coliseum District would increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Oakland Significant Threshold #5) during the weekday AM peak hour which would operate at LOS F under Existing Plus Coliseum District conditions at the Fernside Boulevard/High Street/Gibbons Drive	Mitigation Measure Trans-8 (Intersection #92): Implement the following measures at the Fernside Boulevard/High Street/Gibbons Drive intersection: a) Convert the left-turn movements on westbound High Street from protected operations to permitted operations during the AM and PM peak periods b) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection) c) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.	City of Oakland, as lead agency, does not have jurisdiction at this intersection. The mitigation would need to be approved and implemented by the City of Alameda and the City of Oakland cannot ensure

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
(Intersection #92)		its implementation. Conservatively considered Significant and Unavoidable
Impact Trans-9: The development of the Coliseum District would increase the total intersection average delay by four seconds or more (Oakland Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Oakland Significant Threshold #4) during the PM peak hour which would operate at LOS E under Existing Plus Coliseum District conditions at the Fernside Boulevard/Otis Drive (Intersection #98).	Mitigation Measure Trans-9 (Intersection #98): Implement the following measures at the Fernside Boulevard/Otis Drive intersection: a) Remove the right turn island on the northbound Otis Drive approach, add a dedicated right turn lane with approximately 50 feet of storage length, and move the northbound stop-bar upstream approximately 20 feet to accommodate the right turn lane storage length. b) Restripe Fernside Boulevard with two receiving lanes.	City of Oakland, as lead agency, does not have jurisdiction at this intersection. The mitigation would need to be approved and implemented by the City of Alameda and the City of Oakland cannot ensure its implementation. Conservatively considered Significant and Unavoidable
2035 Plus Coliseum District Impact Trans-10: The development of the Coliseum District would add more than 10 peak-hour trips to the Frontage Road/SR 13 Northbound On-Ramp/Mountain Boulevard (Intersection #1) which would meet peak hour signal warrant (Significant Threshold #6) under 2035 Plus Coliseum District conditions.	Mitigation Measure Trans-10 (Intersection #1): Implement the following measures at the Frontage Road/SR 13 Northbound On-Ramp/Mountain Boulevard intersection: a) Signalize the intersection providing actuated operations, with permitted phasing on all approaches. b) Coordinate the signal timing at this intersection with the adjacent intersections that are in the same signal coordination group. This intersection is under the jurisdiction of Caltrans so any equipment or facility upgrades must be approved by Caltrans prior to installation.	City of Oakland, as lead agency, does not have jurisdiction at this intersection. The mitigation would need to be approved and implemented by Caltrans and the City cannot ensure its implementation. Conservatively considered Significant and Unavoidable
Impact Trans-11: The development of the	Mitigation Measure Trans-11 (Intersection #3): Implement Mitigation Measure Trans-1 at the	Conservatively considered

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Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
Coliseum District would add more than 10 peak-hour trips to the Kuhnle Avenue/Mountain Boulevard/I-580 Westbound Off-Ramp (Intersection #3) which would meet peak hour signal warrant (Significant Threshold #6) under 2035 Plus Coliseum District conditions.	Kuhnle Avenue/Mountain Boulevard/I-580 Westbound Off-Ramp intersection	Significant and Unavoidable see Impact Trans-1
Impact Trans-12: The development of the Coliseum District would add more than 10 peak-hour trips to the Sunnymere Avenue/Kuhnle Avenue/Seminary Avenue/I-580 Eastbound On-Ramp (Intersection #4) which would meet peak hour signal warrant (Significant Threshold #6) under 2035 Plus Coliseum District conditions.	Mitigation Measure Trans-12 (Intersection #4): Implement Mitigation Measure Trans-2 at the Sunnymere Avenue/Kuhnle Avenue/Seminary Avenue/I-580 Eastbound On-Ramp intersection.	Conservatively considered Significant and Unavoidable see Impact Trans-2
Impact Trans-13: The development of the Coliseum District would add more than 10 peak-hour trips to the Seminary Avenue/Overdale Avenue/I-580 Eastbound/SR 13 Southbound Off Ramp (Intersection #5) which would meet peak hour signal warrant (Significant Threshold #6) under 2035 Plus Coliseum District conditions.	Mitigation Measure Trans-13 (Intersection #5): Implement Mitigation Measure Trans-3 at the Seminary Avenue/Overdale Avenue/I-580 Eastbound/SR 13 Southbound Off-Ramp intersection.	Conservatively considered Significant and Unavoidable see Impact Trans-3
Impact Trans-14: The development of the Coliseum District would increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) at Camden Street/North MacArthur Boulevard/Seminary Avenue (Intersection #12) during the weekday PM peak hour which would operate at LOS F under 2035 conditions.	Mitigation Measure Trans-14 (Intersection #12): Implement the following measures at the Camden Street/North MacArthur Boulevard/Seminary Avenue Intersection: a) Restripe the eastbound Seminary Avenue approach to provide one left-turn lane and one shared through/right-turn lane by eliminating one of the westbound receiving lanes b) Restripe the westbound Seminary Avenue approach to provide one left-turn lane, one through lane, and one right-turn lane c) Restripe the northbound Camden Street approach to provide one shared left/through/right lane and one bicycle lane d) Convert signal operations from split phasing to permitted phasing on the north/south Camden Street/North MacArthur Boulevard approaches and protected phasing on the east/west Seminary Avenue approaches e) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic	Less than Significant

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Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
	approaching the intersection) f) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.	
Impact Trans-15: The development of the Coliseum District would degrade the MacArthur Boulevard/ Foothill Boulevard/73rd Avenue (Intersection #13) from LOS E to LOS F, increase the total intersection average delay by four seconds or more (Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Significant Threshold #4) during the PM peak hour under 2035 conditions.	None feasible	Significant and Unavoidable
Impact Trans-16: The development of the Coliseum District would increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) at Foothill Boulevard/Fruitvale Avenue (Intersection #17) during both weekday AM and PM peak hours which would operate at LOS F under 2035 conditions.	None feasible	Significant and Unavoidable
Impact Trans-17: The development of the Coliseum District would contribute to LOS E operations at the Foothill Boulevard/Coolidge Avenue (Intersection #18), increase the total intersection average delay by four seconds or more (Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Significant Threshold #4) during the PM peak hour under 2035 conditions	None feasible	Significant and Unavoidable
Impact Trans-18: The development of the Coliseum District would increase the total	Mitigation Measure Trans-18 (Foothill Boulevard/35th Avenue): Implement the following measures at Foothill Boulevard/35th Avenue intersection:	Less than Significant

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Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) at Foothill Boulevard/35th Avenue (Intersection #19) during both weekday AM and PM peak hours which would operate at LOS F under 2035 conditions.	a) Restripe the eastbound and westbound 35th Avenue approaches to provide an exclusive left-turn lane within the existing right-of-way on each approach b) Update traffic signal equipment to provide protected left-turns on the eastbound and westbound 35th Avenue approaches c) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection) d) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.	
Impact Trans-19: The development of the Coliseum District would increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) at Foothill Boulevard/High Street (Intersection #22) during the weekday PM peak hour which would operate at LOS F under 2035 conditions.	Mitigation Measure Trans-19 (Foothill Boulevard/High Street): Implement the following measures at Foothill Boulevard/High Street intersection: a) Convert traffic signal from pre-timed to actuated operations b) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection) c) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.	Less than Significant
Impact Trans-20: The development of the Coliseum District would degrade the Foothill Boulevard/ Seminary Avenue/Walnut Street (Intersection #23) from LOS E to LOS F, increase the total intersection average delay by four seconds or more (Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Significant Threshold #4) during the PM peak hour under 2035 conditions.	Mitigation Measure Trans-20 (Foothill Boulevard/ Seminary Avenue): Implement the following measures at the Foothill Boulevard/Seminary Avenue/Walnut Street: a) Increase signal cycle length at this intersection and the adjacent and closely spaced signal at Bancroft Avenue/Seminary Avenue (Intersection #29) to 90 seconds during the PM peak hour b) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection) c) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.	Less than Significant
Impact Trans-21: The development of the Coliseum District would contribute to LOS E operations at the International Boulevard/High Street (Intersection #35), increase the total intersection average delay by four seconds or more (Significant Threshold #3), and increase	No feasible mitigation at International Boulevard/High Street	Significant and Unavoidable

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Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
the average delay for a critical movement by six or more seconds (Significant Threshold #4) during the PM peak hour under 2035 conditions.		
Impact Trans-22: The development of the Coliseum District would contribute to LOS E operations at the International Boulevard/Heavenscourt Boulevard (Intersection #38), increase the total intersection average delay by four seconds or more (Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Significant Threshold #4) during the PM peak hour under 2035 conditions.	No feasible mitigation at International Boulevard/Heavenscourt Boulevard	Significant and Unavoidable
Impact Trans-23: The development of the Coliseum District would increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) at the East 12th Street/Fruitvale Avenue (Intersection #49) during the weekday AM peak hour which would operate at LOS F under 2035 conditions.	No feasible mitigation at East 12th Street/Fruitvale Avenue	Significant and Unavoidable
Impact Trans-24: The development of the Coliseum District would increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) at the San Leandro Street/East 10th Street/Fruitvale Avenue (Intersection #54) during the weekday PM peak hour which would operate at LOS F under 2035 conditions.	No feasible mitigation at San Leandro Street/East 10th Street/Fruitvale Avenue	Significant and Unavoidable
Impact Trans-25: The development of the Coliseum District would degrade the San Leandro Street/66th Avenue (Intersection #58)	Mitigation Measure Trans-25 (San Leandro Street/66th Avenue): Implement Mitigation Measure Trans-4 at the San Leandro Street/66th Avenue intersection.	No further mitigation feasible Significant and

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Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
from LOS E to LOS F, increase the total intersection average delay by four seconds or more (Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Significant Threshold #4) during the weekday AM peak hour which would operate at LOS E; the development would also increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) during the weekday PM peak hour which would operate at LOS F under 2035 Plus Coliseum District conditions.		Unavoidable
Impact Trans-26: The development of the Coliseum District would increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) at the San Leandro Street/Hegenberger Road Off-Ramp/75th Avenue (Intersection #61) during the weekday PM peak hour which would operate at LOS F under 2035 conditions.	Mitigation Measure Trans-26 (San Leandro Street/Hegenberger Road Off-Ramp/75th Avenue intersection: a) Convert signal operations for the left-turn lane on southbound San Leandro Street from permitted to protected operations b) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection) c) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.	No further mitigation feasible Significant and Unavoidable
Impact Trans-27: The development of the Coliseum District would cause the increase in average delay of more than 5 seconds on the worst approach for unsignalized intersections that operates at LOS E or F under No Project conditions (Significant Threshold #5 in San Leandro) at the San Leandro Boulevard/West Broadmoor Boulevard/Apricot Street/Park Street (Intersection #66) under 2035 Plus Coliseum District conditions.	Mitigation Measure Trans-27 (San Leandro Boulevard/West Broadmoor Boulevard/Apricot Street/Park Street intersection: a) Signalize the intersection providing actuated operations b) Coordinate the signal timing at this intersection with the adjacent intersections that are in the same signal coordination group. This intersection is under the jurisdiction of City of San Leandro so any equipment or facility upgrades must be approved by City of San Leandro prior to installation.	City of Oakland, as lead agency, does not have jurisdiction at this intersection. The mitigation would need to be approved and implemented by the City of San Leandro and the City of Oakland cannot ensure its implementation.

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

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
		Conservatively considered Significant and Unavoidable
Impact Trans-28: The development of the Coliseum District would cause the increase in average delay of more than 5 seconds on the worst approach for unsignalized intersections that operates at LOS E or F under No Project conditions (Significant Threshold #5 in San Leandro) at the San Leandro Boulevard/Best Avenue/Park Street (Intersection #66) under 2035 Plus Coliseum District conditions.	Mitigation Measure Trans-28 (San Leandro Boulevard/Best Avenue/Park Street): Implement Mitigation Measure Trans-5.	Conservatively considered Significant and Unavoidable see Impact Trans-5
Impact Trans-29: The development of the Coliseum District would increase the total intersection average delay by four seconds or more (Oakland Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Oakland Significant Threshold #4) during the PM peak hour which would operate at LOS E under 2035 Plus Coliseum District conditions at the San Leandro Boulevard/Davis Street (Intersection #67).	Mitigation Measure Trans-29 (San Leandro Boulevard/Davis Street): Restripe the northbound San Leandro Boulevard approach to add an exclusive right-turn lane at the San Leandro Boulevard/Davis Street intersection.	City of Oakland, as lead agency, does not have jurisdiction at this intersection. The mitigation would need to be approved and implemented by the City of Alameda and the City of Oakland cannot ensure its implementation. Conservatively considered Significant and Unavoidable
Impact Trans-30: The development of the Coliseum District would degrade the intersection from LOS E to LOS F, increase the total intersection average delay by four seconds or more (Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Significant Threshold #4) at the Coliseum Way/I-880 Northbound	No feasible mitigation at Coliseum Way/I-880 Northbound Ramps/42nd Avenue	Significant and Unavoidable

Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
Ramps/42nd Avenue (Intersection #76) during the weekday AM peak hour under 2035 Plus Coliseum District conditions.		
Impact Trans-31: The development of the Coliseum District would contribute to LOS E operations at the Coliseum Way/High Street (Intersection #78) during the AM peak hour and increase the total intersection average delay by four seconds or more (Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Significant Threshold #4); the development would also increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) during the weekday PM peak hour which would operate at LOS F under 2035 conditions	Mitigation Measure Trans-31 (Coliseum Way/High Street): Implement the following measures at the Coliseum Way/High Street intersection: a) Restripe the northbound Coliseum Way approach to provide one shared left/through lane and one right-turn lane b) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection) c) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.	City of Oakland, as lead agency, does not have jurisdiction at this intersection. The mitigation would need to be approved and implemented by Caltrans and the City cannot ensure its implementation. Conservatively considered Significant and Unavoidable
Impact Trans-32: The development of the Coliseum District would degrade the intersection from LOS D to LOS E and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) at the Oakport Street/I-880 Southbound Ramps/High Street (Intersection #79) during the weekday PM peak hour under 2035 Plus Coliseum District conditions.	Mitigation Measure Trans-32 (Oakport Street/I-880 Southbound Ramps/High Street): Implement the following measures at the Oakport Street/I-880 Southbound Ramps/High Street intersection: a) Convert the southbound I-880 Southbound Off-Ramp approach to provide one left-turn lane, two through lanes, and one right-turn lane. b) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection) c) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.	City of Oakland, as lead agency, does not have jurisdiction at this intersection. The mitigation would need to be approved and implemented by Caltrans and the City cannot ensure its implementation. Conservatively considered Significant and Unavoidable
Impact Trans-33: The development of the Coliseum District would increase the total intersection V/C ratio by 0.03 or more and	Mitigation Measure Trans-33 (Fernside Boulevard/High Street/ Gibbons Drive): Implement Mitigation Measure Trans-8	Conservatively considered Significant and Unavoidable

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

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
increase the V/C ratio for a critical movement by 0.05 or more (Oakland Significant Threshold #5) during the weekday AM peak hour which would operate at LOS F; and increase the total intersection average delay by four seconds or more (Oakland Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Oakland Significant Threshold #4) during the PM peak hour which would operate at LOS E under 2035 Plus Coliseum District conditions at the Fernside Boulevard/High Street/Gibbons Drive (Intersection #92).		see Impact Trans-8
Impact Trans-34: The development of the Coliseum District would increase the average delay for a critical movement by six or more seconds (Oakland Significant Threshold #4) during the AM peak hour which would operate at LOS E under 2035 Plus Coliseum District conditions at the Fernside Boulevard/Otis Drive (Intersection #98).	Mitigation Measure Trans-34 (Fernside Boulevard/Otis Drive): Implement Mitigation Measure Trans-9	Conservatively considered Significant and Unavoidable see Impact Trans-9
2035 Plus Plan Buildout Impact Trans-35: Plan Buildout would add more than 10 peak-hour trips to the Frontage Road/SR 13 Northbound On-Ramp/Mountain Boulevard (Intersection #1) which would meet peak hour signal warrant (Significant Threshold #6) under 2035 Plus Specific Plan Buildout conditions.	Mitigation Measure Trans-35 (Frontage Road/SR 13 Northbound On-Ramp/Mountain Boulevard): Implement Mitigation Measure Trans-10	Conservatively considered Significant and Unavoidable see Impact Trans-10
Impact Trans-36: Plan Buildout would add more than 10 peak-hour trips to the Kuhnle Avenue/Mountain Boulevard/I-580 Westbound Off-Ramp (Intersection #3) which would meet peak hour signal warrant (Significant Threshold #6) under 2035 Plus Specific Plan Buildout	Mitigation Measure Trans-36 (Kuhnle Avenue/Mountain Boulevard/I-580 Westbound Off-Ramp): Implement Mitigation Measure Trans-1	Conservatively considered Significant and Unavoidable See Impact Trans-1

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

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
conditions.		
Impact Trans-37: Plan Buildout would add more than 10 peak-hour trips to the Sunnymere Avenue/Kuhnle Avenue/Seminary Avenue/I-580 Eastbound On-Ramp (Intersection #4) which would meet peak hour signal warrant (Significant Threshold #6) under 2035 Plus Specific Plan Buildout conditions.	Mitigation Measure Trans-37 (Sunnymere Avenue/Kuhnle Avenue/Seminary Avenue/I-580 Eastbound On-Ramp) : Implement Mitigation Measure Trans-2	Conservatively considered Significant and Unavoidable See Impact Trans-2
Impact Trans-38: Plan Buildout would add more than 10 peak-hour trips to the Seminary Avenue/Overdale Avenue/I-580 Eastbound/SR 13 Southbound Off Ramp (Intersection #5) which would meet peak hour signal warrant (Significant Threshold #6) under 2035 Plus Specific Plan Buildout conditions.	Mitigation Measure Trans-38 (Seminary Avenue/Overdale Avenue/I-580 Eastbound/SR 13 Southbound Off-Ramp): Implement Mitigation Measure Trans-3	Conservatively considered Significant and Unavoidable See Impact Trans-3
Impact Trans-39: Plan Buildout would increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) at Camden Street/North MacArthur Boulevard/Seminary Avenue (Intersection #12) during the weekday PM peak hour which would operate at LOS F under 2035 conditions.	Mitigation Measure Trans-39 (Camden Street/North MacArthur Boulevard/Seminary Avenue): Implement Mitigation Measure Trans-14	Less than Significant
Impact Trans-40: Plan Buildout would degrade the MacArthur Boulevard/ Foothill Boulevard/73rd Avenue (Intersection #13) from LOS E to LOS F, increase the total intersection average delay by four seconds or more (Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Significant Threshold #4) during the PM peak hour under 2035 conditions.	No feasible mitigation measures at MacArthur Boulevard/ Foothill Boulevard/73rd Avenue	Significant and Unavoidable

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

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
Impact Trans-41: Plan Buildout would degrade intersection operations from LOS C to LOS E and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) during the AM peak hour at the Foothill Boulevard/14th Avenue (Intersection #15) under 2035 conditions.	No feasible mitigation measures at Foothill Boulevard/14th Avenue	Significant and Unavoidable
Impact Trans-42: Plan Buildout would increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) at Foothill Boulevard/Fruitvale Avenue (Intersection #17) during both weekday AM and PM peak hours which would operate at LOS F under 2035 conditions.	No feasible mitigation measures at Foothill Boulevard/Fruitvale	Significant and Unavoidable
Impact Trans-43: Plan Buildout would degrade intersection operations from LOS D to LOS E and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) during the AM peak hour at the Foothill Boulevard/Coolidge Avenue (Intersection #18), and contribute to LOS E operations, increase the total intersection average delay by four seconds or more (Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Significant Threshold #4) during the PM peak hour under 2035 conditions.	No feasible mitigation measures at Foothill Boulevard/Coolidge Avenue	Significant and Unavoidable
Impact Trans-44: Plan Buildout would increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) at Foothill Boulevard/35th Avenue (Intersection #19) during both weekday AM and PM peak hours which would operate at LOS F	Mitigation Measure Trans-44 (Foothill Boulevard/35th Avenue): Implement Mitigation Measure Trans-18	Less than Significant

Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
under 2035 conditions.		
Impact Trans-45: Plan Buildout would increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) at Foothill Boulevard/High Street (Intersection #22) during the weekday PM peak hour which would operate at LOS F under 2035 conditions.	Mitigation Measure Trans-45 (Foothill Boulevard/High Street): Implement Mitigation Measure Trans-19.	Less than Significant
Impact Trans-46: Plan Buildout would degrade the Foothill Boulevard/ Seminary Avenue/Walnut Street (Intersection #23) from LOS E to LOS F, increase the total intersection average delay by four seconds or more (Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Significant Threshold #4) during the PM peak hour under 2035 conditions.	Mitigation Measure Trans-45 (Foothill Boulevard/ Seminary Avenue/Walnut Street): Implement Mitigation Measure Trans-20.	Less than Significant
Impact Trans-47: Plan Buildout would degrade intersection operations from LOS D to LOS E during the PM peak hour and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) at the Bancroft Avenue / Havenscourt Boulevard (Intersection #30) under 2035 conditions.	No feasible mitigation measures at Bancroft Avenue / Havenscourt Boulevard	Significant and Unavoidable
Impact Trans-48: Plan Buildout would degrade intersection operations from LOS D to LOS E during the PM peak hour and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) at the Bancroft Avenue / 73rd Avenue (Intersection #31) under 2035 conditions.	Mitigation Measure Trans-48 (Bancroft Avenue/73rd Avenue): Implement the following measures at the Bancroft Avenue/73rd Avenue intersection: a) Provide a second left-turn lane on the northbound Bancroft Avenue approach. b) Replace existing 6-foot gutter pans and prohibit parking on both northbound and southbound Bancroft Avenue with 2-foot gutter pans. c) Reconfigure eastbound 73rd Avenue approach to provide one left-turn lane, two through lanes, one bicycle lane, and one right-turn lane.	Less than Significant

Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
	d) Reconfigure westbound 73rd Avenue approach to provide one left-turn lane, one through lane, one shared through/right lane, and one bicycle lane. e) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection) f) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.	
Impact Trans-49: Plan Buildout would degrade intersection operations from LOS D to LOS E and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) during the AM peak hour, and contribute to LOS E operations during the PM peak hour and increase the average delay for a critical movement by six or more seconds (Significant Threshold #4 at the International Boulevard/Fruitvale Avenue intersection under 2035 conditions.	No feasible mitigation measures at International Boulevard/Fruitvale Avenue	Significant and Unavoidable
Impact Trans-50: Plan Buildout would contribute to LOS E operations at the International Boulevard/High Street (Intersection #35), increase the total intersection average delay by four seconds or more (Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Significant Threshold #4) during the PM peak hour under 2035 conditions.	No feasible mitigation measures at International Boulevard/High Street	Significant and Unavoidable
Impact Trans-51: Plan Buildout would contribute to LOS E operations at the International Boulevard/Heavenscourt Boulevard (Intersection #38), increase the total intersection average delay by four seconds or more (Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds	No feasible mitigation measures at International Boulevard/Heavenscourt	Significant and Unavoidable

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

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
(Significant Threshold #4) during the PM peak hour under 2035 conditions.		
Impact Trans-52: Plan Buildout would increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) at the East 12th Street/Fruitvale Avenue (Intersection #49) during both weekday AM and PM peak hours which would operate at LOS F under 2035 conditions.	No feasible mitigation measures at East 12th Street/Fruitvale Avenue	Significant and Unavoidable
Impact Trans-53: Plan Buildout would degrade intersection operations from LOS D to LOS E and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) the San Leandro Street/East 10th Street/Fruitvale Avenue (Intersection #54) during the AM peak hour, and increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) during the weekday PM peak hour which would operate at LOS F under 2035 conditions.	No feasible mitigation measures at San Leandro Street/East 10th Street/Fruitvale Avenue	Significant and Unavoidable
Impact Trans-54: Plan Buildout would degrade intersection operations from LOS C during the AM peak hour and LOS D during the PM peak hour to LOS E during both AM and PM peak hours and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) San Leandro Street/High Street (Intersection #55) under 2035 conditions.	No feasible mitigation measures at San Leandro Street/High Street	Significant and Unavoidable
Impact Trans-55: Plan Buildout would degrade the San Leandro Street/66th Avenue	Mitigation Measure Trans-55 (San Leandro Street/66th Avenue): Implement Mitigation Measure Trans-4	No further mitigation feasible

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

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
(Intersection #58) from LOS E to LOS F, increase the total intersection average delay by four seconds or more (Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Significant Threshold #4) during the weekday AM peak hour which would operate at LOS E; the development would also increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) during the weekday PM peak hour which would operate at LOS F under 2035 Plus Specific Plan Buildout conditions.		Significant and Unavoidable
Impact Trans-56: Plan Buildout would degrade intersection operations from LOS C to LOS E and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) the San Leandro Street/Hegenberger Road Off-Ramp/75th Avenue (Intersection #54) during the AM peak hour, and increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) during the weekday PM peak hour which would operate at LOS F under 2035 conditions.	Mitigation Measure Trans-56 (San Leandro Street/ Hegenberger Road Off-Ramp/75th Avenue intersection): Implement Mitigation Measure Trans-26	No further mitigation feasible Significant and Unavoidable
Impact Trans-57: Plan Buildout would degrade intersection operations from LOS D to LOS E and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) during the PM peak hour at the San Leandro Street/85th Avenue (Intersection #63) under 2035 conditions.	No feasible mitigation measures at San Leandro Street/85th Avenue	Significant and Unavoidable
Impact Trans-58: Plan Buildout would degrade	No feasible mitigation measures at San Leandro Street/98th Avenue	Significant and Unavoidable

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

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
intersection operations from LOS D to LOS E and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) during the PM peak hour at the San Leandro Street/98th Avenue (Intersection #64) under 2035 conditions.		Unavoidable
Impact Trans-59: Plan Buildout would cause the increase in average delay of more than 5 seconds on the worst approach for unsignalized intersections that operates at LOS E or F under No Project conditions (Significant Threshold #5 in San Leandro) at the San Leandro Boulevard/West Broadmoor Boulevard/Apricot Street/Park Street (Intersection #66) under 2035 Plus Specific Plan Buildout conditions.	Mitigation Measure Trans-59 (San Leandro Boulevard/West Broadmoor Boulevard/Apricot Street /Park Street): Implement Mitigation Measure Trans-27	Conservatively considered Significant and Unavoidable See Impact Trans-27
Impact Trans-60: Plan Buildout would cause the increase in average delay of more than 5 seconds on the worst approach for unsignalized intersections that operates at LOS E or F under No Project conditions (Significant Threshold #5 in San Leandro) at the San Leandro Boulevard/Best Avenue/Park Street (Intersection #66) under 2035 Plus Specific Plan Buildout conditions.	Mitigation Measure Trans-60 (San Leandro Boulevard/Best Avenue/Park Street): Implement Mitigation Measure Trans-5	Conservatively considered Significant and Unavoidable See Impact Trans-5
Impact Trans-61: Plan Buildout would increase the total intersection average delay by four seconds or more (Oakland Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Oakland Significant Threshold #4) during the PM peak hour which would operate at LOS E under 2035 Plus Specific Plan Buildout conditions at the San Leandro Boulevard/Davis Street (Intersection #67).	Mitigation Measure Trans-61 (San Leandro Boulevard/Davis Street): Implement Mitigation Measure Trans-29	Conservatively considered Significant and Unavoidable See Impact Trans-29

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

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
Impact Trans-62: Plan Buildout would cause the San Leandro Boulevard/Marina Boulevard (Intersection #69) to degrade from LOS D to LOS E (Significant Threshold #1 in San Leandro) during the PM peak hour under 2035 Plus Specific Plan Buildout conditions. In addition, Plan Buildout would increase the total intersection average delay by four seconds or more (Oakland Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Oakland Significant Threshold #4) during the PM peak hour.	Mitigation Measure Trans-62 (San Leandro Boulevard/Marina Boulevard): Implement Mitigation Measure Trans-6	Conservatively considered Significant and Unavoidable See Impact Trans-6
Impact Trans-63: Plan Buildout would degrade the intersection from LOS E to LOS F, increase the total intersection average delay by four seconds or more (Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Significant Threshold #4) at the Coliseum Way/I-880 Northbound Ramps/42nd Avenue (Intersection #76) during the weekday AM peak hour under 2035 Plus Specific Plan Buildout conditions.	No feasible mitigation measures at Coliseum Way/I-880 Northbound Ramps/42nd Avenue	Significant and Unavoidable
Impact Trans-64: Plan Buildout would contribute to LOS E operations at the Coliseum Way/High Street (Intersection #78) during the AM peak hour and increase the total intersection average delay by four seconds or more (Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Significant Threshold #4); the development would also increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) during	Mitigation Measure Trans-64 (Coliseum Way/High Street): Implement Mitigation Measure Trans-31	Conservatively considered Significant and Unavoidable See Impact Trans-31

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

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
the weekday PM peak hour which would operate at LOS F under 2035 conditions.		
Impact Trans-65: Plan Buildout would degrade the intersection from LOS D to LOS E or LOS F, and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) at the Oakport Street/I-880 Southbound Ramps/High Street (Intersection #79) during both weekday AM and PM peak hours under 2035 Plus Specific Plan Buildout conditions.	Mitigation Measure Trans-65 (Oakport Street/I-880 Southbound Ramps/High Street): Implement Mitigation Measure Trans-32	Conservatively considered Significant and Unavoidable See Impact Trans-32
Impact Trans-66: Plan Buildout would degrade intersection operations from LOS B to LOS F and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) during the PM peak hour at the Oakport Street/Zhone Way (Intersection #82) under 2035 conditions.	Mitigation Measure Trans-66 (Oakport Street/Zhone Way): Implement the following measures at the Oakport Street/Zhone Way intersection: a) Provide a right-turn lane on the northbound Oakport Street approach. b) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection) c) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.	Less than Significant
Impact Trans-67: Plan Buildout would degrade intersection operations from LOS D to LOS F and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) during the AM peak hour at the Hegenberger Road/I-880 Southbound Off-Ramp (Intersection #84) under 2035 conditions.	Mitigation Measure Trans-67 (Hegenberger Road/I-880 Southbound Ramps): Implement the following measures at the Hegenberger Road/I-880 Southbound Ramps intersection: a) Restripe the southbound I-880 Off-Ramp approach from two exclusive right turn lanes and two exclusive left-turn lanes to two exclusive right turn lanes, one shared left/right-turn lane, and one exclusive left-turn lane. b) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection) c) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.	City of Oakland, as lead agency, does not have jurisdiction at this intersection. The mitigation would need to be approved and implemented by Caltrans and the City cannot ensure its implementation. Conservatively considered Significant and Unavoidable

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

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
Impact Trans-68: Plan Buildout would contribute to LOS F operations at the Fernside Boulevard/Blanding Avenue/Tilden Way (Intersection #91) and increase total intersection volume by three percent or more (City of Alameda Significant Threshold) during the AM peak hour under 2035 conditions. In addition, Plan Buildout would increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Oakland Significant Threshold #5) during both weekday AM and PM peak hours which would operate at LOS F under 2035 conditions.	Mitigation Measure Trans-68 (Fernside Boulevard/ Blanding Avenue/Tilden Way): Implement the following measures at the Fernside Boulevard/ Blanding Avenue/Tilden Way intersection: a) Add a left-turn on the northbound Fernside Boulevard approach so that the approach would provide one left-turn lane, one through lane and one right-turn lane b) Add a left turn lane to provide on the southbound Blanding Avenue approach so that the approach would provide one left-turn lane, one through lane and one right-turn lane c) Update traffic signal equipment to convert northbound/southbound left-turn operations from split phasing to protected phasing. d) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection) e) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.	City of Oakland, as lead agency, does not have jurisdiction at this intersection. The mitigation would need to be approved and implemented by the City of Alameda and the City of Oakland cannot ensure its implementation. Conservatively considered Significant and Unavoidable
Impact Trans-69: Plan Buildout would degrade operations from LOS E to LOS F at the Fernside Boulevard/ High Street/Gibbons Drive (Intersection #92) and increase total intersection volume by three percent or more (City of Alameda Significant Threshold) during the PM peak hour under 2035 conditions. In addition, Plan Buildout would increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Oakland Significant Threshold #5) during the weekday AM peak hour which would operate at LOS F under 2035 conditions, and increase the total intersection average delay by four seconds or more (Oakland Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Oakland Significant Threshold #4) during the PM peak hour.	Mitigation Measure Trans-69 (Fernside Boulevard/High Street/Gibbons Drive): Implement Mitigation Measure Trans-8	Conservatively considered Significant and Unavoidable See Impact Trans-8
Impact Trans-70: Plan Buildout would increase	Mitigation Measure Trans-70 (Fernside Boulevard/Otis Drive): Implement Mitigation Measure	Conservatively considered

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

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
the total intersection average delay by four seconds or more (Oakland Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Oakland Significant Threshold #4) during the AM peak hour which would operate at LOS E under 2035 conditions at the Fernside Boulevard/Otis Drive (Intersection #98).	Trans-9	Significant and Unavoidable See Impact Trans-9
Impact Trans-71: Plan Buildout would contribute to LOS E operations at the Hegenberger Road/Hegenberger Court/Edgewater Drive (Intersection #100) during the AM peak hour and increase the total intersection average delay by four seconds or more (Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Significant Threshold #4); the development would also degrade intersection operations from LOS D to LOS F and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) during the PM peak hour under 2035 conditions.	Mitigation Measure Trans-71 (Hegenberger Road/ Hegenberger Court/Edgewater Drive): Implement the following measures at the Hegenberger Road/ Hegenberger Court/Edgewater Drive intersection: a) Add a right-turn lane on the southbound Edgewater Drive approach b) Restripe the northbound Hegenberger Court approach to provide one left-turn lane, and one shared through/right-turn lane c) Convert traffic operations on the north/south approaches from split phasing to protected phasing. d) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection) e) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.	No further mitigation feasible Significant and Unavoidable
Impact Trans-72: Plan Buildout would degrade intersection operations from LOS D to LOS E and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) during the PM peak hour at the Airport Access Road/Pardee Drive/Hegenberger Road (Intersection #101) under 2035 conditions.	Mitigation Measure Trans-72 (Airport Access Road/Pardee Drive/Hegenberger Road): Implement the following measures at the Airport Access Road/Pardee Drive/Hegenberger Road intersection: a) Convert left-turn operations on the north/south approaches from permitted phasing to protected phasing. b) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection) c) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.	Less than Significant
Impact Trans-73: Plan Buildout would degrade intersection operations from LOS D to LOSE and	No feasible mitigation measures at Airport Access Road/98th Avenue	Significant and Unavoidable

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

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) during the PM peak hour at the Airport Access Road/98th Avenue (Intersection #102) under 2035 conditions.		
Impact Trans-74: Plan Buildout would increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Oakland Significant Threshold #5) during the weekday AM peak hour which would operate at LOS F under 2035 conditions at the Island Drive/Otis Drive/Doolittle Drive (Intersection #103).	Mitigation Measure Trans-74 (Island Drive/Otis Drive/Doolittle Drive): Implement the following measures at the Island Drive/Otis Drive/Doolittle Drive intersection: a) Add a left-turn lane to the westbound Doolittle Drive approach so the approach would provide two left-turn lanes and two through lanes. b) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection) c) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.	City of Oakland, as lead agency, does not have jurisdiction at this intersection. The mitigation would need to be approved and implemented by the City of Alameda and the City of Oakland cannot ensure its implementation. Conservatively considered Significant and Unavoidable
Freeway and Regional Roadway Impacts: Impact Trans-75: The proposed Coliseum District development would degrade from LOS E or better to LOS F (Significant Threshold #7), or increase the freeway volume by three percent more, for the following freeway segments operating at LOS F (Significant Threshold #8): 1 Weave section on northbound I-880 from 98th Avenue to Hegenberger Road during the PM peak hour under 2035 conditions. 2 Diverge section on southbound I-880 at 42nd Avenue/High Street Off-Ramp during the PM peak hour under 2035 conditions. 3 Merge section on southbound I-880 at eastbound 98th Avenue On-Ramp during	No feasible mitigation measures are available	Significant and Unavoidable

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

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
the PM peak hour under 2035 conditions. 4 Diverge section on southbound I-880 at Davis Street Off-Ramp during the PM peak hour under 2035 conditions.		
Impact Trans-76: The proposed Coliseum District development would degrade from LOS E or better to LOS F (Significant Threshold #7) or increase the V/C ratio by 0.03 or more for segments operating at LOS F (Significant Threshold #8) on the following CMP or MTS roadway segments: 1 Northbound I-880 from Marina Boulevard to Hegenberger Road and from High Street to 29th Avenue in 2020 and from Marina Boulevard to 66th Avenue and from High Street to 29th Avenue in 2035. 2 Southbound I-880 from 29th Avenue to 66th Avenue in 2020, and from 29th Avenue to High Street in 2035. 3 Eastbound Hegenberger Road from I-880 Southbound Off-Ramp to Coliseum Way/Edes Avenue in 2020, and from I-880 Southbound Off-Ramp to Coliseum Way/Edes Avenue and from San Leandro Street to International Boulevard in 2035. 4 Westbound Hegenberger Road from I-880 Southbound Off-Ramp to Doolittle Drive in 2035. 5 Northbound San Leandro Street from 73rd Avenue to Seminary Avenue and from 50th Avenue to High Street in 2020, and from 81st Avenue to High Street in 2035. 6 Southbound San Leandro Street from	Mitigation Measure Trans-76 (Regional Roadways): Implement Mitigation Measures Trans-4, Trans-26, Trans-67, Trans-71, and Trans-72.	No further mitigation feasible Significant and Unavoidable

Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
Seminary Avenue to 73rd Avenue in 2020 and 2035. 7 Northbound International Boulevard from 73rd Avenue to Heavenscourt Boulevard in 2020 and 2035. 8 Southbound International Boulevard from 42nd Avenue to High Street and from 66th Avenue to Heavenscourt Boulevard in 2020, and from 23rd Avenue to Fruitvale Avenue in 2035. 9 Eastbound 98th Avenue between Edes Avenue and San Leandro Street in 2035.		
Impact Trans-77: Development under Plan Buildout would degrade from LOS E or better to LOS F (Significant Threshold #7), or increase the freeway volume by three percent more, for freeway segments operating at LOS F (Significant Threshold #8) on the following freeway segments: 1. Weave section on northbound I-880 from 98th Avenue to Hegenberger Road during both AM and PM peak hours under 2035 conditions. 2. Weave section on northbound I-880 from Hegenberger Road to 66th Avenue during the PM peak hour under 2035 conditions. 3. Weave section on northbound I-880 from 66th Avenue to High Street during the PM peak hour under 2035 conditions. 4. Basic section on southbound I-880 north of High Street during the AM peak hour under 2035 conditions.	No feasible mitigation measures are available	Significant and Unavoidable

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

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
5. Diverge section on southbound I-880 at 42nd Avenue/High Street Off-Ramp during both AM and PM peak hour under 2035 conditions. 6. Merge section on southbound I-880 at High Street/Oakport Avenue On-Ramp during both AM and PM peak hours under 2035 conditions. 7. Diverge section on southbound I-880 at 66th Avenue Off-Ramp during both AM and PM peak hour under 2035 conditions. 8. Weave section on southbound I-880 from Hegenberger Road to 98th Avenue during both AM and PM peak hours under 2035 conditions. 9. Merge section on southbound I-880 at eastbound 98th Avenue On-Ramp during the PM peak hour under 2035 conditions. 10. Basic section on southbound I-880 between 98th Avenue and Davis Street during the PM peak hour under 2035 conditions. 11. Diverge section on southbound I-880 at Davis Street Off-Ramp during the PM peak hour under 2035 conditions.		
Impact Trans-78: The development under the Specific Plan would degrade from LOS E or better to LOS F (Significant Threshold #7) or increase the V/C ratio by 0.03 or more for segments operating at LOS F (Significant Threshold #8) on the following CMP or MTS roadway segments: 1. Eastbound I-580 between Keller Avenue and	Mitigation Measure Trans-76 (Regional Roadways): Implement Mitigation Measures Trans-4, Trans-26, Trans-67, Trans 48, Trans-71, and Trans-72.	No further mitigation feasible Significant and Unavoidable

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

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
Golf Links Road in 2020. 2. Northbound I-880 from Marina Boulevard to 29th Avenue in 2020 and 2035. 3. Southbound I-880 from 29th Avenue to Hegenberger Road and from 98th Avenue to Davis Street in 2020 and 2035. 4. Northbound Doolittle Drive (SR 61) from Davis Street to Harbor Bay Parkway in 2020 and 2035. 5. Southbound Doolittle Drive (SR 61) from Airport Drive to Davis Street in 2020 and from Hegenberger Road to Davis Street in 2035. 6. Eastbound Hegenberger Road from Airport Access Drive to Coliseum Way/Edes Avenue in 2020, and from Airport Access Drive to Coliseum Way/Edes Avenue and from San Leandro Street to Bancroft Avenue in 2035. 7. Westbound Hegenberger Road from Edgewater Drive to Airport Access Drive in 2020, and from I-880 Southbound Off-Ramp to Doolittle Drive in 2035. 8. Northbound San Leandro Street from 81st Avenue to Fruitvale Avenue in 2020, and from 85th Avenue to Fruitvale Avenue in 2035. 9. Southbound San Leandro Street from Fruitvale Avenue to 73rd Avenue in 2020 and 2035. 10. Northbound International Boulevard from 73rd Avenue to Heavenscourt Boulevard and from Fruitvale Avenue to 23rd Avenue in 2020, and from 73rd Avenue to		

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

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
Heavenscourt Boulevard, Seminary Avenue to High Street, and from 42nd Avenue to Fruitvale Avenue in 2035. 11. Southbound International Boulevard from 42nd Avenue to 73rd Avenue and from Davis Street to Estudillo Avenue in 2020, and from 23rd Avenue to Fruitvale Avenue, from High Street to 73rd Avenue, and from Davis Street to Estudillo Avenue, in 2035. 12. Eastbound 98th Avenue between Edes Avenue and San Leandro Street in 2035. 13. Westbound 98th Avenue between I-880 Northbound Ramps and Airport Access Drive in 2035.		
Transit Impacts: Impact Trans-79: The proposed Coliseum District development would not substantially increase travel times for AC Transit buses	None required	Less than Significant
Special Events Impact Impact Trans-80: Special events at the new sports venues may result in significant impacts on event days	SCA Trans-3: Parking and Transportation Demand Management Mitigation Measure Trans-81: Implement an Event Traffic Management Plan through the TPMA to reduce the automobile trips generated by special events and better manage the traffic traveling to and from the site. The Event Traffic Management Plan shall consider the following strategies: a) Develop plans for roadway closures and manual control of traffic by police officers during peak congestion periods before and after the games. b) Develop way-finding plan with changeable message signs on freeways and surrounding major streets to direct patrons to available parking facilities. c) Collaborate with transit providers in the area (AC Transit, BART, Amtrak) to expand transit service for special events. d) Develop Promotional material for special events that encourage the use of transit, carpooling	The particular strategies and the implementation details are not known at this time. Conservatively considered Significant and Unavoidable

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

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
	and other non-automobile travel modes. e) Consistent with SCA Trans-3, develop a Parking and Transportation Demand Management Program to encourage employees and spectators for special events to use non-automobile travel modes and reduce the automobile trips and parking demand of special events. f) Bundle parking pricing into the ticket price to maximize efficiencies at parking entrances. g) Coordinate parking management within the Project Area to maximize the use of available parking spaces during special events. h) Operate buses between the Project Area and major transit destinations such as West Oakland BART or East Bay BRT during weekday evening coliseum events and consider them when events overlap at the ballpark and arena	
Impact Trans-81: Development under the proposed Project 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 (Significance Threshold #10).	SCA Trans-1, Improvements in the Public Right-of-Way (General), and SCA Trans-2, Improvements in the Public Right-of-Way (Specific) Mitigation Measure Trans-81: Reconfigure E Street so that it curves along the alignment of F Street intersecting Loop Road opposite the access to the collector-distributor road. Alternatively, E Street could be redirected at F Street through the surface parking and connect to Hegenberger Road opposite Baldwin Street.	Less than Significant
Impact Trans-82: Development under the proposed Project would not directly or indirectly result in a permanent substantial decrease in pedestrian safety (Significance Threshold #11).	None needed	Less than Significant
Impact Trans-83: Development under the proposed Project would not directly or indirectly result in a permanent substantial decrease in bicycle safety (Significance Threshold #12).	None needed	Less than Significant
Impact Trans-84: Development under the proposed Project would not directly or indirectly result in a permanent substantial decrease in bus rider safety (Significance Threshold #13).	None needed	Less than Significant

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

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
Impact Trans-85: Development under the proposed Project would generate substantial multi-modal traffic traveling across at-grade railroad crossings that cause or expose roadway users (e.g., motorists, pedestrians, bus riders, bicyclists) to a permanent and substantial transportation hazard (Significance Threshold #14).	SCA Trans-5: Railroad Crossings Mitigation Measure Trans-86: Implement the following specific improvements: a) 66th Avenue (west): bring sidewalks into ADA compliance including detectable surface, smooth path of travel, and wider sidewalks. Consider replacing median curb and delineators with a raised median (requires road diet from four to three lanes between Coliseum Way and San Leandro Street. b) 66th Avenue/San Leandro Street: Add W10-1 signs (railroad crossing warning sign) to 66th Avenue approaching the railroad crossing and W10-2 signs (parallel railroad crossing at an intersection warning sign) on San Leandro Street. Consider vertical delineation on centerline of 66th Avenue approaching the railroad crossing. c) 69th Avenue/San Leandro Street: Add W10-2 signs on San Leandro Street and consider vertical delineation on centerline of 69th Avenue approaching the railroad crossing. d) 75th Avenue/San Leandro Street /Snell Street: Add W10-1 signs to 75th Avenue and add W10-2 signs on San Leandro Street and Snell Street. Bring sidewalks into ADA compliance including detectable surface, smooth path of travel, and curb ramps and install a sidewalk on the south side of 75th Avenue. Consider vertical delineators on centerline of 75th Avenue approaching the railroad crossing. Consider removing the pork-chop island and bringing southbound right-turns through the intersection and relocate the crossing arm to preserve sight distance for westbound traffic. e) Any proposed improvements must be coordinated with California Public Utility Commission (CPUC) and affected railroads and all necessary permits/approvals obtained, including a GO 88-B Request (Authorization to Alter Highway Rail Crossings).	Installation of safety mechanisms may not be feasible and the consent or approval of the CPUC or Railroad is required. Conservatively considered Significant and Unavoidable
Impact Trans-86: Development under 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	Less than Significant
Impact Trans-87: Development under the proposed Project would result in a substantial,	SCA Trans-4: Construction Traffic Management Plan	Less than Significant

Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
though temporary adverse effect on the circulation system during construction of the Project. (Significance Threshold #16).	To further implement SCA Trans-4, the Construction Traffic Management Plan developed for a project shall also include the following: a) A set of comprehensive traffic control measures for motor vehicles, transit, bicycle, and pedestrian access and circulation during each phase of construction. b) A construction period parking management plan to ensure that parking demands for construction workers, site employees, and customers are accommodated during each phase of construction.	
Impact Trans-88: Development under the proposed Project could result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.	See Mitigation Measures Land-8A and Land-8B	Less than Significant
Utilities and Public Services		
Impact Util-1A: The water demand generated by new development within the Coliseum Site will increase the average daily water demand over existing levels, but would not exceed water supplies currently available from existing entitlements and resources. Impact Util-1B: The water demand generated by new development pursuant to Plan Buildout (including the Coliseum District) will increase the average daily water demand over existing levels, but will not exceed water supplies projected to be available from existing entitlements and resources.	SCA Util-3: Compliance with the Green Building Ordinance, OMC Chapter 18.02, SCA Util-4: Compliance with the Green Building Ordinance, OMC Chapter 18.02, for Building and Landscape Projects Using the StopWaste.Org Small Commercial or Bay Friendly Basic Landscape Checklist All construction activity on-site, including construction of new water distribution lines, would be required to comply with City of Oakland standard conditions of approval regarding construction noise (SCA Noise-1 and SCA Noise-2), air quality and dust suppression (SCA Air-1 and SCA Air-2), erosion control (SCA Geo-1) and temporary construction traffic controls (SCA Trans-1)	Less than Significant
Impact Util-2A: New development within the Coliseum Site would not exceed the wastewater treatment requirements of the San Francisco Regional Water Quality Control Board or result in a determination that new or expanded	SCA Util-2: Stormwater and Sewer All construction activity on-site, including construction of new sewer laterals, would be required to comply with City of Oakland Standard Conditions of Approval regarding construction noise (SCA Noise-1 and SCA Noise-2), air quality and dust suppression (SCA Air-1 and SCA Air-2), erosion control (SCA Geo-1) and temporary construction traffic controls (SCA Trans-1)	Less than Significant

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

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
wastewater treatment facilities would be required. Impact Util-2B: New development pursuant to Plan Buildout, including the Coliseum District, would not exceed the wastewater treatment requirements of the San Francisco Regional Water Quality Control Board or result in a determination that new or expanded wastewater treatment facilities would be required.		
Impact Util-3A: New development at the Coliseum Site would require construction of new stormwater drainage facilities and the potential expansion of existing facilities, the construction of which could cause significant environmental effects. Impact Util-3B: New development pursuant to Plan Buildout would require construction of new stormwater drainage facilities and the potential expansion of existing facilities, the construction of which could cause significant environmental effects.	SCA Hydro-6: Post-Construction Stormwater Pollution Prevention Plans SCA Util-2: Stormwater and Sewer As with all construction activity on-site, construction of new storm drainage improvements would be required to comply with City of Oakland Standard Conditions of Approval regarding construction noise (SCA Noise-1 and SCA Noise-2), air quality and dust suppression (SCA Air-1 and SCA Air-2), erosion control (SCA Geo-1) and temporary construction traffic controls (SCA Trans-1)	Less than Significant
Impact Util-4: Future development pursuant to the Specific Plan (at the Coliseum Site and pursuant to Plan Buildout) would not violate applicable federal, state, and local statutes or regulations related to solid waste; nor would it generate solid waste that would exceed the permitted capacity of the landfills serving the area.	SCA Util-1: Waste Reduction and Recycling	Less than Significant
Impact Util-5: New development resulting from implementation of the specific Plan (both at the Coliseum Site and pursuant to Plan Buildout)	SCA Util-3: Compliance with the Green Building Ordinance, OMC Chapter 18.02, SCA Util-4: Compliance with the Green Building Ordinance, OMC Chapter 18.02, for Building and Landscape Projects Using the StopWaste.Org Small Commercial or Bay Friendly Basic Landscape	Less than Significant

Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Resulting Level of Significance
would not violate applicable federal, state and local statutes and regulations relating to energy standards; nor result in a determination by the energy provider which serves or may serve the area that it does not have adequate capacity to serve projected demand in addition to the providers' existing commitments and require or result in construction of new energy facilities or expansion of existing facilities.	Checklist	

ATTACHMENT K.

TO OCTOBER 1 2014

PLANNING COMMISSION HEARING

COLISEUM AREA SPECIFIC PLAN DRAFT EIR

PUBLIC COMMENTS RECEIVED TO DATE

(9/25/14)

MEMORANDUM

To: City of Oakland Planning Commission
CC: Devan Reiff
From: Angela Robinson, Oakland Resident
RE: Comments on the Coliseum Area Specific Plan and Draft EIR, ZS13-0103 and ER13-0004
Date: 9/22/2014

SUMMARY

The number and condition of Oakland's parks and recreational facilities has not kept up with demand. According to the 1996 City of Oakland Open Space, Conservation and Recreation Element (OSCAR), the City has established a "parkland standard" of 4 acres per 1,000 residents. That document goes on to state that Oakland only provided 1.33 acres of parks land to serve the active recreational needs of the community, which is less than what has been recommended in the General Plan. The lack of parkland acreage is especially dire in East Oakland where there is only 0.89 acres of parkland per 1,000 residents. This is approximately 1/5 of the City's standard. This number over estimates the amount of parks acreage as it includes "school yards" which are technically not parks. Schools may or may not be available and open to the public outside of school hours and should not be a part of the parks acreage calculation.

The OSCAR Element estimates that there are 41.7 acres of recreational land, including schoolyards and athletic fields; however, the Element states that 22.1 of those acres are comprised of asphalt school yards. "Traditional parks" account for 19.6 acres or less than half of the active recreational space available in East Oakland. When school yards are not taken into account, the ratio of parkland per 1,000 residents drops to 0.42 acres. If the Coliseum Area Specific Plan were to achieve full buildout, this project would exacerbate the demand for parks and recreational facilities that provide opportunities for active recreation will increase over time. Furthermore, this project must be evaluated along with predictions from regional bodies such as the Association of Bay Area Governments (ABAG) predicts that the City's population will drastically increase over the next several decades. The mitigations and analysis provided in the Coliseum Area Specific Plan Draft Environmental Impact Report (DEIR) comes to an erroneous conclusion that the "cumulative impacts on parks and recreational facilities would be less than significant"

QUESTIONS/COMMENTS TO THE PREPARER AND PROJECT SPONSOR

Question 1: On page 4.12-6 the preparer wrote, "The City also puts forth in its General Plan an overall parkland standard of 10 total acres per 1,000 residents. The City exceeded this standard in 2012, with 15.2 acres of parkland per 1,000 residents." The preparer did not cite the source of this data. Please provide the source and evidence for that statement.

Question 2: The preparer makes no mention as to whether or not the City Oakland Parks and Recreation Department (OPR) was consulted in preparing this document. However, on page 4.12-11 they state that they did meet with personnel from the Oakland Unified School District, and the Oakland Police and Fire Departments. Did the preparer ever meet with OPR staff to assess their needs and concerns pertaining to parks services?

Question 3: In addition to those General Plan policies that the preparer noted on pages 4.12-8, Land Use and Transportation Element (LUTE) Policy N.2 is also relevant to the discussion of public facilities and parks within the project area and the anticipated impacts to surrounding communities. It states that the "[p]rovision of government and institutional services should be distributed and coordinated to meet the needs of City residents." This policy should be added to the list of local regulations applicable to the project.

Question 4: The preparer did not demonstrate how the Specific Plan confirms with the City's General Plan, or how project specific mitigations would reduce associated impacts to a less than significant threshold as required under CEQA. General Plan Policy text is italicized below. My recommendations are underlined.

Analysis of the Specific Plan to Policies within the Land Use and Transportation Element (LUTE)

Policy N.12.5: In its capital improvement and public service programs, the City should give priority to reducing deficiencies in, and disparities between, existing residential areas.

The OSCAR states that city-wide, there are 1.33 acres of local serving parkland per 1,000 Oakland residents. In Central East Oakland, the problem is even more acute with only 0.86 acres per 1,000 residents (the DEIR says 0.89, but the OSCAR states 0.86). When school yards are removed from the calculation, this number is reduced further to .40 acres. By any standard, park space city-wide and within East Oakland is far below than the City of Oakland's stated goal of 4 acres per 1,000 residents. The preparer states that 96.3 acres is available for parks and open space within the project area. However, no land has been identified to support local serving parks uses such as tennis, volleyball and basketball courts; soccer, football and baseball fields; or any other amenities associated with traditional community parks and recreational facilities. The Specific Plan does not facilitate the creation of a fund that would be used to either support the expansion of facilities that surround the project area or to construct those amenities within the project area. As a result the, project exacerbates "deficiencies in, and disparities between existing residential areas", and does not conform to the LUTE policy.

In order to comply with this policy, I recommend that the Specific Plan sponsor and preparer:

Identify land within the project area that will be set aside and used for local park serving uses, that meets the City's standard of 4 acres per 1,000 residents as stated in the General Plan; or

In the event that there is not sufficient land to meet the threshold, as a condition of approval for a tentative tract or parcel map, future developers should be required to pay a fee to the City of Oakland with the expressed purpose of either acquiring land or to expand and improve parks and recreational facilities. A developer may satisfy the requirement by paying a city-wide parks and recreational facilities impact fee established under the provisions of the Quimby or Mitigation Fee Act.

Analysis of the Specific Plan to Policies within the Open Space, Conservation and Recreation Element (OSCAR)

Policy REC-3.1: Use level of service standards of 10 acres of total parkland and 4 acres of local serving parkland as a means of determining where unmet needs exist and prioritizing future capital investments.

The preparer states that the project "is expected to result in 10,200 new residents to the project area". However, there is no justification provided for the estimate. Typically, data from the Census or American Community Survey is used to substantiate the projected number of residents. Using the American Community Survey, 5 year Estimates (2008-12) the average household size in the City of Oakland is 2.5 persons. Multiplying the average household size by the number of units at maximum buildout yields a total of 14,375 persons. Therefore the total amount of parkland acreage required for the project should be 144 acres, not 102. Of the total acreage identified for parks and open space, approximately 58 acres should be available for active recreational uses. So, while the preparer did use the correct threshold (4 acres per 1,000 residents) they did not provide a reasonable estimate of the number of new residents in the plan area. The preparer should correct their calculation, and use data from the US Census Bureau.

Policy REC-3.3: Consider a range of factors when locating new parks or recreational facilities, including local recreational needs, projected operating and maintenance costs, budgetary constraints, surrounding land uses, citizen wishes, accessibility, the need to protect or enhance a historic resource, and site visibility.

The Specific Plan does not meet the City's expressed goals for assessing local recreational needs (4 acres per 1,000 residents of local serving park land and 10 acres per 1,000 residents total), and therefore does not comply with Policy REC-3.3. The Specific Plan should identify sufficient land to meet this requirement or require that future developers pay a fee that would to purchase land or to expand or improve parks facilities in the City of Oakland. Please also see comments regarding LUTE Policy N.12.5.

Policy REC-10.2: To the extent permitted by law, require recreational needs created by future growth to be offset by resources contributed by that growth. In other words, require mandatory land dedication for large-scale residential development and establish a park impact fee for smaller scale residential development projects, including individual new dwelling units. Calculate the dedication or fee requirement based on a standard of 4 acres of local-serving parkland per 1,000 residents.

The Specific Plan does not meet the OSCAR standard for park land acreage. If the Specific Plan's objectives were achieved, it would increase existing and long-standing disparities in park services by increasing the number of residents in an already underserved area. Moreover, Oakland is severely "under parked", and it would appear that the authors of the LUTE, and Oakland City Council, recognizing both the lack of park space and ongoing demand for parks and recreational facilities, recommended that the City adopt a fee. By refusing to charge fees to developers as permitted under the Quimby Act, the City has failed to meet its own General Plan standard. Impact fees, such as those permitted under the Quimby or Mitigation Fee Acts, are intended to ensure that parks and related facilities are sufficient to support the needs of a local community. The lack of a park impact fee for parks facilities and land acquisition puts into question the cumulative impacts of proposed Specific Plan and other pending projects under consideration by the City of Oakland.

The City of Oakland is one of three jurisdictions in Alameda County that does not assess any fee for parks or similar community facilities (art centers, libraries, etc.). Outside of Alameda County, San Francisco and San Jose assess parks fees. Depending upon the type of unit proposed or the jurisdiction these fees can be as high as \$38,900. To not require the payment of a fee or dedication of land that is standard practice across the State and within Alameda County, is a perennial barrier to expanding and maintaining parks services for Oakland residents. As mitigation for both the Specific Plan and other major development projects that are forthcoming, the City should adopt an ordinance to establish fees

and land dedication standards for parks as permitted under the Quimby and Mitigation Fee Acts. The aforementioned ordinance shall be in place prior to the approval by the City of Oakland of any subdivision or lot consolidation occurring within the Specific Plan area.

Analysis of "City of Oakland Standard Conditions of Approval"

On page 4.12-10 the Specific Plan states, "[t]hese Standard Conditions of Approval would be adopted as mandatory requirements of each individual future project within the Project Area when it is approved by the City and would avoid or reduce significant impacts related to public services and recreation." None of the Standard Conditions of Approval require that a developer dedicate park land or pay a fee to support parks and recreational facilities. On page 4.12-8 of the text the states "[t]he City of Oakland does not have a parkland dedication requirement pursuant to the Quimby Act". As the City does not have any requirement that any developer avoids or reduces impacts related to parks and recreation, that statement is erroneous and the phrase "and recreation" should be struck from the text.

Analysis of "Findings of the Housing Element Initial Study/ Draft EIR"

The Housing Element DEIR only considered the addition of 300 units, not 5,750; therefore, the Housing Element DEIR should not be used to justify that the proposed development anticipated under the Specific Plan would be "less than significant". Even at a lower threshold of development than is anticipated under the Coliseum Area Specific Plan, according to the preparer, the Housing Element DEIR "determined that the development of the identified housing opportunity sites may result in the need for new or expanded fire, police, school, and park facilities". For reasons already stated earlier in this correspondence, the Specific Plan fails to meet the need for expanded parks facilities.

Analysis of "Impacts, Standard Conditions of Approval and Mitigation Measures"

Was Oakland Parks and Recreation or East Bay Regional Parks Districts contacted about the need for new or expanded facilities?

Parks Usage

According to Table 4.12-2 a total of 96.3 acres of land has been identified within the plan area as providing open space or wetland restoration. This is less than the overall standard which was established by the City of Oakland in its OSCAR Element (10 acres per 1,000 residents).

Page 4.12-14 states that 58 acres have been identified are local-serving parkland. However all of that land falls into the OSCAR parks category of "resource conservation". The OSCAR states that parks which meet "the active recreational needs of the community" meet the definition of a local park. However, more than half of existing park acreage is used for resource conservation purposes, not athletic fields. Oakland residents want opportunities for both active and passive recreation and the plan does not effectively balance the needs of parks users. If Oakland residents or persons within East Oakland were polled about the need for park access, they may state that they would also like to see recreational facilities included. However, none are envisioned in the Specific Plan. The preparer appears admits as much when they state:

"[T]he existing parks and recreation facilities on site—namely the MLK Shoreline Park and the Oakport soccer fields and related land in Sub-Area E—would experience much greater use with the addition of up to 10,000 new residents to what is currently a non-residential area.

This greater use may overlap to nearby City parks such as Coliseum Gardens Park and Tassafaronga Park. Furthermore the new residents in the proposed Project will be in multi-family units with little to no private or semiprivate open space available to them, and therefore are more likely to use existing and new public recreation and park facilities."

OSCAR also provides insight into this area. On page 4-40, Table 15 includes goals not only for parks acreage, but also for parks facilities, they are:

Facility Type	Facilities per resident	
	1994	Goal
Baseball/ Softball diamonds	1/8,500	1/5,000
Tennis courts	1/9,000	1/5,000
Soccer or football fields	1/23,250	1/15,000
Swimming Pools	1/62,000	1/25,000
Golf Courses (18 holes)	1/150,000	1/150,000
Gymnasiums	1/41,000	1/25,000

The most troubling part of this section occurs when the preparer states:

"Adherence to the General Plan's OSCAR Policies 3.1, 3.3, and 3.10, described above, would reduce potential impacts to recreational facilities from development of the proposed Project. Regardless of the proposed Project, the City would continue to exceed its overall park standard and would continue to fall short of its stated local-serving park standard, although the proposed Project would have a positive contribution to both standards. As a result, the impact would be less than significant."

There is no such OSCAR Policy 3.10. In addition, the preparer has provided no evidence to support the claim that the City has exceeded the overall parks standard. The preparer states that the project would provide a "positive contribution" to parks, but on what metric do they base their claim? The project does not set aside sufficient land to meet the City's overall parks goal. Using their own calculations, the project only identifies 96.3 acres, when 102 acres is required. Furthermore, the project DEIR states that 58 acres of land is local serving, but none of that land would be used to provide the facility types that are also mentioned as goals within the OSCAR Element. Therefore, the statement that impacts would be less than significant is false.

Cumulative Impacts

The DEIR includes the following statement on page 4.12-15:

"Cumulative development throughout East Oakland 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 such that substantial physical deterioration of such facilities may occur or be accelerated. The cumulative impact on parks and recreational facilities may be significant. Parkland, recreational facilities and recreational trail links are proposed to be provided within the Project Area."

The project does not meet the General Plan thresholds or advance any of the goals pertaining to the number of facilities per resident. The project would add to the "existing deficiency" of parkland acreage leading to cumulative impacts that may be significant; however, the preparer concludes that project's

impacts are less than significant. If a project could result in significant cumulative impacts, those impacts could not be considered "less than significant". The one statement contradicts the other, and no sufficient evidence has been given to show that any to parks services have been mitigated to a threshold that is less than an objective standard of significance as provided in the existing General Plan.

KEY FINDINGS

- The amount of parkland identified within the Specific Plan does not meet the City's General Plan standard.
- The preparer should use Census data as the basis of their estimates of projected residents within the Specific Plan area.
- The lack of sufficient acreage intensifies inequalities in park and recreational facility access in Oakland.
- The Specific Plan should identify additional land within the project area to be designated as a park or open space.
- The City should establish city-wide mitigation fees to provide acquire land or develop and improve recreational facilities city-wide. These fees will mitigate for cumulative impacts relating to the Specific Plan and other projects subject to City approval.
- The Specific Plan should identify land that may be used for active recreation which may include soccer fields, tennis courts, gymnasiums, etc.

September 10, 2014

Mr. Devan Reiff
City of Oakland Strategic Planning Division

Re: Comments to Coliseum City Specific Plan and DEIR Case ZS13-103, ER13-004

Overall, the Coliseum City Specific Plan is laudable in its goals and how to achieve them. My comments will address transportation issues in the DEIR, especially non-motorized travel. The care to complete streets and all modes of transportation is welcoming. If the plan is enacted in its entirety, it will help make the Coliseum area much more accessible for other modes of transportation than just autos. I particularly like the elevated concourse designed to connect Bart over the 880. While I live less than 3 miles from this Bart station, I have mostly chosen to travel by auto to get from San Leandro St. west to areas like Edgewater. While it is not impossible, the current available routes are not welcoming nor direct.

I have concerns about the overall project on traffic in the adjacent areas. This project is so large that it will have a downstream affect on all areas adjacent. I am particularly concerned about traffic from this project toward 580 and 13. The proposal for many of these intersections is to signalize them, like at Kuhnle/Mountain/580W or the Frontage Rd/13N/Mountain. Signalizing the intersections may help the flow of traffic. But this means that there will be increased auto traffic on these streets.

Because of our topography, Oakland does not have a grid network. Many of the east west access roads have steep grades and make it difficult to bicycle for many. This limits the available roads for cyclists.

Seminary that fronts Mills College on one side, is one road where the grade is doable. It already has auto speeding issues that have been brought to the attention of the City. Thus, the westbound, downslope side was reduced to 1 lane from Sunnymere to Outlook. The eastbound, uphill side remains 2 lanes. Cars do not necessarily respect cyclists along this stretch. I have been harassed a few times, especially eastbound. I recommend that the large gutter be made smaller, either put the eastbound uphill side on a road diet and/or make the lanes narrower, perhaps 10 ft. and allow for bike lanes. It would be good to have them in both directions, but especially in the eastbound uphill direction. The existence of street parking and a concrete center median make it challenging, but not impossible. Some protection for cyclists is essential.

Mountain is frequently used by cyclists. The only alternative would be Skyline significantly out of the way or Macarthur with heavy traffic. It is a good middle ground. Unfortunately, between Kuhnle and Frontage Rd, it is not overly wide. I recommend that the very wide gutter be made narrow, the lanes be narrowed to allow for a bike lane in the uphill southbound direction between Leona and Mountain View.

Havenscourt is a good alternative to the very busy 73rd. And you are recommending a bike lane in the westbound direction (pg. 241 of DEIR). I recommend bike lanes in each direction. I believe there is enough width to accommodate that.

66th is one of the ways cyclists current go east west. It isn't quite a freeway, yet. I recommend that special care be taken along the entire 66th corridor. The intersection at 66th and San Leandro is challenging because of the auto traffic and the rail crossing. The rail crossing is not amenable to walking or biking. It is not level and cyclists, even experienced ones, have been known to have crashes there.

I wish the City well in this project. It will certainly benefit the area and hopefully the entire city. Thank you.

Midori Tabata

3637 Columbian Drive • Oakland, CA 94605 • 510 562-8988 • email: midorit@pacbell.net

Reiff, Devan

From: Anna C. Palmer <acpalmer@up.com>
Sent: Thursday, September 04, 2014 11:26 AM
To: Reiff, Devan
Subject: Coliseum Area Specific Plan and EIR Comments
Attachments: Oakland final ltr.pdf

Hi Mr. Reiff,

Union Pacific received a notice regarding a stakeholder meeting on the Coliseum Area project. I previously forwarded you a comment letter regarding this project in May of last year. See attached. There is a possibility that a UP representative may attend tonight's stakeholder meeting. If not, I wanted to let you know that UP's comments remain the same as our previous comment letter.

Please let me know if you have any questions.

Sincerely yours,

Anna C. Palmer
Advanced Certified Paralegal
Union Pacific Railroad Company
1400 Douglas STOP 1580
Omaha, NE 68179
Phone: 402-544-0425
acpalmer@up.com

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May 20, 2013

VIA EMAIL ONLY

dreiff@oaklandnet.com

City of Oakland
Attn: Devan Reiff, AICP
Department of Planning & Building - Strategic Planning Division
250 Frank Ogawa Plaza, Suite 3315
Oakland, CA 94612

Re: Comments to Notice of Preparation of Draft Environmental Impact Report for
Oakland Coliseum Area Specific Plan
Case Nos.: ER13-0004 and ZS13-103 ("Project")

Dear Mr. Reiff:

Thank you for allowing Union Pacific Railroad Company ("UP") the opportunity to submit the following comments in response to the City's Notice of Preparation of a Draft Environmental Impact Report ("DEIR") for the Oakland Coliseum Area Specific Plan.

UP is a Delaware corporation that owns and operates a common carrier railroad network in the western half of the United States, including the State of California. Specifically, UP owns and operates rail main lines connecting the San Francisco Bay Area to Sacramento and points east and north, and to Los Angeles and points east and southeast. UP is the largest rail carrier in California in terms of both mileage and train operations. UP's rail network in the Bay Area is vital to the economic health of California and the nation as a whole and its rail service to customers in the Bay Area is crucial to the future success and growth of those customers.

Sub-Area A of the Project surrounds UP's main line tracks. The current train traffic includes freight trains, as well as daily Capitol Corridor and Amtrak Starlight passenger



trains. Nearby at-grade rail crossings near the Project include High Street, 50th Avenue, 66th Avenue, 85th Avenue, and 98th Avenue. UP anticipates that the train volume near the Project area may increase in the near future. UP requests that the City and the Project developers keep in mind that this is a vital and growing rail corridor and must be protected for future growth by not creating uses that limit continued rail use.

Zoning

UP believes that maintaining industrial use areas along existing rail corridors reflects good land use planning. During the preparation of the DEIR, UP requests that a study be performed to examine the Project's risks associated with any proposed residential zoning, commercial zoning, or zoning other than industrial, if any, near railroad property. For example, zoning that allows residential or retail uses near the rail corridor could result in increased pedestrian traffic, vehicular traffic and the likelihood of trespassing on the railroad right-of-way.

Increased Traffic Impact

Rail crossing safety is critical to the public and to UP. Any increase in traffic from the Project may render inadequate the current safety devices in place on the nearby crossings. Additionally, an increase of pedestrian and vehicular traffic may conflict with train operations causing trains to proceed more slowly through the City, and/or make more frequent emergency stops, which would make rail service less effective and efficient. Additionally, train cars may be forced to block at-grade roadway intersections, causing traffic disruptions.

UP requests that the DEIR examine any increase in pedestrian and vehicular traffic and the impacts on the adjacent at-grade road crossings to see if any mitigation measures should be included in the Project. UP suggests that the City assess whether any grade-separations or crossings closures can be incorporated into the Project's development plans.

Noise and Vibration Impact

UP's 24-hour rail operations generate the noise and vibration one would expect from an active railway. UP requests that, as a mitigation measure, the City should require future developers to disclose to the general public the daytime and nighttime noise levels naturally occurring with UP's long-standing freight rail service, as well as the pre-existing and predictably-occurring vibration. These disclosures should note UP's anticipation that train volume will increase in the future. The Project's development plans should also include appropriate mitigation measures, such as construction of sound barrier walls or landscape buffers, and/or use of sound-proofing materials and techniques.

UP appreciates the City giving due consideration to the above concerns, as this proposed Project may result in significant impacts to land use and public safety.

City of Oakland
May 20, 2013

Please give notice to UP of all future hearings and other matters with respect to the Project as follows:

Austin Fearnow
Assistant Manager, Real Estate
Union Pacific Railroad Company
1400 Douglas Street - STOP 1690
Omaha, NE 68179

Please do not hesitate to contact the undersigned if you have any questions or concerns.

Sincerely,



Patrick R. McGill
Senior Counsel - Real Estate
Union Pacific Railroad Company

cc: Austin Fearnow

Reiff, Devan

From: Barbara Bonner <~~bbonner@ilwu.org~~>
Sent: Thursday, September 04, 2014 9:55 AM
To: Reiff, Devan
Subject: Re: Oakland Coliseum Village Plaza

One additional thought, if you can't make it all happen in this current Coliseum Business district location, take a look at the building on the other side of the freeway; I believe it's called "ZONE", that could be an idea locations for family/visitor fun attractions in which I am requesting.

Thank you.
Barbara

On Thu, Sep 4, 2014 at 9:50 AM, Barbara Bonner <~~bbonner@ilwu.org~~> wrote:

Hi Mr. Reiff,

I am excited for the near future changes for the Coliseum Center, something I've dreamt would happen for us Oaklanders . While I appreciate the new exciting additions to the Coliseum business district, please don't forget to make a fun entertaining center for Oaklanders and visiting families. I'm thinking similarly to EmeryBay setup. It's a welcoming attraction for all people; they have a movie theatre, library, several restaurants. I/we are interested in having a place to come to with our families on fun-time/night outings. More importantly, where we can spend our hardworking money in our own City where it's seriously needed right now.

Thank you, Mr. Reiff, for allowing me to send you my thoughts and concerns. If you have questions, I can be reached at ~~510-320-7070~~.

Barbara Bonner

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