

# BROADWAY VALDEZ DISTRICT SPECIFIC PLAN

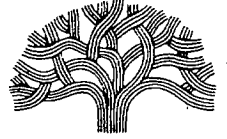
Draft Environmental Impact Report  
SCH No. 2012052008

Prepared for  
The City of Oakland

September 2013



## CITY OF OAKLAND



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

Department of Planning and Building  
Strategic Planning Division

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

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

**TO:** All Interested Parties

**SUBJECT:** Notice of Availability/Release of DEIR for the Broadway Valdez District Specific Plan, and Notice of Public Hearing on the same.

**REVIEW/COMMENT PERIOD:** September 20, 2013 through November 4, 2013

**CASE NO.:** ZS12046, ER12-0005 (CEQA State Clearing House Number 2012052008)

**PROJECT SPONSOR:** City of Oakland

**PROJECT LOCATION:** The Broadway Valdez District Plan Area ("Plan Area") is located at the north edge of Oakland's Central Business District. The Plan Area, which includes land along both sides of Broadway, extends 0.8 miles from Grand Avenue to I-580. The Plan Area includes approximately 95.5 acres, including 35.1 acres in public right-of-way and 60.4 acres of developable land.

**PROJECT DESCRIPTION:** The Broadway Valdez District Specific Plan will be a 25-year planning document that provides a vision and planning framework for future growth and development within the Plan Area. The Plan provides a comprehensive vision for the Plan Area along with goals, policies and development regulations to guide the Plan Area's future development and serves as the mechanism for insuring that future development is coordinated and occurs in an orderly and well-planned manner.

The overarching goal of the Specific Plan is to create a destination retail district that addresses the City's deficiency in comparison goods shopping and to transition the Plan Area to a more sustainable mix of uses that contribute to the vitality, livability, and identity of Downtown Oakland, and address residents' shopping needs. In contrast to current land use pattern, the Specific Plan prioritizes the development of retail uses throughout the Plan Area, and particularly along the designated commercial corridors and the Valdez Triangle subarea. Adoption of and development under the Plan would ultimately transform the Plan Area's auto-orientated character into a more pedestrian-oriented mixed-use neighborhood that encourages alternate modes of transportation and around-the-clock activity with people present day and night, and on weekdays and weekends. The Specific Plan requires General Plan and Planning Code amendments (text and map changes) along with Design Guidelines to achieve the Plan goals.

For more information on the project, including draft documents, please visit the project website at:  
[www.oaklandnet.com/bvdsp](http://www.oaklandnet.com/bvdsp)

**ENVIRONMENTAL REVIEW:** A Notice of Preparation of an EIR was issued by the City of Oakland's Department of Planning and Building on April 30, 2012. A Draft Environmental Impact Report (DEIR) has now been prepared for the project under the requirements of the California Environmental Quality Act (CEQA), pursuant to Public Resources Code Section 21000 et seq. The DEIR analyzes potentially significant environmental impacts in all environmental categories/topics. The Draft EIR identifies significant unavoidable environmental impacts related to: Aesthetics, Shadow and Wind; Air Quality; Cultural Resources; Greenhouse Gases and Climate Change; Noise; and Transportation and Circulation.

The City of Oakland's Department of Planning and Building is hereby releasing this DEIR, finding it to be accurate and complete and ready for public review. **Starting on Friday, September 20, 2013**, copies of the DEIR and Specific Plan will be available for review or distribution to interested parties at no charge at the Department of Planning and Building, 250 Frank H. Ogawa Plaza, Suite 3315, Oakland, CA 94612, Monday through Friday, 8:30 a.m. to 5:00 p.m. Additional copies are available for review at the Oakland Public Library, Social Science and Documents, 125 14th Street, Oakland CA 94612. The DEIR may also be reviewed at the City's "Current Environmental Review Documents" webpage: <http://www2.oaklandnet.com/Government/o/PBN/OurServices/Application/DOWD009157> and the Specific Plan may be reviewed on the project website: [www.oaklandnet.com/bvdsp](http://www.oaklandnet.com/bvdsp).

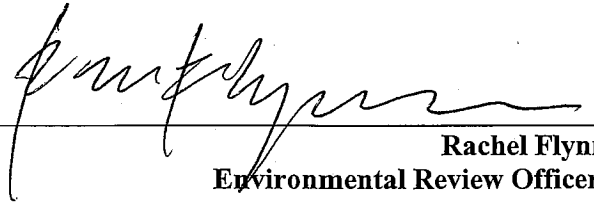
**TWO PUBLIC HEARINGS WILL BE HELD BY THE CITY ON THE DEIR AND SPECIFIC PLAN:**

<b>CITY PLANNING COMMISSION PUBLIC HEARING</b>	<b>LANDMARKS PRESERVATION ADVISORY BOARD PUBLIC HEARING</b>
<b>Wednesday, October 16, 6:00 p.m.</b> Oakland City Hall Hearing Room 1 One Frank H. Ogawa Plaza Oakland, CA 94612	<b>Monday, October 14, 6:00 p.m.</b> Oakland City Hall Hearing Room 1 One Frank H. Ogawa Plaza Oakland, CA 94612

Members of the public are welcome to attend these hearings and provide comments on the DEIR and Specific Plan. Comments on the DEIR should focus on whether the DEIR is sufficient in discussing possible impacts to the physical environment, ways in which potential adverse effects may be avoided or minimized through mitigation measures, and alternatives to the Specific Plan in light of the EIR's purpose to provide useful and accurate information about such factors. Comments may be made at the public hearings described above or in writing. Please address all written comments to Laura Kaminski, City of Oakland Strategic Planning Division, 250 Frank H. Ogawa Plaza, Suite 3315, Oakland, California 94612; (510) 238-6809 (phone); (510) 238-6538 (fax); or e-mailed to [lkaminski@oaklandnet.com](mailto:lkaminski@oaklandnet.com). Comments on the DEIR and Specific Plan **must be received no later than 5:00 p.m. on November 4, 2013.**

After all comments have been received, a Final EIR will be prepared and the Planning Commission will consider certification of the EIR and rendering a decision on the Specific Plan at a public hearing, date yet to be determined. 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 November 4, 2013. For further information please contact Laura Kaminski at (510) 238-6809 or via email to [lkaminski@oaklandnet.com](mailto:lkaminski@oaklandnet.com).

September 20, 2013



---

**Rachel Flynn**  
**Environmental Review Officer**

This page intentionally left blank

**Notice of Completion & Environmental Document Transmittal**

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613  
 For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #2012052008

**Project Title:** Broadway Valdez District Specific PlanLead Agency: City of Oakland, Dept. of Planning and BuildingContact Person: Laura KaminskiMailing Address: 250 Frank H. Ogawa Plaza, Suite 3315Phone: (510) 238-6809City: OaklandZip: 94612County: Alameda County**Project Location:** County: Alameda County City/Nearest Community: OaklandCross Streets: Along Oakland's Broadway corridor between Grand Avenue and I-580 Zip Code: 94612Longitude/Latitude (degrees, minutes and seconds): \_\_\_\_\_ " N / \_\_\_\_\_ " W Total Acres: 95.5Assessor's Parcel No.: I-580, I-980

Section: \_\_\_\_\_ Twp.: \_\_\_\_\_ Range: \_\_\_\_\_ Base: \_\_\_\_\_

Within 2 Miles: State Hwy #: \_\_\_\_\_ Waterways: San Francisco Bay, Oakland Inner Harbor, Lake MerrittAirports: NoRailways: NoSchools: Yes**Document Type:**CEQA: ☐ NOP☒ Draft EIRNEPA: ☐ NOIOther: ☐ Joint Document☐ Early Cons☐ Supplement/Subsequent EIR☐ EA☐ Final Document☐ Neg Dec

(Prior SCH No.) \_\_\_\_\_

☐ Draft EIS☐ Other: \_\_\_\_\_☐ Mit Neg Dec

Other: \_\_\_\_\_

☐ FONSI**Local Action Type:**☐ General Plan Update☒ Specific Plan☒ Rezone☐ Annexation☒ General Plan Amendment☐ Master Plan☐ Prezone☐ Redevelopment☐ General Plan Element☐ Planned Unit Development☐ Use Permit☐ Coastal Permit☐ Community Plan☐ Site Plan☐ Land Division (Subdivision, etc.)☒ Other: Design Guidelines**Development Type:**☒ Residential: Units 1,800 Acres \_\_\_\_\_☒ Office: Sq.ft. 695,000 Acres \_\_\_\_\_ Employees \_\_\_\_\_☐ Transportation: Type \_\_\_\_\_☐ Commercial: Sq.ft. 1.1 mil Acres \_\_\_\_\_ Employees \_\_\_\_\_☐ Mining: Mineral \_\_\_\_\_☐ Industrial: Sq.ft. \_\_\_\_\_ Acres \_\_\_\_\_ Employees \_\_\_\_\_☐ Power: Type \_\_\_\_\_ MW \_\_\_\_\_☐ Educational: \_\_\_\_\_☐ Waste Treatment: Type \_\_\_\_\_ MGD \_\_\_\_\_☐ Recreational: \_\_\_\_\_☐ Hazardous Waste: Type \_\_\_\_\_☐ Water Facilities: Type \_\_\_\_\_ MGD \_\_\_\_\_☒ Other: Hotel**Project Issues Discussed in Document:**☒ Aesthetic/Visual☐ Fiscal☒ Recreation/Parks☐ Vegetation☒ Agricultural Land☒ Flood Plain/Flooding☒ Schools/Universities☒ Water Quality☒ Air Quality☐ Forest Land/Fire Hazard☐ Septic Systems☐ Water Supply/Groundwater☒ Archeological/Historical☒ Geologic/Seismic☒ Sewer Capacity☐ Wetland/Riparian☒ Biological Resources☒ Minerals☒ Soil Erosion/Compaction/Grading☒ Growth Inducement☐ Coastal Zone☒ Noise☒ Solid Waste☒ Land Use☐ Drainage/Absorption☒ Population/Housing Balance☒ Toxic/Hazardous☒ Cumulative Effects☒ Economic/Jobs☒ Public Services/Facilities☒ Traffic/Circulation☐ Other: \_\_\_\_\_**Present Land Use/Zoning/General Plan Designation:**Community Commercial, Institutional, Urban Residential and Mixed Housing Type Residential**Project Description:** *(please use a separate page if necessary)*

The Broadway Valdez District Specific Plan will be a 25-year planning document that provides a vision and planning framework for future growth and development within the Plan Area, which runs along Oakland's Broadway corridor between Grand Avenue and I-580. The Plan provides a comprehensive vision for the Plan Area along with goals, policies and development regulations to guide the Plan Area's future development and serves as the mechanism for insuring that future development is coordinated and occurs in an orderly and well-planned manner.

## Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "X".  
If you have already sent your document to the agency please denote that with an "S".

<input checked="" type="checkbox"/> Air Resources Board	<input checked="" type="checkbox"/> Office of Historic Preservation
<input type="checkbox"/> Boating & Waterways, Department of	<input type="checkbox"/> Office of Public School Construction
<input type="checkbox"/> California Emergency Management Agency	<input type="checkbox"/> Parks & Recreation, Department of
<input checked="" type="checkbox"/> California Highway Patrol	<input type="checkbox"/> Pesticide Regulation, Department of
<input checked="" type="checkbox"/> Caltrans District # 4	<input type="checkbox"/> Public Utilities Commission
<input type="checkbox"/> Caltrans Division of Aeronautics	<input checked="" type="checkbox"/> Regional WQCB # SF Bay Region
<input type="checkbox"/> Caltrans Planning	<input type="checkbox"/> Resources Agency
<input type="checkbox"/> Central Valley Flood Protection Board	<input type="checkbox"/> Resources Recycling and Recovery, Department of
<input type="checkbox"/> Coachella Valley Mtns. Conservancy	<input type="checkbox"/> S.F. Bay Conservation & Development Comm.
<input type="checkbox"/> Coastal Commission	<input type="checkbox"/> San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
<input type="checkbox"/> Colorado River Board	<input type="checkbox"/> San Joaquin River Conservancy
<input type="checkbox"/> Conservation, Department of	<input type="checkbox"/> Santa Monica Mtns. Conservancy
<input type="checkbox"/> Corrections, Department of	<input type="checkbox"/> State Lands Commission
<input type="checkbox"/> Delta Protection Commission	<input type="checkbox"/> SWRCB: Clean Water Grants
<input type="checkbox"/> Education, Department of	<input type="checkbox"/> SWRCB: Water Quality
<input type="checkbox"/> Energy Commission	<input type="checkbox"/> SWRCB: Water Rights
<input checked="" type="checkbox"/> Fish & Game Region # 3	<input type="checkbox"/> Tahoe Regional Planning Agency
<input type="checkbox"/> Food & Agriculture, Department of	<input checked="" type="checkbox"/> Toxic Substances Control, Department of
<input type="checkbox"/> Forestry and Fire Protection, Department of	<input type="checkbox"/> Water Resources, Department of
<input type="checkbox"/> General Services, Department of	<input type="checkbox"/> Other: _____
<input type="checkbox"/> Health Services, Department of	<input type="checkbox"/> Other: _____
<input type="checkbox"/> Housing & Community Development	
<input checked="" type="checkbox"/> Native American Heritage Commission	

### Local Public Review Period (to be filled in by lead agency)

Starting Date September 20, 2013

Ending Date November 4, 2013

### Lead Agency (Complete if applicable):

Consulting Firm: ESA

Address: 350 Frank H. Ogawa Plaza, Suite 300

City/State/Zip: Oakland, CA 94612

Contact: Elizabeth Kanner

Phone: (510) 839-5066

Applicant: City of Oakland, Dept. of Planning and Building

Address: 250 Frank H. Ogawa Plaza

City/State/Zip: Oakland, CA 94612

Phone: (510) 238-6538

Signature of Lead Agency Representative: \_\_\_\_\_

Date: 9-16-13

Authority cited: Section 21083, Public Resources Code. Reference/Section 21161, Public Resources Code.

# BROADWAY VALDEZ DISTRICT SPECIFIC PLAN

## Draft Environmental Impact Report

Prepared for  
The City of Oakland

September 2013



350 Frank H. Ogawa Plaza  
Suite 300  
Oakland, CA 94612  
510.839.5066  
[www.esassoc.com](http://www.esassoc.com)

Los Angeles

Olympia

Petaluma

Portland

Sacramento

San Diego

San Francisco

Seattle

Tampa

Woodland Hills

D210505.02



**OUR COMMITMENT TO SUSTAINABILITY** | ESA helps a variety of public and private sector clients plan and prepare for climate change and emerging regulations that limit GHG emissions. ESA is a registered assessor with the California Climate Action Registry, a Climate Leader, and founding reporter for the Climate Registry. ESA is also a corporate member of the U.S. Green Building Council and the Business Council on Climate Change (BC3). Internally, ESA has adopted a Sustainability Vision and Policy Statement and a plan to reduce waste and energy within our operations. This document was produced using recycled paper.

# TABLE OF CONTENTS

---

## Broadway Valdez District Specific Plan Draft Environmental Impact Report

	<u>Page</u>
<b>List of Acronyms and Abbreviations</b>	<b>vii</b>
<b>1. Introduction</b>	<b>1-1</b>
1.1 Project Overview	1-1
1.2 Environmental Review	1-1
1.3 CEQA Review and Approval	1-5
1.4 Organization of the Draft EIR	1-5
1.5 References	1-6
<b>2. Summary</b>	<b>2-1</b>
2.1 Project Overview	2-1
2.2 Environmental Impacts, Standard Conditions of Approval and Mitigation Measures	2-2
2.3 Alternatives	2-7
2.4 Areas of Controversy and Scoping Comments	2-7
2.5 Summary of Impacts	2-8
<b>3. Project Description</b>	<b>3-1</b>
3.1 Introduction	3-1
3.2 Specific Plan Objectives	3-3
3.3 Location and Setting	3-4
3.4 Specific Plan Characteristics	3-9
3.5 Broadway Valdez Development Program	3-24
3.6 Design Standards and Guidelines	3-27
3.7 Circulation	3-28
3.8 Adherence to Allowable Development Program	3-32
3.9 Required Approvals and Actions	3-33
<b>4. Environmental Setting, Impacts, Standard Conditions of Approval and Mitigation Measures</b>	<b>4-1</b>
4.1 Aesthetics, Shadow and Wind	4.1-1
4.2 Air Quality	4.2-1
4.3 Biological Resources	4.3-1
4.4 Cultural Resources	4.4-1
4.5 Geology, Soils and Geohazards	4.5-1
4.6 Greenhouse Gases and Climate Change	4.6-1
4.7 Hazards and Hazardous Materials	4.7-1
4.8 Hydrology and Water Quality	4.8-1
4.9 Land Use, Plans and Policies	4.9-1

	<u>Page</u>
<b>4. Environmental Setting, Impacts, Standard Conditions of Approval and Mitigation Measures (continued)</b>	
4.10 Noise	4.10-1
4.11 Population, Housing, and Employment	4.11-1
4.12 Public Services, Parks and Recreation Facilities	4.12-1
4.13 Transportation and Circulation	4.13-1
4.14 Utilities and Service Systems	4.14-1
<b>5. Alternatives</b>	<b>5-1</b>
5.1 Criteria for Selecting Alternatives	5-1
5.2 Significant Impacts	5-2
5.3 Alternatives Selected for Consideration	5-7
5.4 Comparative Alternatives Analysis	5-8
5.5 Environmentally Superior Alternative	5-31
5.6 Alternatives Considered but Not Analyzed Further in the EIR	5-32
5.7 Summary	5-33
<b>6. Impact Overview and Growth Inducement</b>	<b>6-1</b>
6.1 Significant, Unavoidable and Cumulative Environmental Impacts	6-1
6.2 Growth-Inducing Impacts	6-6
6.3 Significant Irreversible Environmental Effects	6-9
6.4 Effects Found Not To Be Significant	6-10
6.5 References	6-11
<b>7. Report Preparers</b>	<b>7-1</b>
7.1 Lead Agency	7-1
7.2 EIR Consultants	7-1

#### **Appendices (provided on CD)**

- A. Notice of Preparation, Public Scoping, and Comments
- B. Major Projects List
- C. Visual Simulations Map and Existing Conditions Figures
- D. Broadway Valdez Specific Plan Historic Resources Inventory
- E. Greenhouse Gases, Air Quality, and Noise Supplemental Information
- F. Biological Resources Supplemental Information
- G. Transportation and Circulation Supplemental Information
- H. Water Supply Assessment
- I. Alternatives Analysis Supplemental Information

#### **List of Figures**

3-1	Plan Area Location Map	3-2
3-2	Subarea Map	3-11
3-3	Existing General Plan Land Use Designations	3-14
3-4	Proposed General Plan Land Use Designation	3-15
3-5	Existing Zoning	3-16
3-6	Proposed Zoning	3-17
3-7	Existing Height Map	3-20
3-8	Proposed Height Map	3-21
3-9	Major Opportunity Areas	3-22
3-10	Proposed Entertainment District Overlay and Adaptive Reuse Priority Areas	3-23

	<u>Page</u>
<b>List of Figures (continued)</b>	
3-11 Broadway Valdez Development Program Physical Height Model	3-26
4.1-1 Viewpoint Map	4.1-4
4.1-2 Existing View and Computer Simulation of Viewpoint 1	4.1-5
4.1-3 Existing View and Computer Simulation of Viewpoint 2	4.1-6
4.1-4 Existing View and Computer Simulation of Viewpoint 3	4.1-7
4.1-5 Shadow Study for 9:00 a.m., December 21	4.1-20
4.1-6 Shadow Study for 12:00 noon, December 21	4.1-21
4.1-7 Shadow Study for 3:00 p.m., December 21	4.1-22
4.1-8 Shadow Study for 9:00 a.m., March 21	4.1-23
4.1-9 Shadow Study for 12:00 noon, March 21	4.1-24
4.1-10 Shadow Study for 3:00 p.m., March 21	4.1-25
4.1-11 Shadow Study for 9:00 a.m., June 21	4.1-26
4.1-12 Shadow Study for 12:00 noon, June 21	4.1-27
4.1-13 Shadow Study for 3:00 p.m., June 21	4.1-28
4.1-14 Shadow Study for 9:00 a.m., September 21	4.1-29
4.1-15 Shadow Study for 12:00 noon, September 21	4.1-30
4.1-16 Shadow Study for 3:00 p.m., September 21	4.1-31
4.2-1 Odor Emitters	4.2-8
4.4-1 Geology in the Plan Area	4.4-6
4.4-2 Historic Resources in the Plan Area	4.4-17
4.7-1 Soil and Groundwater Contamination Sites	4.7-5
4.8-1 100 Year Flood Zone	4.8-4
4.8-2 Dam Inundation Zone	4.8-5
4.9-1 Existing Land Uses	4.9-3
4.9-2 Underutilized Parcels	4.9-5
4.10-1 Effects of Noise on People	4.10-4
4.10-2 Existing Sensitive Receptors in the Plan Area	4.10-7
4.10-3 Land Use Compatibility Guidelines	4.10-10
4.13-1 Study Area Context	4.13-2
4.13-2 Existing Transit Services	4.13-7
4.13-3 Existing and Proposed Bicycle Facilities	4.13-13
4.13-4A Existing On-Street Parking Supply	4.13-15
4.13-4B Existing Off-Street Parking Supply	4.13-16
4.13-5 Specific Plan Area Subdistricts	4.13-38
4.13-6 Weekday PM Peak Hour Trip Assignment and Study Intersections	4.13-46

## List of Tables

2-1 Summary of Impacts, Mitigation Measures, Standard Conditions of Approval and Residual Effects	2-9
3-1 Summary Table of CEQA Historic Resources within Plan Area	3-8
3-2 Broadway Valdez Development Program	3-25
4.2-1 Air Quality Data Summary (2008-2011) for the Specific Plan Area	4.2-3
4.2-2 Health Impacts from Stationary Sources within the Plan Area	4.2-7
4.2-3 State and National Criteria Air Pollutant Standards, Effects, and Sources	4.2-10
4.2-4 Bay Area Attainment Status	4.2-11
4.2-5 Average Daily Construction-Related Emissions	4.2-24
4.2-6 Average Daily Operational Emissions	4.2-25
4.2-7 Maximum Annual Operational Emissions	4.2-25

	<u>Page</u>
<b>List of Tables (continued)</b>	
4.2-8 Cumulative Cancer Risk Levels from Refined Modeling and Screening-Level Data	4.2-30
4.2-9 Transportation Control Measures in the 2010 Clean Air Plan	4.2-33
4.3-1 Special-Status Species Considered	4.3-5
4.4-1 Summary Table of CEQA Historic Resources within Plan Area	4.4-15
4.4-2 CEQA Historic Resources within Plan Area Identified in a Previous EIR	4.4-16
4.4-3 CEQA Historic District within the Plan Area	4.4-23
4.5-1 Modified Mercalli Intensity Scale	4.5-6
4.5-2 Active Faults in the Region	4.5-7
4.5-3 Probabilistic Seismic Hazard Assessment Peak Ground Acceleration Values for Plan Area Geologic Units	4.5-11
4.6-1 Oakland Focus Area Citywide GHG Emissions Summary – 2005	4.6-4
4.6-2 List of Recommended Actions by Sector in the CARB Scoping Plan	4.6-12
4.6-3 GHG Emissions Inventory from Development Under the Specific Plan – “Business As Usual” and Adjusted	4.6-26
4.7-1 Regulatory Sites Listed in the Plan Area Vicinity	4.7-3
4.7-2 Federal Laws and Regulations Related to Hazardous Materials Management	4.7-9
4.10-1 Typical Noise Levels	4.10-2
4.10-2 Monitored Noise Environments within the Plan Area	4.10-6
4.10-3 City of Oakland Operational Noise Standards at Receiving Property Line (from Stationary Sources)	4.10-12
4.10-4 City of Oakland Construction Noise Standards at Receiving Property Line	4.10-12
4.10-5 Typical Construction Noise Levels	4.10-19
4.10-6 Typical Maximum Noise Levels from Construction Equipment	4.10-19
4.10-7 Peak-Hour Traffic Noise Levels in the Vicinity of the Plan Area	4.10-24
4.10-8 Peak-Hour Cumulative Noise Levels at Sensitive Receptors in the Plan Area	4.10-27
4.11-1 Employment, Households, and Population for the Greater Plan Area, the Greater Downtown, the City of Oakland, and the Region: 2000, 2005, 2010, and 2035	4.11-2
4.11-2 Changes in Housing Stock in Oakland, 1990-2010	4.11-4
4.11-3 Trends in Jobs and Employed Residents: 2000-2035	4.11-6
4.11-4 Broadway Valdez Development Program	4.11-7
4.11-5 Housing Development and Population Growth for the Plan Area with the Broadway Valdez Development Program	4.11-8
4.11-6 Non-Residential Space and Employment Growth Potentials for the Plan Area with the Broadway Valdez Development Program	4.11-8
4.11-7 Population and Employment Growth Under the Broadway Valdez Development Program Compared to Future Projections for Oakland	4.11-10
4.12-1 City of Oakland Crime Report 2007-2011	4.12-2
4.13-1 AC Transit Routes in the Vicinity of the Plan Area	4.13-8
4.13-2 AC Transit Boardings and Alightings (Weekday)	4.13-9
4.13-3 Bart Station Entries and Exits (Weekday)	4.13-11
4.13-4 Bart Peak-Hour Loads by Line	4.13-11
4.13-5 Definitions for Intersection Level of Service	4.13-19
4.13-6 Existing Intersection LOS Summary	4.13-21
4.13-7 Broadway Valdez Development Program by Subdistrict	4.13-37
4.13-8 Broadway Valdez Development Program 2020 Trip Generation Summary	4.13-41
4.13-9 Broadway Valdez Development Program 2035 Trip Generation Summary	4.13-42

	<u>Page</u>
<b>List of Tables (continued)</b>	
4.13-10 Broadway Valdez Development Program Trip Generation Summary by Subdistrict	4.13-43
4.13-11 Existing Plus Project Intersection LOS Summary	4.13-52
4.13-12 2020 Conditions Intersection LOS Summary	4.13-63
4.13-13 2035 Conditions Intersection LOS Summary	4.13-72
4.13-14 Existing Freeway Mainline Levels of Service	4.13-86
4.13-15 2020 Mainline Levels of Service	4.13-87
4.13-16 2035 Conditions Mainline Levels of Service	4.13-87
4.13-17 Travel Times along Broadway	4.13-91
4.13-18 Broadway Valdez Specific Plan Development Program Estimated Parking Supply	4.13-103
4.13-19 Broadway Valdez Specific Plan Development Program Estimated Parking Demand with No Parking Management Strategies	4.13-106
4.13-20 Broadway Valdez Specific Plan Development Program Estimated Parking Demand with Parking Management Strategies	4.13-107
4.13-21 Overall Transit Ridership (2003-2012)	4.13-109
4.13-22 Transit Trip Generation Estimate (Broadway Valdez Development Program Buildout)	4.13-110
4.13-23 AC Transit Boardings and Alightings (With and Without Project)	4.13-111
4.13-24 Bart Peak Hour Loads by Line (With and Without Project)	4.13-112
4.13-25 Queuing Summary	4.13-115
5-1 Summary of Alternatives to the Project	5-9
5-2 No Project Alternative 1 Compared with the Broadway Valdez Development Program	5-10
5-3 Partially Mitigated Alternative 2 Compared with the Broadway Valdez Development Program	5-17
5-4 Maximum Theoretical Buildout Alternative 3 Compared with the Broadway Valdez Development Program	5-23
5-5 Summary Comparison of Impacts: Specific Plan and Alternatives	5-34
6-1 Broadway Valdez Development Program	6-7

This page intentionally left blank

## List of Acronyms and Abbreviations

AADT	average annual daily traffic
AB	Assembly Bill
ABAG	Association of Bay Area Governments
A/C	Asphalt & Concrete
ACCWP	Alameda County Clean Water Program
ACDEH	Alameda County Department of Environmental Health
ACFCWCD	Alameda County Flood Control and Water Conservation District
ACM	asbestos containing material
ACTC	Alameda County Transportation Commission
ACWMA	Alameda County Waste Management Authority
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
afem	Artificial fill over estuarine mud
APG	Adaption Policy Guide
API	Area of Primary Importance
ARB	Air Resources Board
ARDTP	Archaeological Research Design and Treatment Plan
ASCE	American Society of Civil Engineers
ASI	Area of Secondary Importance
BAAQMD	Bay Area Air Quality Management District
BART	Bay Area Rapid Transit
BCDC	Bay Conservation and Development Commission
BFE	Base Flood Elevation
BMP	Best Management Practice or Bicycle Master Plan
BRT	Bus Rapid Transit
CAAQS	California Ambient Air Quality Standards
CALGreen	California Green Building Standards
Cal/OSHA	California Occupational Safety and Health Administration
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CAO	Cleanup and Abatement Order
CAP	Clean Air Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CAT	Climate Action Team
CASQA	California Stormwater Quality Association
CBC	California Building Code
CBD	Central Business District
CBTP	Community-Based Transportation Plan



CCAA	California Clean Air Act
CCCC	California Climate Change Center
CCR	California Code of Regulations
CCTP	Climate Change Technology Program
C&D	Construction and Demolition
CDFG	California Department of Fish and Game
CDFW	California Department of Fish and Wildlife
CDMG	California Department of Mines and Geology
CDO	Cease and Desist Order
CDSR	Construction and Demolition Summary Report
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERES	California Environmental Resources Evaluation System
CERCLIS	Comprehensive Environmental Response, Compensation and Liability Information System
CERC-NFRAP	CERCLIS No Further Remedial Action Planned
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
CGS	California Geological Survey
CH <sub>4</sub>	methane
CHMIRS	California Hazardous Materials Incident Report System
CHP	California Highway Patrol
CIP	Capital Improvement Project
cm	Centimeter
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO	carbon monoxide
CO-CAT	Coastal and Ocean Working Group of the California Climate Action Team
CO <sub>2</sub>	carbon dioxide
CO <sub>2</sub> e	carbon dioxide equivalents
Corps	U.S. Army Corps of Engineers
CRHR	California Register of Historic Resources
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel
dbh	diameter at breast height
DHS	Department of Health Services
DNL	Day/Night Average Sound Level
DOT	Department of Transportation

DPM	diesel particulate matter
DPR	Department Parks and Recreation
DSOD	Division of Safety of Dams
DTSC	Department of Toxic Substances Control
DWR	Department of Water Resources
EBMUD	East Bay Municipal Utilities District
EBRPD	East Bay Regional Parks District
ECAP	Energy and Climate Action Plan
EIR	Environmental Impact Report
E.O.	Executive Order
EPA	Environmental Protection Agency
FAR	Floor-area Ratio
FCAA	Federal Clean Air Act
FDDC	Fire Department Dispatch Center
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FIP	Federal Implementation Plan
FTA	Federal Transit Authority
FUDS	Formerly Used Defense Sites
FY	Fiscal Year
GHG	greenhouse gas
GMNA	Greater Mosswood Neighborhood Association
GWP	global warming potential
HABS	Historic American Building Survey
HAP	Hazardous Air Pollutant
HCM	Highway Capacity Manual
HFC	hydrofluorocarbon
HMARRP	Hazardous Materials Assessment Report and Remediation Plan
HMBP	Hazardous Materials Business Plan
HMMP	Hazardous Materials Management Plan
HMP	hydrograph modification management plan
HPE	Historic Preservation Element
HRA	Health Risk Assessment
HV	heating and ventilation
Hz	hertz
I-580	Interstate 580
I-880	Interstate 880
I-980	Interstate 980
IBC	International Building Code

ICLEI	Local Governments for Sustainability (formerly International Council for Local Environmental Initiatives)
I&I	Inflow and Infiltration
IPCC	International Panel on Climate Change
ITE	Institute of Transportation Engineers
kV	kilovolt
L <sub>50</sub>	noise level that is equaled or exceeded 50 percent of the specified time
L <sub>90</sub>	noise level that is equaled or exceeded 90 percent of the specified time
L <sub>eq</sub>	equivalent sound level
L <sub>max</sub>	instantaneous maximum noise level
LCFS	Low Carbon Fuel Standards
LEED	Leadership in Energy and Environmental Design
LID	low impact development
LOS	level of service
LPAB	Landmarks Preservation Advisory Board
LS	Less than Significant
LUFT	leaking underground storage tank
LUST	leaking underground storage tank
LUTE	Land Use and Transportation Element
M	Richter Magnitude
mgd	million gallons per day
MM	Modified Mercalli
MMT	million metric tons
MRP	Municipal Regional Stormwater NPDES Permit
mph	miles per hour
MPO	metropolitan planning organization
MSDS	Materials Safety Data Sheets
MT	metric tons
MTC	Metropolitan Transportation Commission
MTS	Metropolitan Transportation System
MUTCD	Manual on Uniform Traffic Control Devices
Mw	Moment Magnitude
MXD	mixed-use development
N	No Impact
N <sub>2</sub> O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NASA	National Aeronautics and Space Administration
NESHAPs	National Emission Standards for Hazardous Air Pollutants
NHL	National Historic Landmark
NHPA	National Historic Preservation Act
NMFS	National Marine Fisheries Service

NO	nitric oxide
NO <sub>2</sub>	nitrogen dioxide
NO <sub>x</sub>	nitrogen oxides
NOI	Notice of Intent
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
NPPA	Native Plant Protection Act
NRCS	Natural Resource Conservation Service
NRDC	Natural Resources Defense Council
NRHP	National Register of Historic Places
NWIC	Northwest Information Center
O <sub>3</sub>	ozone
OAM	Oakland Art Murmur
OCHS	Oakland Cultural Heritage Survey
ODP	Operational Diversion Plan
OEHHA	Office of Environmental Health Hazard Assessment
OES	Office of Emergency Services
OFD	Oakland Fire Department
OHP	Office of Historic Preservation
OMC	Oakland Municipal Code
OPD	Oakland Police Department
OPR	Office of Planning and Research/also [Oakland] Office of Parks and Recreation
OSCAR	Open Space, Conservation and Recreation Element
OSHA	Occupational Safety and Health Administration
OUSD	Oakland Unified School District
Qf	Late Pleistocene to Holocene alluvium
Qof	Early to Middle Pleistocene alluvium
Qmt	Pleistocene marine terrace
Pb	lead
PBD	Parking Benefit District
PCB	polychlorinated biphenyl
PCM	parallel climate model
pc/mi/ln	Passenger cars per mile per lane
PDHP	Potential Designated Historic Properties
PeMS	(Caltrans) Performance Measurement Systems
PFC	perfluorocarbon
PGA	peak ground acceleration
PG&E	Pacific Gas & Electric
PM	particulate matter
PM2.5	fine particular matter (that is less than 2.5 microns in diameter)
PM10	particulate matter (that is 10 microns or less in diameter)

PMP	Pedestrian Master Plan
PMPL	Proposed National Priorities List
PPD	pounds per day
ppm	part(s) per million
PRC	Public Resources Code
PS	Potentially Significant
PS&E	Plans, Specifications, and Estimates
PSHA	probabilistic seismic hazard assessment
PUC	Public Utilities Commission
PWA	Public Works Agency
RCRA	Resource Conservation and Recovery Act
R&D	Research and Development
RMP	Risk Management Plan
ROG	reactive organic gases
ROW	right(s)-of-way
RPP	Residential Parking Permit
RRFB	Rectangular Rapid Flash Beacons
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
S	Significant
SAAQS	State Ambient Air Quality Standards (California)
SAB	State Allocation Board
SARA	Superfund Amendments and Reauthorization Act
SB	Senate Bill
SCA	Standard Condition of Approval
SCS	Sustainable Communities Strategy
SCVWD	Santa Clara Valley Water District
SDC	Seismic Design Category
SDI	Sustainable Community Development Initiative
SDMP	Storm Drainage Master Plan
SDWA	Safe Drinking Water Act
SF <sub>6</sub>	sulfur hexafluoride
SFO	San Francisco International Airport
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SLIC	Spills, Leaks, Investigations, and Cleanup
SMARA	Surface Mining and Reclamation Act
SO <sub>2</sub>	sulfur dioxide
SOV	single-occupant vehicle
SPCC	Spill Prevention, Control and Countermeasure
SR-24	State Route 24
SRRE	Source Reduction and Recycling Element

SSES	Sewer System Evaluation Survey
SU	Significant Unavoidable
SWITRS	Statewide Integrated Traffic Records System
SWP	State Water Program
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminant
TAZ	traffic analysis zones
TDM	transportation demand management
TDR	Transfer of Development Rights
TMDL	Total Maximum Daily Load
TPMA	Transportation and Parking Management Agency
TRB	Transportation Research Board
TSCA	Toxic Substances Control Act
TSP	Transit Service Priority
UCMP	University of California Museum of Paleontology
UNEP	United Nations Environment Programme
UNFCCC	United Nations Framework Convention on Climate Change
USACE	U.S. Army Corps of Engineers
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
USPS	U.S. Postal Service
UST	underground storage tank
UWMP	Urban Water Management Plan
v/c	volume to capacity
VI	moderate ground shaking
VII	produced strong ground shaking
VIII	very strong ground shaking
IX	violent ground shaking
VMT	vehicle miles traveled
vph	vehicles per hour
VTR	vehicle trip reductions
WBWG	Western Bat Working Group
WMAC	Waste Management of Alameda County
WRRP	Waste Reduction and Recycling Plan
WSA	Water Supply Assessment
WSMP	Water Supply Management Program

This page intentionally left blank

# CHAPTER 1

---

## Introduction

### 1.1 Project Overview

The City of Oakland (“City”) as the Lead Agency prepared this Environmental Impact Report (“EIR”) to address the physical and environmental effects of the Broadway Valdez District Specific Plan (“Plan” or “Specific Plan”). The Specific Plan provides a vision and planning framework for future growth and development in the approximately 95.5-acre area (“Plan Area”) along Oakland’s Broadway corridor between Grand Avenue and Interstate 580 (I-580). The Specific Plan has been developed through a careful analysis of the Plan Area’s economic and environmental conditions and input from City decision-makers, landowners, developers, real estate experts, and the community at large. The Plan provides a comprehensive vision for the Plan Area along with goals, policies and development regulations to guide the Plan Area’s future development and serves as the mechanism for insuring that future development is coordinated and occurs in an orderly and well-planned manner. The Specific Plan builds upon the Broadway Valdez District Draft Concept Plan that was published on December 1, 2011.

The Specific Plan does not propose specific private developments, but for the purposes of environmental review, establishes the Broadway Valdez Development Program, which represents the *maximum feasible development* that the City has projected can reasonably be expected to occur in the Plan Area over a 25-year planning period. In total, the Broadway Valdez Development Program includes approximately 3.7 million square feet of development, including approximately 695,000 square feet of office space, 1,114,000 square feet of restaurant / retail space, 1,800 residential units, a new 180-room hotel, approximately 6,500 parking spaces provided by the development program, and approximately 4,500 new jobs (see Table 3-2 in Chapter 3, *Project Description*). The Broadway Valdez Development Program represents the level of development envisioned by the Specific Plan and analyzed in this EIR. Chapter 3, *Project Description*, of this document presents a detailed description of the Specific Plan and the Plan Area.

### 1.2 Environmental Review

The City of Oakland is the Lead Agency for this EIR (pursuant to State and local guidelines for implementing the California Environmental Quality Act [CEQA]), and has determined that the Specific Plan is subject to CEQA (Public Resources Code Section 21000, et seq. and Section 15000, et seq.) and the State CEQA Guidelines (California Code of Regulations) promulgated thereunder (together “CEQA”).



The degree of specificity in an EIR corresponds to the degree of specificity in the underlying activity described in the EIR. As CEQA specifies, a Program EIR is appropriate for a Specific Plan, under which there will be future development proposals that are 1) related geographically, 2) logical parts in a chain of contemplated actions, 3) connected as part of a continuing program, and 4) carried out under the same authorizing statute or regulatory authority and have similar environmental impacts that can be mitigated in similar ways (CEQA Guidelines Section 15168). For some site-specific purposes, a program-level environmental document may provide sufficient detail to enable an agency to make informed site-specific decisions within the program. This approach would allow agencies the ability to consider program-wide mitigation measures and cumulative impacts that might be slighted in a case-by-case analysis approach, and to carry out an entire program without having to prepare additional site-specific environmental documents. In other cases, the formulation of site-specific issues is unknown until subsequent design occurs, leading to the preparation of later project-level environmental documentation. Preparation of a program-level document simplifies the task of preparing subsequent project-level environmental documents for future projects under the Specific Plan for which the details are currently unknown. This EIR presents an analysis of the environmental impacts of adoption and implementation of the Specific Plan. Specifically, it evaluates the physical and land use changes from potential development that could occur with adoption and implementation of the Specific Plan.

Further, where feasible, and where an adequate level of detail is available such that the potential environmental effects may be understood and analyzed, this EIR provides a project-level analysis to eliminate or minimize the need for subsequent CEQA review of projects that could occur under the Specific Plan. Although not required under CEQA, some “project-level” impacts of reasonably foreseeable level of build-out of the Specific Plan are discussed to the extent that such impacts are known. Two projects within the Plan Area—Broadway-West Grand (mixed-use development) and Shops at Broadway (grocery store / retail)—have submitted planning applications and are currently undergoing independent environmental review. Although these projects are considered in the cumulative scenario, no specific other future development projects were identified at the time this Draft EIR was prepared; rather, the analysis of potential physical environmental impacts is based on reasonable assumptions about future development that could occur in the Specific Plan Area. The assumed future development is established within the Specific Plan as the Broadway Valdez Development Program (see Section 3.5 in Chapter 3, *Broadway Valdez Development Program*). Pursuant to CEQA Guidelines Sections 15162-15164, 15168, 15183 and 15183.5, future program- and project-level environmental analyses may be tiered from this EIR.

The City intends to use the streamlining/tiering provisions of CEQA to the maximum feasible extent, so that future environmental review of specific projects are expeditiously undertaken without the need for repetition and redundancy, as provided in CEQA Guidelines section 15152 and elsewhere. Specifically, pursuant to CEQA Guidelines Section 15183, streamlined environmental review is allowed for projects that are consistent with the development density established by zoning, community plan, specific plan, or general plan policies for which an EIR was certified, unless such a project would have environmental impacts peculiar/unique to the project or the project site. Likewise, Public Resources Code section 21094.5 and CEQA

Guidelines Section 15183.3 also provides for streamlining of certain qualified, infill projects. In addition, CEQA Guidelines Sections 15162-15164 allow for the preparation of a Subsequent (Mitigated) Negative Declaration, Supplemental or Subsequent EIR, and/or Addendum, respectively, to a certified EIR when certain conditions are satisfied. Moreover, California Government Code section 65457 and CEQA Guidelines section 15182 provide that once an EIR is certified and a specific plan adopted, any residential development project, including any subdivision or zoning change that implements and is consistent with the specific plan is generally exempt from additional CEQA review under certain circumstances. The above are merely examples of possible streamlining/tying mechanisms that the City may pursue and in no way limit future environmental review of specific projects.

The City elected not to prepare an Initial Study Checklist to reduce the scope of the EIR, as permitted by Section 15060(d) of the CEQA Guidelines. This EIR addresses all environmental topics identified in the City of Oakland's CEQA Thresholds/Criteria of Significance document.

The analysis in this EIR also relies on previously adopted environmental impact reports (EIRs) such as the Land Use and Transportation Element (LUTE) EIR (City of Oakland, 1998), the Safety Element Initial Study/Negative Declaration (City of Oakland, 2004), the Housing Element EIR (City of Oakland, 2010), and the Proposed Amendments to the Central District Urban Renewal Plan EIR (City of Oakland, 2011). As noted in section 1.5, *References*, below, these documents are available at the City of Oakland's offices and on their official website.<sup>1</sup> As a separate and independent basis, the document also relies upon the Plan Bay Area certified EIR for certain environmental topics, including without limitation air quality (Association of Bay Area Governments and the Metropolitan Transportation Commission, 2013).<sup>2</sup>

CEQA requires the analysis of potential adverse effects of a project on the environment. Potential effects of the environment on a project are legally not required to be analyzed or mitigated under CEQA. However, this EIR nevertheless analyzes potential effects of "the environment on the project" in order to provide information to the public and decision-makers. Where a potential significant effect of the environment on the project is identified, the document, as appropriate, identifies City Standard Conditions of Approval and/or project-specific non-CEQA recommendations to address these issues.

## 1.2.1 Use of this EIR

Pursuant to CEQA, this EIR is a public information document prepared for use by governmental agencies and the public to identify and evaluate potential environmental consequences of the adoption and development under the Specific Plan, to evaluate and recommend mitigation measures that would substantially lessen or eliminate significant environmental adverse impacts, and to examine a reasonable range of feasible alternatives to the Specific Plan. This EIR is intended to provide the information and objective environmental analysis necessary to assist the

<sup>1</sup> Available online at <http://www2.oaklandnet.com> or at the City's Offices at 250 Frank H. Ogawa – Suite 3315, Oakland, CA 94612.

<sup>2</sup> Available online at <http://onebayarea.org/regional-initiatives/plan-bay-area/plan-elements/environmental-impact-report.html>. Accessed on August 30, 2013.

Lead Agency, the City of Oakland, in considering all the approvals and actions necessary to adopt the Specific Plan. It is prepared to aid and streamline the review and decision-making process by disclosing the potential for significant environmental impacts to occur with implementation of the Specific Plan. The information contained in this Draft EIR is subject to review and consideration by the City of Oakland and any other responsible agency prior to the City's decision to approve, reject or modify the Specific Plan.

### **1.2.2 EIR Scoping**

On April 30, 2012, 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 Broadway/Valdez District 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 14 and May 16, 2012, respectively, to accept comments regarding the scope of the EIR in response to the NOP. The NOP review period ended on May 30, 2012. The NOP and written and oral comments that the City received in response to the NOP are included as Appendix A to this Draft EIR, which addresses all comments received in response to the NOP that are relevant to environmental issues. During the public scoping process for this EIR, no specific areas of controversy have arisen relevant to this CEQA analysis.

### **1.2.3 Public Review**

This Draft EIR is available for public review and comment for the period identified on the Notice of Release/Availability of Draft Environmental Impact Report accompanying this document (45 calendar days, September 20 through November 4, 2013). During the public review and comment period, written comments on the Draft EIR may be submitted to the City at the address indicated on the notice. Oral comments may be stated at the public hearing on the Draft EIR, which will be held as indicated on the above-referenced notice.

Following the public review and comment period for the Draft EIR, the City will prepare responses that address all written and oral comments on the Draft EIR's environmental analyses and received within the specified review period. The responses and any other revisions to the Draft EIR will be prepared as a Responses to Comments document. The Draft EIR and its Appendices, together with the Responses to Comments document, will constitute a Final EIR (commonly referred to collectively as "EIR") for the Broadway Valdez Development Program under the Broadway Valdez District Specific Plan.

## 1.3 CEQA Review and Approval

Prior to approving the Specific Plan, the City of Oakland must ultimately certify that it has reviewed and considered the information in the EIR and that the EIR has been completed in conformity with the requirements of CEQA. This EIR must be certified and considered by the Lead Agency before any final City decision can be made regarding Specific Plan. This EIR identified significant effects that would result from the Broadway Valdez Development Program under the Specific Plan. Therefore, pursuant to CEQA Guidelines Section 15091, the following findings would be required if the City decides to approve the Specific Plan:

- (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
- (2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such agency.
- (3) Specified economic, legal, social, technological, or other considerations, including provisions of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

## 1.4 Organization of the Draft EIR

Following this Chapter 1, *Introduction*, this Draft EIR is organized as follows:

Chapter 2, *Summary*, contains a brief summary of the Broadway Valdez Development Program and Specific Plan and allows the reader to easily reference the analysis presented in the Draft EIR.

Table 2-1, Summary of Impacts, Standard Conditions of Approval (SCAs), Mitigation Measures, and Residual Impacts, is provided at the end of Chapter 2 as a reader-friendly reference to each of the environmental effects, proposed mitigation measures and residual environmental impacts after mitigation is implemented, presented by environmental topic. Chapter 2 also summarizes the Alternatives analysis, areas of controversy and NOP comments received.

Chapter 3, *Project Description*, describes in detail the Plan Area and surroundings, the background and regulatory context of the Specific Plan. The goals and objectives of the Specific Plan also are discussed along with the relevant characteristics of the Specific Plan. Chapter 3 identifies other agencies that must consider or approve aspects of the Specific Plan.

Chapter 4, *Environmental Setting, Impacts, Standard Conditions of Approval, and Mitigation Measures*, discusses the environmental setting (existing physical conditions and regulatory framework), the environmental impacts of the adoption and development under the Specific Plan and cumulative conditions, and the SCAs and mitigation measures that, after implementation, would reduce or eliminate significant impacts.

Chapter 5, *Alternatives*, evaluates a reasonable range of alternatives to the Specific Plan and identifies an environmentally superior alternative.

Chapter 6, *Impact Overview and Growth Inducement*, summarizes the potentially significant and unavoidable impacts and the cumulative impacts that could result with adoption and development under the Specific Plan, as they are identified throughout Chapter 4. Chapter 6 also describes the Specific Plan's potential for inducing growth.

Chapter 7, *Report Preparation*, identifies the authors of the EIR, including City staff and the EIR consultant team. The key consultants who provided technical resources for the EIR are also identified in this chapter.

*Appendices* to the Draft EIR are provided on a CD and include the NOP, Responses to the NOP, as well as certain supporting background documents used for the impact analyses for specific topics. All reference documents and persons contacted to prepare the EIR analyses are listed at the end of each analysis section in Chapter 4, *Environmental Setting, Impacts, Standard Conditions of Approval and Mitigation Measures*. The Draft EIR is available for review by the public at the City of Oakland CEDA, Planning Department, Strategic Planning Division-Major Projects, under reference Case Number ER 12-0005, located at 250 Frank H. Ogawa Plaza, Suite 3315, Oakland, California 94612.

A *List of Acronyms and Abbreviations* used in this EIR are provided before Chapter 1.

---

## 1.5 References

- Association of Bay Area Governments and the Metropolitan Transportation Commission, 2013. *Plan Bay Area: Environmental Impact Report*, July 2013. Available online at <http://onebayarea.org/regional-initiatives/plan-bay-area/plan-elements/environmental-impact-report.html>. Accessed on August 30, 2013.
- City of Oakland, 2011. *Proposed Amendments to the Central District Urban Renewal Plan EIR*, June, 2011. Available: <http://www2.oaklandnet.com/Government/o/PBN/OurServices/Application/EIR/index.htm>.
- City of Oakland, 2010. *City of Oakland Housing Element EIR*, August, 2010. Available: <http://www2.oaklandnet.com/Government/o/PBN/OurServices/Application/EIR/index.htm>.
- City of Oakland, 2004. *Protect Oakland: Update of the Safety Element of the Oakland General Plan Initial Study / Negative Declaration*, September 15, 2004. Available: <http://www2.oaklandnet.com/oakca1/groups/ceda/documents/webcontent/oak035224.pdf>.
- City of Oakland, 1998. *City of Oakland Land Use and Transportation Element EIR*, February, 1998. Available at the City of Oakland, Department of Planning and Building, 250 Frank H. Ogawa – Suite 3315, Oakland, CA 94612.

# CHAPTER 2

---

## Summary

This chapter is intended to summarize in a stand-alone section the project described in Chapter 3, the impacts, standard conditions of approval, and mitigation measures discussed in Chapter 4, the alternatives analysis presented in Chapter 5, and the comments received in response to the Notice of Preparation (NOP) of this EIR.<sup>1</sup>

### 2.1 Project Overview

The City of Oakland (“City”) as the Lead Agency prepared this Environmental Impact Report (“EIR”) to address the physical and environmental effects of adoption and implementation of the Broadway Valdez District Specific Plan (“Plan” or “Specific Plan”). The Specific Plan provides a vision and planning framework for future growth and development in the approximately 95.5-acre area (“Plan Area”) along Oakland’s Broadway corridor between Grand Avenue and Interstate 580 (I-580). The Specific Plan has been developed through a careful analysis of the Plan Area’s economic and environmental conditions and input from City decision-makers, landowners, developers, real estate experts, and the community at large. The Plan provides a comprehensive vision for the Plan Area along with goals, policies and development regulations to guide the Plan Area’s future development and serves as the mechanism for insuring that future development is coordinated and occurs in an orderly and well-planned manner. The Specific Plan builds upon the Broadway Valdez District Draft Concept Plan that was published on December 1, 2011.

The Specific Plan does not propose specific private developments, but, for the purposes of environmental review, establishes the Broadway Valdez Development Program, which represents the *maximum feasible development* that the City has projected can reasonably be expected to occur in the Plan Area over a 25-year planning period. In total, the Broadway Valdez Development Program includes approximately 3.7 million square feet of development, including approximately 695,000 square feet of office space, 1,114,000 square feet of restaurant / retail space, 1,800 residential units, a new 180-room hotel, approximately 6,500 additional parking spaces, and approximately 4,500 new jobs (see Table 3-2 in Chapter 3, *Project Description*). The Broadway Valdez Development Program represents the level of development envisioned by the Specific Plan and analyzed in this EIR. Chapter 3, *Project Description*, of this document presents a detailed description of the Specific Plan and the Plan Area.

---

<sup>1</sup> As a summary, this Chapter includes definitions and information detailed in other sections of the Draft EIR.

## 2.2 Environmental Impacts, Standard Conditions of Approval and Mitigation Measures

All impacts and mitigation measures identified in this EIR are summarized in **Table 2-1, Summary of Impacts, Standard Conditions of Approval, Mitigation Measures, and Residual Impacts**, at the end of this chapter. Table 2-1 includes all impact statements, standard conditions of approval, recommended mitigation measures, and the level of significance of the impact after recommended mitigation measures are implemented.

This EIR identifies for the project significant and unavoidable impacts associated with the following topics:

### ***Significant and Unavoidable Aesthetics, Shadow, and Wind Impacts***

- **Impact AES-4:** Adoption and development under the Specific Plan could result in substantial new shadow that could shade the Temple Sinai. Although Mitigation Measure AES-4 would require a shadow study to evaluate the shadowing effects, it cannot be known with certainty that a project redesign would eliminate the potential for new significant shading on the Temple Sinai. Therefore, the impact is conservatively deemed significant and unavoidable.
- **Impact AES-5:** Adoption and development under the Specific Plan has the potential to result in adverse wind conditions in cases where structures 100 feet in height or taller are proposed for development. Although Mitigation Measure AES-5 would require a wind study to evaluate the effects of proposed development, it cannot be known with certainty that a project redesign would eliminate the potential for new adverse wind impacts. Therefore, the impact is conservatively deemed significant and unavoidable.
- **Impact AES-6:** For the reasons listed above, adoption and development under the Specific Plan is conservatively deemed to result in significant cumulative wind, and shadow impacts. Therefore, adoption and development under the Specific Plan, in combination with other past, present, and reasonably foreseeable future projects within and around the Plan Area, also is conservatively deemed significant and unavoidable.

### ***Significant and Unavoidable Air Quality Impacts***

- **Impact AIR-1:** Construction associated with adoption and development under the Specific Plan would result in average daily emissions in excess of 54 pounds per day of ROG. With the inclusion of Recommended Measure AIR-1, it cannot reliably be demonstrated that ROG emissions from application of architectural coatings associated with adoption and development under the Specific Plan would be reduced to 54 pounds per day or less. To assess full buildout of the Broadway Valdez Development Program under this threshold, which is intended for project-level analysis, aggressive and conservative assumptions were employed and thus yielded a conservative result. Therefore, the impact is conservatively deemed significant and unavoidable.
- **Impact AIR-2:** Adoption and development under the Specific Plan would result in operational average daily emissions of more than 54 pounds per day of ROG, NOX, or PM<sub>2.5</sub>; 82 pounds per day of PM<sub>10</sub>; or result in maximum annual emissions of 10 tons per

year of ROG, NOX, or PM<sub>2.5</sub> or 15 tons per year of PM<sub>10</sub>. Although implementation of SCA 25 and Recommended Measure AIR2 would reduce environmental effects on air quality, adoption and development under the Specific Plan still would contribute substantially to an existing air quality violation (ozone precursors and particulate matter). Therefore, even with implementation of Recommended Measure AIR-2, this impact would remain significant and unavoidable for emissions of ROG, NOX, and PM<sub>10</sub>. To assess full buildout of the Broadway Valdez Development Program under this threshold, which is intended for project-level analysis, aggressive and conservative assumptions were employed and thus yielded a conservative result. Therefore, the significant and unavoidable determination is considered conservative.

- **Impact AIR-4:** Adoption and development under the Specific Plan could generate substantial levels of Toxic Air Contaminants (TACs) under cumulative conditions resulting in (a) a cancer risk level greater than 100 in a million, (b) a non-cancer risk (chronic or acute) hazard index greater than 10.0, or (c) annual average PM<sub>2.5</sub> of greater than 0.8 micrograms per cubic meter as a result of project operations. Although, due to the BAAQMD's permitting requirements, residual risk for a given generator would be less than 10 in one million, and although implementation of Mitigation Measure AIR-4 would substantially reduce potential cancer risks associated with DPM, the degree to which multiple sources, if concentrated on one area, would maintain cumulative risks to below 100 in one million cannot be assured. Therefore, the impact is conservatively deemed significant and unavoidable.

### ***Significant and Unavoidable Cultural Resources Impacts***

- **Impact CUL-1:** Adoption and development under the Specific Plan could result in the physical demolition, destruction, relocation, or alteration of historical resources that are listed in or may be eligible for listing in the federal, state, or local registers of historical resources.
- **Impact CUL-5:** Adoption and development under the Specific Plan, combined with cumulative development in the Plan Area and citywide, including past, present, existing, approved, pending, and reasonably foreseeable future development, would contribute considerably to a significant adverse cumulative impact to cultural resources.

### ***Significant and Unavoidable Greenhouse Gases and Climate Change Impacts***

- **Impact GHG-1:** Adoption and development under the Specific Plan would produce greenhouse gas emissions that exceed 1,100 metric tons of CO<sub>2e</sub> per year that would exceed the project-level threshold of 4.6 metric tons of CO<sub>2e</sub> per service population annually. Although future projects under the Specific Plan would be subject to SCA F, GHG Reduction Plan, according to the specific applicability criteria, and GHG emissions would be reduced through project-by-project implementation of project-specific reduction measures, it cannot be guaranteed that sufficient reductions can be achieved. Therefore, the impact is conservatively deemed significant and unavoidable.

### ***Significant and Unavoidable Noise Impacts***

- **Impact NOI-5:** Traffic generated by adoption and development under the Specific Plan could substantially increase traffic noise levels in the Plan Area.



- **Impact NOI-6:** Traffic generated by adoption and development under the Specific Plan, in combination with traffic from past, present, existing, approved, pending and reasonably foreseeable future projects, could substantially increase traffic noise levels in the Plan Area; and construction and operational noise levels in combination with traffic from past, present, existing, approved, pending and reasonably foreseeable future projects, could increase ambient noise levels.
- **Impact NOI-7:** Adoption and development under the Specific Plan could result in stationary noise sources, such as rooftop mechanical equipment and back-up generators; that when combined with noise from traffic generated by adoption and development under the Specific Plan; as well as from and from past, present, existing, approved, pending and reasonably foreseeable future projects; could substantially increase noise levels at sensitive land uses in the Plan Area.

### ***Significant and Unavoidable Transportation and Circulation Impacts***

#### **Existing Plus Project Conditions**

- **Impact TRANS-2:** The development under the Specific Plan would degrade the *Perry Place/I-580 Eastbound Ramps/ Oakland Avenue* intersection (**Intersection #15**) from LOS E to LOS F and increase intersection average delay by four seconds or more during the weekday PM peak hour under Existing Plus Project conditions.
- **Impact TRANS-6:** The development under the Specific Plan Project would add more than 10 peak-hour trips to *23rd Street/Harrison Street* intersection (**Intersection #40**) which would meet peak-hour signal warrant under Existing Plus Project conditions. Although, with implementation of Mitigation Measure TRANS-6, this intersection may improve to LOS A during both weekday PM and Saturday peak hours, the specific improvements may result in potential secondary impacts at Grand Avenue/Harrison Street intersection (Intersection #52). Therefore, the impact is conservatively deemed significant and unavoidable.

#### **2020 Plus Project Conditions**

- **Impact TRANS-7:** The development under the Specific Plan would degrade the intersection from LOS E to LOS F and increase intersection average delay by four seconds or more, 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 at the *Perry Place/I-580 Eastbound Ramps/ Oakland Avenue* intersection (**Intersection #15**) which would operate at LOS F during the weekday PM peak hour under 2020 conditions.
- **Impact TRANS-8:** The development under the Specific Plan 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 during the weekday PM peak hour which would operate at LOS F under 2020 conditions at the *Lake Park Avenue/Lakeshore Avenue* intersection (**Intersection #17**).
- **Impact TRANS-10:** The development under the Specific Plan 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 at an intersection operating at LOS F during the weekday AM and PM peak hours at the *27th Street/24th Street/Bay Place/Harrison Street* intersection (**Intersection #37**) under 2020 conditions.

- **Impact TRANS-12:** The development under the Specific Plan Project would add more than 10 peak-hour trips to *23rd Street/Harrison Street* intersection (**Intersection #40**) which would meet peak-hour signal warrant under 2020 Plus Project conditions. Although, with implementation of Mitigation Measure TRANS-6, this intersection may improve to LOS B during the weekday PM peak hour and LOS A during the Saturday peak hour, the specific improvements may result in potential secondary impacts at Grand Avenue/Harrison Street intersection (Intersection #52). Therefore, the impact is conservatively deemed significant and unavoidable.
- **Impact TRANS-13:** The development under the Specific Plan would increase the v/c ratio for the total intersection by 0.03 or more and increase the v/c ratio for a critical movement by 0.05 or more at the *West Grand Avenue/Northgate Avenue* intersection (**Intersection #47**) which would operate at LOS F during the PM peak hour in 2020.

### 2035 Plus Project Conditions

- **Impact TRANS-14:** The development under the Specific Plan would increase the v/c ratio for a critical movement by 0.05 or more during the weekday PM and Saturday peak hours at the *51st Street/Pleasant Valley Avenue/Broadway* intersection (**Intersection #7**) under 2035 conditions.
- **Impact TRANS-17:** The development under the Specific Plan 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 at an intersection operating at LOS F during the weekday PM peak hour at the *Perry Place/I-580 Eastbound Ramps/ Oakland Avenue* intersection (**Intersection #15**) under 2035 conditions.
- **Impact TRANS-18:** The development under the Specific Plan would increase the total intersection v/c ratio by 0.03 or more at an intersection operating at LOS F during the Saturday peak hour at the *Grand Avenue/Lake Park Avenue/Santa Clara Avenue* intersection (**Intersection #16**) under 2035 conditions.
- **Impact TRANS-19:** The development under the Specific Plan 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 at the *Lake Park Avenue/Lakeshore Avenue* intersection (**Intersection #17**) during the weekday PM and Saturday peak hours which would operate at LOS F under 2035 conditions.
- **Impact TRANS-20:** The development under the Specific Plan would degrade overall intersection operations from LOS E to LOS F and increase intersection average delay by four seconds or more during the weekday PM peak hour at the *Piedmont Avenue/Broadway* and *Hawthorne Avenue/Brook Street/Broadway* intersections (**Intersections #20 and #21**) under 2035 conditions.
- **Impact TRANS-21:** The development under the Specific Plan would increase the v/c ratio for the total intersection by 0.03 or more and increase the v/c ratio for a critical movement by 0.05 or more at the *27th Street/Telegraph Avenue* intersection (**Intersection #29**) which would operate at LOS F during the weekday PM peak hour under 2035 conditions.
- **Impact TRANS-22:** The development under the Specific Plan would degrade overall intersection operations from LOS E to LOS F and increase intersection average delay by

four seconds or more during the weekday PM peak hour and at the *27th Street/ Broadway* intersection (**Intersection #30**) under 2035 conditions.

- **Impact TRANS-24:** The development under the Specific Plan 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 at an intersection operating at LOS F during the weekday AM and PM peak hours and degrade overall intersection operations from LOS E to LOS F and increase intersection average delay by four seconds or more during the Saturday peak hour at the *27th Street/24th Street/Bay Place/Harrison Street* intersection (**Intersection #37**) under 2035 conditions.
- **Impact TRANS-26:** The development under the Specific Plan Project would add more than 10 peak-hour trips to *23rd Street/Harrison Street* intersection (**Intersection #40**) which would meet peak-hour signal warrant under 2035 Plus Project conditions. Although, with implementation of Mitigation Measure TRANS-6, this intersection may improve to LOS B during the weekday PM peak hour and LOS A during the Saturday peak hour, the specific improvements may result in potential secondary impacts at Grand Avenue/Harrison Street intersection (Intersection #52). Therefore, the impact is conservatively deemed significant and unavoidable.
- **Impact TRANS-27:** The development under the Specific Plan would increase the v/c ratio for the total intersection by 0.03 or more and increase the v/c ratio for a critical movement by 0.05 or more at the West *Grand Avenue/Northgate Avenue* intersection (**Intersection #47**) which would operate at LOS F during the weekday PM peak hour in 2035.
- **Impact TRANS-28:** The development under the Specific Plan would degrade intersection operations from LOS D to LOS F and increase intersection average delay by four seconds or more during the weekday PM peak hour at the *Grand Avenue/Broadway* intersection (**Intersection #49**) in 2035.

### Roadway Segment Evaluation

- **Impact TRANS-29:** The development under the Specific Plan would degrade from LOS E or better to LOS F or increase the v/c ratio by 0.03 or more for segments operating at LOS F on the following CMP or MTS roadway segments:
  - MacArthur Boulevard in both eastbound and westbound directions between Piedmont Avenue and I-580 in 2020 and 2035.
  - Grand Avenue in the eastbound direction from Adeline Street to MacArthur Boulevard, and in westbound direction from Harrison Street to San Pablo Avenue in 2035.
  - Broadway in the northbound direction from 27th Street to College Avenue, and in the southbound direction from Piedmont Avenue to 27th Street in 2035.
  - Telegraph Avenue in the northbound direction from MacArthur Boulevard to Shattuck Avenue in 2035.
  - San Pablo Avenue in the southbound direction from Market Street to 27th Street in 2035.
  - Harrison Street in the northbound direction from 27th Street to Oakland Avenue in 2035.

Previous environmental documents have identified intersections that either currently operate at an unacceptable LOS or are projected to operate at an unacceptable LOS in the future. This EIR identifies these intersections as “impacted intersections” because components of the proposed project may affect those locations. Appendix G presents the intersections that previously published environmental documents identified as having significant and unavoidable impacts.

## 2.3 Alternatives

Chapter 5 presents a detailed analysis of a range of reasonable alternatives to the Specific Plan. The alternatives that are analyzed in detail or discussed in this Draft EIR are listed below:

- No Project Alternative 1
- Partially Mitigated Alternative 2
- Maximum Theoretical Buildout Alternative 3
- Historical Preservation Sub-Alternative

The Partially Mitigated Alternative 2 is identified as the CEQA-required environmentally superior alternative.

## 2.4 Areas of Controversy and Scoping Comments

The following CEQA topics were among those that were raised in written comments received in response to the NOP for this EIR (see Appendix A), and stated during the City’s scoping meetings held by the Oakland Planning Commission and the City’s Landmarks Preservation Advisory Board (LPAB). The majority of comments to the NOP raised non-CEQA topics related to issues beyond the scope of the analysis in this Draft EIR prepared pursuant to CEQA. Many of these comments were either in support of the Plan policies or suggestions to revise the specifics of the Plan. Non-CEQA comments, which will be considered by decision makers, are noted but not addressed in this Draft EIR. Therefore, only those comments relevant to the analysis pursuant to CEQA are listed below. While each of the comments listed below was considered in the preparation of this Draft EIR, many were either addressed in a manner sufficient for CEQA analysis but more generally than requested, or not addressed directly because the information is accounted in the background data and model assumptions.

- **General Comments**
  - Study the effects of intensified zoning and commercial development on the Harrison side of the Plan Area, on Lake Merritt Park, the Veterans Memorial Building, and on the mouth of Glen Echo Creek.
- **Transportation and Circulation**
  - Analyze the impacts of the Plan on state highway facilities.
  - Consider that low-income households tend to have lower rates of car ownership, lower miles traveled and higher rates of transit usage.
  - Analyze the potential impacts to performance or Safety of BART facilities.

- Analyze the Plan's impacts on BART transit service using a maximum operation capacity of 107 passengers per car.
  - Analyze the Plan's cumulative impacts on BART service.
  - Analyze the Plan's impacts AC Transit service, including planned improvements.
  - Assess the need for concentrated parking facilities and develop mitigations to reduce/eliminate the need for such facilities.
  - Include more detailed information on parking ratios and the range of parking standards for each type of development.
- **Utilities and Service Systems**
    - Acknowledge future individual projects may require a water supply assessment (WSA) pursuant to CEQA Guidelines Section 15155.
    - Require project applicants to replace/rehab sewer collection systems to prevent infiltration/inflow to the maximum extent feasible.
- **Cultural and Historic Resources**
    - Analyze the potential impact to historic resources if the Plan directs adaptive reuse only where feasible.
    - Analyze the potential impacts of historic resource relocation.
    - Analyze the character defining features of each Area of Secondary Importance.
    - Require a pre-construction archeological study.
    - Require preparation of an archeological treatment plan, to be reviewed by the Landmarks Preservation Advisory Board, prior to the start of any sub-surface work.
    - Study and describe historic preservation provisions including: State Historic Building Code provisions, Oakland Mills Act program, Federal tax incentives, and zoning and permit procedures to facilitate adaptive reuse in conformance with the Historic Preservation Element.

## 2.5 Summary of Impacts

As noted above, **Table 2-1**, below, includes impact statements, standard conditions of approval, recommended mitigation measures, and the level of significance of the impact after recommended mitigation measures are implemented. It should be noted that while CEQA requires the analysis of potential adverse effects of a project on the environment, potential effects of the environment on a project are legally not required to be analyzed or mitigated under CEQA. However, this EIR nevertheless analyzes potential effects of "the environment on the project" in order to provide information to the public and decision-makers. Where a potential significant effect of the environment on the project is identified, the document, as appropriate, identifies City Standard Conditions of Approval and/or project-specific non-CEQA recommendations to address these issues.

**TABLE 2-1**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
<b>Aesthetics, Shadow and Wind</b>		
<b>Impact AES-1:</b> Adoption and development under the Specific Plan would not adversely affect scenic public vistas or views of scenic resources (Criteria 1 and 2). (Less than Significant)	None Required	Less than Significant
<b>Impact AES-2:</b> Adoption and development under the Specific Plan would not substantially degrade the existing visual character or quality of the site and its surroundings (Criterion 3). (Less than Significant)	None Required	Less than Significant
<b>Impact AES-3:</b> Adoption and development under the Specific Plan would result in new sources of light or glare which would not substantially and adversely affect day or nighttime views in the area (Criterion 4). (Less than Significant)	<b>Standard Condition of Approval 40:</b> <i>Lighting Plan</i>	Less than Significant
<b>Impact AES-4:</b> Adoption and development under the Specific Plan could result in substantial new shadow that would shade solar collectors, passive solar heaters, public open spaces, or historic resources or otherwise result in inadequate provision of adequate light (Criteria 5 through 9). (Conservatively Significant and Unavoidable)	<b>Mitigation Measure AES-4: Shadow Analysis.</b> Project sponsors for projects proposed for development on the parcel bounded by Webster Street, 29th Street, Broadway, and 29th Street shall conduct a shadow analysis to evaluate the shadowing effects of the proposed project on the stained glass windows on the eastern façade of the Temple Sinai. Should the initial shadow analysis reveal new shading would occur on the stained glass windows of the Temple Sinai during morning worship periods, the project sponsor shall, if feasible, modify project designs and reduce proposed building heights, as necessary, until a revised shadow analysis demonstrates that new shading on Temple Sinai would not materially impair this resource's historic significance (i.e., would avoid Temple Sinai's stained glass windows during morning worship periods, which are generally from 7:30 a.m. to 12:00 p.m.).	Conservatively Significant and Unavoidable
<b>Impact AES-5:</b> Adoption and development under the Specific Plan has the potential to result in adverse wind conditions (Criterion 10). (Conservatively Significant and Unavoidable)	<b>Mitigation Measure AES-5: Wind Analysis.</b> Project sponsors proposing buildings 100 feet tall or taller within the portion of the Plan Area designated Central Business District shall conduct detailed wind studies to evaluate the effects of the proposed project. If the wind study determines that the proposed project would create winds exceeding 36 mph for more than one hour during daylight hours during the year, the project sponsor shall incorporate, if feasible, measures to reduce such potential effects, as necessary, until a revised wind analysis demonstrates that the proposed project would not create winds in excess of this threshold. Examples of measures that such projects may incorporate, depending on the site-specific conditions, include structural and landscape design features and modified tower designs: wind protective structures or other apparatus to redirect downwash winds from tall buildings, tree plantings or dense bamboo plantings, arbors, canopies, lattice fencing, etc.	Conservatively Significant and Unavoidable
<b>Impact AES-6:</b> Adoption and development under the Specific Plan, in combination with other past, present, and reasonably foreseeable future projects within and around the Plan Area, would result in significant cumulative wind, and shadow impacts. (Conservatively Significant and Unavoidable)	<b>Mitigation Measure AES-6:</b> Implement Mitigation Measures AES-4 and AES-5.	Conservatively Significant and Unavoidable

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
<b>Air Quality</b>		
<b>Impact AIR-1:</b> Construction associated with adoption and development under the Specific Plan would result in average daily emissions of 54 pounds per day of ROG, NO <sub>x</sub> , or PM <sub>2.5</sub> or 82 pounds per day of PM <sub>10</sub> (Criterion 1). (Conservatively Significant and Unavoidable)	<p><b>Standard Condition of Approval A: Construction-Related Air Pollution Controls (Dust and Equipment Emissions)</b></p> <p><b>Recommended Measure AIR-1:</b> During construction, the project applicant shall require the construction contractor to use prefinished materials and colored stucco, as feasible.</p>	Conservatively Significant and Unavoidable
<b>Impact AIR-2:</b> Adoption and development under the Specific Plan would result in operational average daily emissions of more than 54 pounds per day of ROG, NO <sub>x</sub> , or PM <sub>2.5</sub> or 82 pounds per day of PM <sub>10</sub> ; or result in maximum annual emissions of 10 tons per year of ROG, NO <sub>x</sub> , or PM <sub>2.5</sub> or 15 tons per year of PM <sub>10</sub> (Criterion 2). (Conservatively Significant and Unavoidable)	<p><b>Standard Condition of Approval 25: Parking and Transportation Demand Management</b></p> <p><b>Recommended Measure AIR-2:</b> The following measures identified in the 2012 BAAQMD CEQA Guidelines for specific development projects in excess of 50,000 square feet or 325 dwelling units are recommended to be considered and if determined feasible, implemented for those projects:</p> <ul style="list-style-type: none"> <li>• Establish a dedicated employee transportation coordinator for each specific development as a condition of occupancy permit/tenancy contract;</li> <li>• Increase building energy efficiency by 20 percent beyond 2008 Title 24 (reduces NO<sub>x</sub> related to natural gas combustion);</li> <li>• Require use of electrically powered landscape equipment;</li> <li>• Require only natural gas hearths in residential units as a condition of final building permit;</li> <li>• Use low VOC architectural coatings in maintaining buildings;</li> <li>• Require smart meters and programmable thermostats; and</li> <li>• Install solar water heaters for all uses.</li> </ul>	Conservatively Significant and Unavoidable
<b>Impact AIR-3:</b> Adoption and development under the Specific Plan 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 (Criterion 3). (Less than Significant)	None Required	Less than Significant
<b>Impact AIR-4:</b> Adoption and development under the Specific Plan could generate substantial levels of Toxic Air Contaminants (TACs) resulting in (a) a cancer risk level greater than 10 in one million, (b) a non-cancer risk (chronic or acute) hazard index greater than 1.0, or (c) an increase of annual average PM <sub>2.5</sub> concentration of greater than 0.3 micrograms per cubic meter or, under cumulative conditions, resulting in (a) a cancer risk level greater than 100 in a million, (b) a non-cancer risk (chronic or acute) hazard index greater than 10.0, or (c) annual average PM <sub>2.5</sub> of greater than 0.8 micrograms per cubic meter as a result of construction activities or project operations (Criterion 4). (Conservatively Significant and Unavoidable)	<p><b>Standard Condition of Approval A: Construction-Related Air Pollution Controls (Dust and Equipment Emissions)</b></p> <p><b>Mitigation Measure AIR-4: Risk Reduction Plan</b></p> <p>Applicants for projects that would include backup generators shall prepare and submit to the City, a Risk Reduction Plan for City review and approval. The applicant shall implement the approved plan. This Plan shall reduce cumulative localized cancer risks to the maximum feasible extent. The Risk Reduction Plan may contain, but is not limited to the following strategies:</p>	Conservatively Significant and Unavoidable

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
<b>Air Quality (cont.)</b>		
<b>Impact AIR-4 (cont.)</b>	<ul style="list-style-type: none"> <li>• Demonstration using screening analysis or a health risk assessment that project sources, when combined with local cancer risks from cumulative sources with 1,000 feet would be less than 100 in one million.</li> <li>• Installation of non-diesel fueled generators.</li> <li>• Installation of diesel generators with an EPA-certified Tier 4 engine or Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy.</li> </ul>	
<b>Impact AIR-5:</b> Adoption and development under the Specific Plan would not expose sensitive receptors to substantial levels of Toxic Air Contaminants (TACs) resulting in (a) a cancer risk level greater than 100 in one million, (b) a non-cancer risk (chronic or acute) hazard index greater than 10.0, or (c) an increase of annual average PM <sub>2.5</sub> concentration of greater than 0.8 micrograms per cubic meter by siting a new sensitive receptor (Criterion 5). (Less than Significant)	<b>Standard Condition of Approval B: <i>Exposure to Air Pollution (Toxic Air Contaminants)</i></b>	Less than Significant
<b>Impact AIR-6:</b> Adoption and development under the Specific Plan would not frequently and for a substantial duration, create or expose sensitive receptors to substantial objectionable odors affecting a substantial number of people (Criterion 6). (Less than Significant)	None Required	Less than Significant
<b>Impact AIR-7:</b> Adoption and development under the Specific Plan would be consistent with the primary goals of the Bay Area Clean Air Plan (CAP) and would not fundamentally conflict with the CAP because the Specific Plan demonstrates reasonable efforts to implement control measures contained in the CAP (Criterion 7). (Less than Significant)	<b>Standard Condition of Approval 25: <i>Parking and Transportation Demand Management</i></b>	Less than Significant
<b>Impact AIR-8:</b> Adoption and development under the Specific Plan would include special overlay zones containing goals, policies, and objectives to minimize potential Toxic Air Contaminant (TAC) impacts in areas located (a) near existing and planned sources of TACs and (b) within 500 feet of freeways and high-volume roadways containing 100,000 or more average daily vehicle trips (Criterion 8). (Less than Significant)	<b>Standard Condition of Approval B: <i>Exposure to Air Pollution (Toxic Air Contaminants)</i></b>	Less than Significant
<b>Impact AIR-9:</b> Adoption and development under the Specific Plan would not identify existing and planned sources of odors with policies to reduce potential odor impacts (Criterion 9). (Less than Significant)	None Required	Less than Significant
<b>Biological Resources</b>		
<b>Impact BIO-1:</b> Adoption and development under the Specific Plan could adversely affect, either directly or through habitat modifications, any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service (Criterion 1). (Less than Significant)	None Required	Less than Significant



**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

<b>Environmental Impact</b>	<b>Standard Conditions of Approval and Mitigation Measures</b>	<b>Level of Significance after application of Mitigation</b>
<b>Biological Resources (cont.)</b>		
<b>Impact BIO-2:</b> Adoption and development under the Specific Plan could have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service (Criterion 2). (Less than Significant)	<b>Standard Condition of Approval 43:</b> <i>Tree Removal Permit on Creekside Properties</i> ; <b>44:</b> <i>Tree Removal During Breeding Season</i> ; <b>45:</b> <i>Tree Removal Permit</i> ; <b>46:</b> <i>Tree Replacement Plantings</i> ; and <b>47:</b> <i>Tree Protection during Construction</i>	Less than Significant
<b>Impact BIO-3:</b> Adoption and development under the Specific Plan could have a substantial adverse effect on federally protected wetlands (as defined by Section 404 of the Clean Water Act) or state protected wetlands, through direct removal, filling, hydrological interruption, or other means (Criterion 3). (Less than Significant)	<b>Standard Condition of Approval 55:</b> <i>Erosion and Sedimentation Control Plan</i> ; <b>35:</b> <i>Hazards Best Management Practices</i> ; <b>75:</b> <i>Stormwater Pollution Prevention Plan</i> ; and <b>80:</b> <i>Post-construction Stormwater Management Plan</i>	Less than Significant
<b>Impact BIO-4:</b> Adoption and development under the Specific Plan could substantially interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites (Criterion 4). (Less than Significant)	<b>Standard Condition of Approval 44:</b> <i>Tree Removal During Breeding Season</i>	Less than Significant
<b>Impact BIO-5:</b> Adoption and development under the Specific Plan could fundamentally conflict with the City of Oakland Tree Protection Ordinance (Oakland Municipal Code Chapter 12.36) by removal of protected trees under certain circumstances (Criterion 6). (Less than Significant)	<b>Standard Condition of Approval 46:</b> <i>Tree Replacement Plantings</i> , requires replacement plantings for impacted protected trees; and <b>47:</b> <i>Tree Protection during Construction</i>	Less than Significant
<b>Impact BIO-6:</b> Adoption and development under the Specific Plan could fundamentally conflict with the City of Oakland Creek Protection Ordinance (OMC Chapter 13.16) intended to protect biological resources (Criterion 7). (Less than Significant)	<b>Standard Condition of Approval 83:</b> <i>Creek Protection Plan</i> ; <b>55:</b> <i>Erosion and Sedimentation Control Plan</i> ; <b>57:</b> <i>Vibrations Adjacent to Historic Structures</i> ; <b>35:</b> <i>Hazards Best Management Practices</i> ; <b>75:</b> <i>Stormwater Pollution Prevention Plan</i> ; and <b>80:</b> <i>Post-construction Stormwater Management Plan</i>	Less than Significant
<b>Impact BIO-7:</b> Construction activity and operations of adoption and development under the Specific Plan, in combination with past, present, existing, approved, pending and reasonably foreseeable future projects in the Plan Area, would not result in impacts on special-status species, sensitive habitats, wildlife movement corridors, wetlands, and other waters of the U.S. (Less than Significant)	<b>Standard Condition of Approval 57:</b> <i>Vibrations Adjacent to Historic Structures</i> ; <b>35:</b> <i>Hazards Best Management Practices</i> ; <b>55:</b> <i>Erosion and Sedimentation Control Plan</i> ; <b>75:</b> <i>Stormwater Pollution Prevention Plan</i> ; <b>80:</b> <i>Post-construction Stormwater Management Plan</i> ; <b>44:</b> <i>Tree Removal During Breeding Season</i> ; <b>45:</b> <i>Tree Removal Permit</i> ; <b>46:</b> <i>Tree Replacement Plantings</i> ; <b>47:</b> <i>Tree Protection during Construction</i> ; <b>A:</b> <i>Bird Collision Reduction</i> ; and <b>83:</b> <i>Creek Protection Ordinance</i>	Less than Significant
<b>Cultural Resources</b>		
<b>Impact CUL-1:</b> Adoption of and development under the Specific Plan could result in the physical demolition, destruction, relocation, or alteration of historical resources that are listed in or may be eligible for listing in the federal, state, or local registers of historical resources (Criterion 1). (Significant and Unavoidable)	<b>Standard Condition of Approval 56:</b> <i>Property Relocation Rather than Demolition</i> ; and <b>57:</b> <i>Vibrations Adjacent to Historic Structures</i>  <b>Mitigation Measure CUL-1:</b> <b>a) Avoidance, Adaptive Reuse, or Appropriate Relocation of Historically Significant Structures.</b>	Significant and Unavoidable

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Cultural Resources (cont.)		
<b>Impact CUL-1 (cont.)</b>	<ul style="list-style-type: none"> <li>• <i>Avoidance.</i> The City shall ensure, where feasible, that all future development activities allowable under the Specific Plan, including demolition, alteration, and new construction, would avoid historical resources (i.e., those listed on federal, state, and local registers).</li> <li>• <i>Adaptive Reuse.</i> If avoidance is not feasible, adaptive reuse and rehabilitation of historical resources shall occur in accordance with the <i>Secretary of Interior's Standards for the Treatment of Historic Properties</i>.</li> <li>• <i>Appropriate Relocation.</i> If avoidance or adaptive reuse <i>in situ</i> is not feasible, SCA 56, <i>Compliance with Policy 3.7 of the Historic Preservation Element (Property Relocation Rather than Demolition)</i>, shall be implemented, as required. Projects that relocate the affected historical property to a location consistent with its historic or architectural character could reduce the impact less than significant (Historic Preservation Element Action 3.8.1), unless the property's location is an integral part of its significance, e.g., a contributor to a historic district.</li> </ul> <p><b>b) Future Site-specific Surveys and Evaluations.</b></p> <p>Although the Plan Area has been surveyed by the City of Oakland's OCHS and as part of the Broadway Valdez Specific Plan effort by ESA in 2009, evaluations and ratings may change with time and other conditions. There may be previously unidentified historical resources which would be affected by future development activities. For any future projects on or immediately adjacent to buildings 50 years old or older between 2013 and 2038, which is the build-out horizon for the Specific Plan (i.e., by the end of the Plan period, buildings constructed prior to 1988), the City shall require specific surveys and evaluations of such properties to determine their potential historical significance at the federal, state, and local levels. Intensive-level surveys and evaluations shall be completed by a qualified architectural historian who meets the <i>Secretary of the Interior's Standards</i>. For all historical resources identified as a result of site-specific surveys and evaluations, the City shall ensure that future development activities avoid, adaptively reuse and/or appropriately relocate such historical resources in accordance with measure "a" (Avoidance, Adaptive Reuse, or Appropriate Relocation of Historically Significant Structures), above. Site-specific surveys and evaluations that are more than 5 years old shall be updated to account for changes which may have occurred over time.</p> <p><b>c) Recordation and Public Interpretation.</b></p> <p>If measure "a" (Avoidance, Adaptive Reuse, or Appropriate Relocation of Historically Significant Structures) is determined infeasible as part of a future project, the City shall evaluate the feasibility and appropriateness</p>	

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Cultural Resources (cont.)		
<b>Impact CUL-1</b> (cont.)	<p>of recordation and public interpretation of such resources prior to any construction activities which would directly affect them. Should City staff decide recordation and or public interpretation is required, the following activities would be performed:</p> <ul style="list-style-type: none"> <li>• <i>Recordation.</i> Recordation shall follow the standards provided in the National Park Service's Historic American Building Survey (HABS) program, which requires photo-documentation of historic structures, a written report, and/or measured drawings (or photo reproduction of original plans if available). The photographs and report would be archived at the Oakland Planning Department and local repositories, such as public libraries, historical societies, and/or the Northwest Information Center at Sonoma State University. The recordation efforts shall occur prior to demolition, alteration, or relocation of any historic resources identified in the Plan Area, including those that are relocated pursuant to measure "a" (Avoidance, Adaptive Reuse, or Appropriate Relocation of Historically Significant Structures). Additional recordation could include (as appropriate) oral history interviews or other documentation (e.g., video) of the resource.</li> <li>• <i>Public Interpretation.</i> A public interpretation or art program would be developed by a qualified historic consultant or local artist in consultation with the Landmarks Preservation Advisory Board and City staff, based on a City-approved scope of work and submitted to the City for review and approval. The program could take the form of plaques, commemorative markers, or artistic or interpretive displays which explain the historical significance of the properties to the general public. Such displays would be incorporated into project plans as they are being developed, and would typically be located in a publicly accessible location on or near the site of the former historical resource(s). Public interpretation displays shall be installed prior to completion of any construction projects in the Plan Area.</li> </ul> <p>Photographic recordation and public interpretation of historically significant properties does not typically mitigate the loss of resources to a less-than-significant level [CEQA Section 15126.4(b)(2)].</p> <p><b>d) Financial Contributions.</b></p> <p>If measure "a" (Avoidance, Adaptive Reuse, or Appropriate Relocation of Historically Significant Structures) and measure "b" (Future Site-specific Surveys and Evaluations) are not satisfied, the project applicant shall make a financial contribution to the City of Oakland, which can be used to fund other historic preservation projects within the Plan Area or in the immediate vicinity. Such programs include, without limitation, a Façade Improvement Program or a Property Relocation Assistance Program.</p>	

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
<b>Cultural Resources (cont.)</b>		
<b>Impact CUL-1 (cont.)</b>	<p>This mitigation would conform to Action 3.8.1(9) of the Historic Preservation Element of the City of Oakland General Plan. Contributions to the fund(s) shall be determined by staff at the time of approval of site-specific project plans based on a formula to be determined by the Landmarks Preservation Advisory Board. However, such financial contribution, even in conjunction with measure "c" (Recordation and Public Interpretation), would not reduce the impacts to less-than-significant levels.</p> <p>Only avoidance of direct effects to historic resources, as would be achieved through measure "a" (Avoidance, Adaptive Reuse, or Appropriate Relocation of Historically Significant Structures), and measure "b" (Future Site-specific Surveys and Evaluations) would reduce the impacts to historic resources to a less-than-significant level. Therefore, if demolition or substantial alteration of historically significant resources is identified by the City as the only feasible option for development in the Plan Area, even with implementation of measure "c" (Recordation and Public Interpretation) and measure "d" (Financial Contributions), the impact of adoption of and development under the Specific Plan would be considered significant and unavoidable.</p>	
<b>Impact CUL-2:</b> Adoption of and development under the Specific Plan could result in significant impacts to unknown archaeological resources (Criterion 2). (Less than Significant)	<b>Standard Condition of Approval 52: Archaeological Resources</b>	Less than Significant
<b>Impact CUL-3:</b> Adoption of and development under the Specific Plan could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature (Criterion 3). (Less than Significant)	<b>Standard Condition of Approval 54: Paleontological Resources</b>	Less than Significant
<b>Impact CUL-4:</b> Adoption of and development under the Specific Plan could disturb human remains, including those interred outside of formal cemeteries (Criterion 4). (Less than Significant)	<b>Standard Condition of Approval 52: Archaeological Resources; and 53: Human Remains</b>	Less than Significant
<b>Impact CUL-5:</b> Adoption of and development under the Specific Plan, combined with cumulative development in the Plan Area and citywide, including past, present, existing, approved, pending, and reasonably foreseeable future development, would contribute considerably to a significant adverse cumulative impact to cultural resources. (Significant and Unavoidable)	<p><b>Standard Condition of Approval 52: Archaeological Resources; and 53: Human Remains; 53: Human Remains; 54: Paleontological Resources; 56: Property Relocation Rather than Demolition; and 57: Vibrations Adjacent to Historic Structures</b></p> <p><b>Mitigation Measure CUL-5:</b> Implement Mitigation Measure CUL-1.</p>	Significant and Unavoidable (Historic Resources) for Cumulative Impact
<b>Geology, Soils and Geohazards</b>		
<b>Impact GEO-1:</b> Adoption and development under the Specific Plan could expose people or structures to seismic hazards such as ground shaking and seismic-related ground failure such as liquefaction, differential settlement, collapse, or lateral spread (Criterion 1). (Less than Significant)	<b>Standard Condition of Approval 58: Soils Report; and 60: Geotechnical Report</b>	Less than Significant

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
<b>Geology, Soils and Geohazards (cont.)</b>		
<b>Impact GEO-2:</b> Adoption and development under the Specific Plan could be subjected to geologic hazards, including expansive soils, subsidence, seismically-induced settlement and differential settlement (Criterion 3). (Less than Significant)	<b>Standard Condition of Approval 58:</b> <i>Soils Report</i> ; and <b>60:</b> <i>Geotechnical Report</i>	Less than Significant
<b>Impact GEO-3:</b> Adoption and development under the Specific Plan, when combined with other past, present, existing, approved, pending and reasonably foreseeable development in the vicinity, would not result in significant cumulative impacts with respect to geology, soils or seismicity. (Less than Significant)	None Required	Less than Significant
<b>Greenhouse Gases and Climate Change</b>		
<b>Impact GHG-1:</b> Adoption and development under the Specific Plan would produce greenhouse gas emissions that exceed 1,100 metric tons of CO <sub>2e</sub> per year, that would exceed 4.6 metric tons of CO <sub>2e</sub> per service population annually (Criterion 1). (Conservatively Significant and Unavoidable)	<b>Standard Condition of Approval F:</b> <i>GHG Reduction Plan</i> ; <b>H:</b> <i>Green Building for Residential Structures and Non-residential Structures</i> ; <b>I:</b> <i>Green Building for Building and Landscape Projects</i> ; <b>25:</b> <i>Parking and Transportation Demand Management</i> ; <b>36:</b> <i>Waste Reduction and Recycling</i> ; <b>12:</b> <i>Required Landscape Plan for New Construction and Certain Additions to Residential Facilities</i> ; <b>13:</b> <i>Landscape Requirements for Street Frontages</i> ; <b>15:</b> <i>Landscape Maintenance (residential)</i> ; <b>17:</b> <i>Landscape Requirements for Street Frontages</i> ; <b>18:</b> <i>Landscape Maintenance (new commercial and manufacturing)</i> ; <b>46:</b> <i>Tree Replacement Plantings</i> ; <b>55:</b> <i>Erosion and Sedimentation Control Plan</i> ; <b>75:</b> <i>Stormwater Pollution Prevention Plan</i> ; and <b>83:</b> <i>Creek Protection Plan</i>	Conservatively Significant and Unavoidable
<b>Impact GHG-2:</b> Adoption and development under the Specific Plan would not conflict with an applicable plan, policy or regulation of an appropriate regulatory agency adopted for the purpose of reducing greenhouse gas emissions (Criterion 2). (Less than Significant)	<b>Standard Condition of Approval A:</b> <i>Construction-Related Air Pollution Controls</i> ; <b>F:</b> <i>GHG Reduction Plan</i> ; <b>12:</b> <i>Required Landscape Plan for New Construction and Certain Additions to Residential Facilities</i> ; <b>13:</b> <i>Landscape Requirements for Street Frontages</i> ; <b>15:</b> <i>Landscape Maintenance (residential)</i> ; <b>17:</b> <i>Landscape Requirements for Street Frontages</i> ; <b>18:</b> <i>Landscape Maintenance (new commercial and manufacturing)</i> ; <b>36:</b> <i>Waste Reduction and Recycling</i> ; <b>41:</b> <i>Asbestos Removal in Structures</i> ; <b>46:</b> <i>Tree Replacement Plantings</i> ; <b>55:</b> <i>Erosion and Sedimentation Control Plan</i> ; <b>75:</b> <i>Stormwater Pollution Prevention Plan</i> ; and <b>83:</b> <i>Creek Protection Plan</i>	Less than Significant
<b>Hazards and Hazardous Materials</b>		
<b>Impact HAZ-1:</b> Adoption and development under the Specific Plan would result in an increase in the routine transportation, use, and storage of hazardous chemicals (Criteria 1 and 3). (Less than Significant)	<b>Standard Condition of Approval 35:</b> <i>Hazards Best Management Practices</i>	Less than Significant

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

<b>Environmental Impact</b>	<b>Standard Conditions of Approval and Mitigation Measures</b>	<b>Level of Significance after application of Mitigation</b>
<b>Hazards and Hazardous Materials (cont.)</b>		
<b>Impact HAZ-2:</b> Adoption and development under the Specific Plan would result in the accidental release of hazardous materials used during construction through improper handling or storage (Criterion 2). (Less than Significant)	<b>Standard Condition of Approval 35:</b> <i>Hazards Best Management Practices; 63: Lead-Based Paint/Coatings, Asbestos, or PCB Occurrence Assessment; 64: Environmental Site Assessment Reports Remediation; and 67: Health and Safety Plan per Assessment</i>	Less than Significant
<b>Impact HAZ-3:</b> Adoption and development under the Specific Plan would result in the exposure of hazardous materials in soil and ground water (Criteria 2 and 5). (Less than Significant)	<b>Standard Condition of Approval 68:</b> <i>Best Management Practices for Soil and Groundwater Hazards; and 69: Radon or Vapor Intrusion from Soil or Groundwater Sources</i>	Less than Significant
<b>Impact HAZ-4:</b> Adoption and development under the Specific Plan would result in the exposure of hazardous building materials during building demolition (Criterion 2). (Less than Significant)	<b>Standard Condition of Approval 65:</b> <i>Lead-base Paint Remediation; and 41: Asbestos Removal in Structures</i>	Less than Significant
<b>Impact HAZ-5:</b> Adoption and development under the Specific Plan would require use of hazardous materials within 0.25 mile of a school (Criterion 4). (Less than Significant)	<b>Standard Condition of Approval 74:</b> <i>Hazardous Materials Business Plan</i>	Less than Significant
<b>Impact HAZ-6:</b> Development under Specific Plan could result in fewer than two emergency access routes for streets exceeding 600 feet in length but would not physically interfere with an adopted emergency response plan or emergency evacuation plan (Criteria 6 and 9). (Less than Significant)	None Required	Less than Significant
<b>Impact HAZ-7:</b> Adoption and development under the Specific Plan, when combined with other past, present, existing, approved, pending and reasonably foreseeable development in the vicinity, would result in cumulative hazards. (Less than Significant)	<b>Standard Condition of Approval 66:</b> <i>Other Materials Classified as Hazardous Waste; 74: Hazardous Materials Business Plan; and 61: Site Review by Fire Services Division</i>	Less than Significant
<b>Hydrology and Water Quality</b>		
<b>Impact HYD-1:</b> Adoption and development under the Specific Plan would alter drainage patterns and increase the volume of stormwater, or the level of contamination or siltation in stormwater flowing from the Plan Area (Criteria 1 and 3 through 7). (Less than Significant)	<b>Standard Condition of Approval 34 or 55:</b> <i>Erosion and Sedimentation Control Plan; 75: Stormwater Pollution Prevention Plan; 78: Site Design Measures for Post-Construction Stormwater Management; 79: Source Control Measures to Limit Stormwater Pollution; 80: Post-construction Stormwater Pollution Management Plan; 81: Maintenance Agreement for Stormwater Treatment Measures; 82: Erosion, Sedimentation, and Debris Control Measures; 85: Creek Monitoring; 86: Creek Landscaping Plan; and 83: Creek Protection Plan</i>	Less than Significant
<b>Impact HYD-2:</b> Adoption and development under the Specific Plan could be susceptible to flooding hazards as a result of being placed in a 100-year flood zone as mapped by FEMA (Criteria 8 through 10). (Less than Significant)	<b>Standard Condition of Approval 89:</b> <i>Regulatory Permits and Authorizations; and 90: Structures within a Floodplain</i>	Less than Significant

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
<b>Hydrology and Water Quality (cont.)</b>		
<b>Impact HYD-3:</b> Adoption and development under the Specific Plan could be susceptible to flooding hazards in the event of dam or reservoir failure (Criterion 10). (Less than Significant)	None Required	Less than Significant
<b>Impact HYD-4:</b> Adoption and development under the Specific Plan could be susceptible to inundation in the event of sea-level rise (Criterion 10). (Less than Significant)	<b>Standard Condition of Approval 84:</b> <i>Regulatory Permits and Authorizations</i>	Less than Significant
<b>Impact HYD-5:</b> Adoption and development under the Specific Plan would not adversely affect the availability of groundwater supplies or interfere substantially with groundwater recharge (Criterion 2) (Less than Significant)	None Required	Less than Significant
<b>Impact HYD-6:</b> Adoption and development under the Specific Plan would not be susceptible to mudflow, seiche, and tsunami-related hazards (Criterion 11). (Less than Significant)	None Required	Less than Significant
<b>Impact HYD-7:</b> Adoption and development under the Specific Plan, combined with past, present, existing, approved, pending, and reasonably foreseeable future projects would not result in potentially significant cumulative impacts to hydrologic resources. (Less than Significant)	None Required	Less than Significant
<b>Land Use, Plans and Policies</b>		
<b>Impact LU-1:</b> Adoption and development under the Specific Plan would not result in the physical division of an existing community or conflict with adjacent or nearby land uses (Criteria 1 and 2). (Less than Significant)	None Required	Less than Significant
<b>Impact LU-2:</b> Adoption and development under the Specific Plan would not conflict with applicable land use plans and policies adopted for the purpose of avoiding or mitigating an environmental effect (Criterion 3). (Less than Significant)	None Required	Less than Significant
<b>Impact LU-3:</b> Adoption and development under the Specific Plan would not fundamentally conflict with any applicable habitat conservation plan or natural community conservation plan (Criterion 4). (Less than Significant)	None Required	Less than Significant
<b>Impact LU-4:</b> Development under the Specific Plan, combined with cumulative development in the defined geographic area, including past, present, existing, approved, pending, and reasonably foreseeable future development, does not reveal any significant adverse cumulative impacts in the area. (Less than Significant)	None Required	Less than Significant

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Noise		
<b>Impact NOI-1:</b> Adoption and development under the Specific Plan would not result in substantial temporary or periodic increases in ambient noise levels in the Plan Area above existing levels without the Specific Plan and in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies (Criteria 1, 2 and 8). (Less than Significant)	<b>Standard Condition of Approval 28:</b> <i>Days/Hours of Construction Operation; 29: Noise Control; 30: Noise Complaint Procedures; 39: Pile Driving and Other Extreme Noise Generators; and 57: Vibrations Adjacent to Historic Structures</i>	Less than Significant
<b>Impact NOI-2:</b> Adoption and development under the Specific Plan would not increase operational noise levels in the Plan Area to levels in excess of standards established in the Oakland Noise Ordinance and Planning Code (Criterion 3). (Less than Significant)	<b>Standard Condition of Approval 31:</b> <i>Interior Noise</i> ; and <b>32:</b> <i>Operational Noise (General)</i>	Less than Significant
<b>Impact NOI-3:</b> Adoption and development under the Specific Plan would not expose persons to exterior noise levels in conflict with the land use compatibility guidelines of the Oakland General Plan after incorporation of all applicable Standard Conditions of Approval (Criterion 6). (Less than Significant)	<b>Standard Condition of Approval 31:</b> <i>Interior Noise</i>	Less than Significant
<b>Impact NOI-4:</b> Adoption and development under the Specific Plan would not expose persons to interior Ldn or CNEL greater than 45 dBA for multi-family dwellings, hotels, motels, dormitories and long-term care facilities in the Plan Area to noise levels in excess of standards established in the Oakland Noise Ordinance and Planning Code (Criterion 5). (Less than Significant)	<b>Standard Condition of Approval 31:</b> <i>Interior Noise</i>	Less than Significant
<b>Impact NOI-5:</b> Traffic generated by adoption and development under the Specific Plan could substantially increase traffic noise levels in the Plan Area (Criterion 4). (Significant and Unavoidable)	<b>Mitigation:</b> None Feasible. A reduction of 29 percent of the traffic volumes on 24th Street would be required to achieve a less-than-significant conclusion. Measures included in the TDM plan that would be required of Specific Plan development projects greater than 50 units or 50,000 square feet would reduce project trips by at most 20 percent (see Section 4.13, <i>Traffic and Circulation</i> ). Consequently, no feasible mitigation measures are available that would reduce this exterior noise impact to a level that would be less than significant.	Significant and Unavoidable
<b>Impact NOI-6:</b> Traffic generated by adoption and development under the Specific Plan, in combination with traffic from past, present, existing, approved, pending and reasonably foreseeable future projects, could substantially increase traffic noise levels in the Plan Area; and construction and operational noise levels in combination with traffic from past, present, existing, approved, pending and reasonably foreseeable future projects, could increase ambient noise levels (Criterion 4). (Significant and Unavoidable)	None Feasible	Significant and Unavoidable



**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
<b>Noise (cont.)</b>		
<b>Impact NOI-7:</b> Stationary noise sources such as rooftop mechanical equipment and back-up generators in combination with traffic generated by adoption and development under the Specific Plan; and from past, present, existing, approved, pending and reasonably foreseeable future projects; could substantially increase noise levels at sensitive land uses in the Plan Area; (Criterion 4). (Significant and Unavoidable)	None Feasible	Significant and Unavoidable
<b>Population, Housing, and Employment</b>		
<b>Impact POP-1:</b> Adoption and development under the Specific Plan could induce population growth, but not in a manner not anticipated in the General Plan (Criterion 1). (Less than Significant)	None Required	Less than Significant
<b>Impact POP-2:</b> Adoption and development under the Specific Plan could displace existing housing and residents, but not in substantial numbers necessitating the construction of replacement housing elsewhere, in excess of that anticipated in the City's Housing Element (Criteria 2 and 3). (Less than Significant)	None Required	Less than Significant
<b>Impact POP-3:</b> Adoption and development under the Specific Plan individually and in combination with past, present, existing, approved, pending, and reasonably foreseeable future projects 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. (Less than Significant)	None Required	Less than Significant
<b>Public Services, Parks and Recreation</b>		
<b>Impact PSR-1:</b> Adoption and development under the Specific Plan could result in an increase in calls for police services, but would not require new or physically altered police facilities in order to maintain acceptable performance objectives (Criterion 1). (Less than Significant)	None Required	Less than Significant
<b>Impact PSR-2:</b> Adoption and development under the Specific Plan could result in an increase in calls for fire protection and emergency medical response services, but would not require new or physically altered fire protection facilities in order to maintain acceptable performance objectives (Criterion 1). (Less than Significant)	None Required	Less than Significant
<b>Impact PSR-3:</b> Adoption and development under the Specific Plan could result in new students for local schools, but would not require new or physically altered school facilities to maintain acceptable performance objectives (Criterion 1). (Less than Significant)	None Required	Less than Significant

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
<b>Public Services, Parks and Recreation (cont.)</b>		
<b>Impact PSR-4:</b> Adoption and development under the Specific Plan could increase the use of existing neighborhood and regional parks and recreation centers, but not to the extent that substantial physical deterioration of the facilities would occur or be accelerated, nor would it cause the necessity for new or expanded facilities (Criteria 1 through 3). (Less than Significant)	None Required	Less than Significant
<b>Impact PSR-5:</b> Adoption and development under the Specific Plan, in combination with other past, present, existing, approved, pending, and reasonably foreseeable future projects within and around the Plan Area, would not result in a cumulative increase in demand for police, fire, and school services. (Less than Significant)	None Required	Less than Significant
<b>Impact PSR-6:</b> Adoption and development under the Specific Plan, in combination with other past, present, existing, approved, pending, and reasonably foreseeable future projects within and around the Specific Plan Area, would result in an increased demand for recreational facilities. (Less than Significant)	None Required	Less than Significant
<b>Transportation and Circulation</b>		
<b>Impact TRANS-1:</b> The development under the Specific Plan would degrade the <i>MacArthur Boulevard/Piedmont Avenue</i> intersection (Intersection #13) from LOS D to LOS E (Significant Threshold #1) during the weekday PM peak hour under Existing Plus Project conditions. (Significant)	<p><b>Mitigation Measure TRANS-1:</b> Implement the following measures at the MacArthur Boulevard/Piedmont Avenue intersection:</p> <ul style="list-style-type: none"> <li>• Provide an additional through lane on the eastbound MacArthur Boulevard approach (currently temporarily closed for construction of Kaiser Hospital; expected to open in 2014 after completion of that construction).</li> <li>• Modify northbound approach from the current configuration which provides one right-turn lane and one shared through/left lane to provide one right-turn lane, one through lane, and one left-turn lane.</li> <li>• Upgrade intersection signal equipment, optimize signal timing at this intersection, and coordinate signal timing changes with the adjacent intersections that are in the same signal coordination group.</li> </ul> <p>The project sponsor shall fund the cost of preparing and implementing these plans. However, if the City adopts a transportation impact fee program prior to implementation of this mitigation measure, the project sponsor shall have the option to pay the applicable fee in lieu of implementing this mitigation measure and payment of the fee shall mitigate the impact to less than significant.</p> <p>A straight line interpolation of intersection traffic volume between Existing and Existing Plus Project conditions indicates that mitigation at this intersection may be required when about 55 percent of the Development Program is developed.</p>	Less than Significant

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Transportation and Circulation (cont.)		
<b>Impact TRANS-1</b> (cont.)	<p>Investigation of the need for this mitigation shall be studied at the time when this threshold is reached and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.</p> <p>After implementation of this measure, the intersection would operate at LOS D during the weekday AM and PM peak hours and LOS C during the Saturday peak hour. No secondary impacts would result from the implementation of this measure.</p>	
<p><b>Impact TRANS-2:</b> The development under the Specific Plan would degrade the <i>Perry Place/I-580 Eastbound Ramps/ Oakland Avenue</i> intersection (Intersection #15) from LOS E to LOS F and increase intersection average delay by four seconds or more (Significant Threshold #2) during the weekday PM peak hour under Existing Plus Project conditions. (Significant and Unavoidable)</p>	<p><b>Mitigation Measure TRANS-2:</b> Implement the following measures at the Perry Place / I-580 Eastbound Ramps/Oakland Avenue intersection:</p> <ul style="list-style-type: none"> <li>• Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection) for the PM peak hour</li> <li>• Coordinate the signal timing changes 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.</li> </ul> <p>To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division and Caltrans for review and approval:</p> <ul style="list-style-type: none"> <li>• Plans, Specifications, and Estimates (PS&amp;E) to modify intersection. All elements shall be designed to City and Caltrans standards in effect at the time of construction and all new or upgraded signals should include these enhancements. All other facilities supporting vehicle travel and alternative modes through the intersection should be brought up to both City standards and Americans with Disabilities Act (ADA) standards (according to Federal and State Access Board guidelines) at the time of construction. Current City Standards call for the elements listed below: <ul style="list-style-type: none"> <li>- 2070L Type Controller with cabinet assembly</li> <li>- GPS communications (clock)</li> <li>- Accessible pedestrian crosswalks according to Federal and State Access Board guidelines with signals (audible and tactile)</li> <li>- Countdown pedestrian head module switch out</li> <li>- City standard ADA wheelchair ramps</li> <li>- Video detection on existing (or new, if required)</li> <li>- Mast arm poles, full actuation (where applicable)</li> <li>- Polara push buttons (full actuation)</li> </ul> </li> </ul>	Significant and Unavoidable

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Transportation and Circulation (cont.)		
<b>Impact TRANS-2 (cont.)</b>	<ul style="list-style-type: none"> <li>- Bicycle detection (full actuation)</li> <li>- Pull boxes</li> <li>- Signal interconnect and communication with trenching (where applicable), or through (E) conduit (where applicable) - 600 feet maximum</li> <li>- Conduit replacement contingency</li> <li>- Fiber Switch</li> <li>- PTZ Camera (where applicable)</li> <li>- Transit Signal Priority (TSP) equipment consistent with other signals along corridor</li> <li>• Signal timing plans for the signals in the coordination group.</li> </ul> <p>The project sponsor shall fund the cost of preparing and implementing these plans. However, if the City adopts a transportation impact fee program prior to implementation of this mitigation measure, the project sponsor shall have the option to pay the applicable fee in lieu of implementing this mitigation measure and payment of the fee shall be considered the equivalent of implementing the mitigation measure, which would still result in significant unavoidable impacts.</p> <p>A straight line interpolation of intersection traffic volume between Existing and Existing Plus Project conditions indicates that mitigation at this intersection may be required when about 15 percent of the Development Program is developed. Investigation of the need for this mitigation shall be studied at the time when this threshold is reached and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.</p> <p>After implementation of this measure, the intersection would continue improve to LOS E during the weekday PM peak hour and reduce the impact to a less than significant level. It is not certain that this mitigation measure could be implemented because the intersection is under the jurisdiction of Caltrans. City of Oakland, as lead agency, does not have jurisdiction at this intersection and the mitigation would need to be approved and implemented by Caltrans. Therefore, the impact is considered significant and unavoidable. No secondary impacts would result from implementation of this measure.</p>	

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Transportation and Circulation (cont.)		
<p><b>Impact TRANS-3:</b> The development under the Specific Plan would degrade overall intersection operations from LOS E to LOS F and increase intersection average delay by four seconds or more (Significant Threshold #2) at the <i>Lake Park Avenue/Lakeshore Avenue</i> intersection (Intersection #17) during the weekday PM peak hour under Existing Plus Project conditions. (Significant)</p>	<p><b>Mitigation Measure TRANS-3:</b> Implement the following measures at the Lake Park Avenue/Lakeshore Avenue intersection:</p> <ul style="list-style-type: none"> <li>Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection).</li> <li>Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul> <p>To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval:</p> <ul style="list-style-type: none"> <li>Plans, Specifications, and Estimates (PS&amp;E) to modify intersection as detailed in Mitigation Measure TRANS-2.</li> <li>Signal timing plans for the signals in the coordination group.</li> </ul> <p>The project sponsor shall fund the cost of preparing and implementing these plans. However, if the City adopts a transportation impact fee program prior to implementation of this mitigation measure, the project sponsor shall have the option to pay the applicable fee in lieu of implementing this mitigation measure and payment of the fee shall mitigate the impact to less than significant.</p> <p>A straight line interpolation of intersection traffic volume between Existing and Existing Plus Project conditions indicates that mitigation at this intersection may be required when about 80 percent of the Development Program is developed. Investigation of the need for this mitigation shall be studied at the time when this threshold is reached and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.</p> <p>After implementation of this measure, the intersection would improve to LOS D during the weekday PM peak hour and reduce the impact to a less than significant level. No secondary impacts would result from implementation of this measure.</p>	Less than Significant
<p><b>Impact TRANS-4:</b> The development under the Specific Plan Project would add more than 10 peak-hour trips to <i>24th Street/Broadway</i> intersection (Intersection #36) which would meet peak-hour signal warrant (Significant Threshold #6) under Existing Plus Project conditions. (Significant)</p>	<p><b>Mitigation Measure TRANS-4:</b> Implement the following measures at the 24th Street/ Broadway intersection.</p> <ul style="list-style-type: none"> <li>Signalize the intersection providing actuated operations, with permitted left turns on all movements,</li> <li>Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul> <p>To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval:</p> <ul style="list-style-type: none"> <li>PS&amp;E to modify intersection as detailed in Mitigation Measure TRANS-2.</li> </ul>	Less than Significant

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Transportation and Circulation (cont.)		
<b>Impact TRANS-4</b> (cont.)	<ul style="list-style-type: none"> <li>Signal timing plans for the signals in the coordination group.</li> </ul> <p>The project sponsor shall fund the cost of preparing and implementing these plans. However, if the City adopts a transportation impact fee program prior to implementation of this mitigation measure, the project sponsor shall have the option to pay the applicable fee in lieu of implementing this mitigation measure and payment of the fee shall mitigate the impact to less than significant.</p> <p>A straight line interpolation of intersection traffic volume between Existing and Existing Plus Project conditions indicates that mitigation at this intersection may be required when about 75 percent of the Development Program in Subdistrict 1, 2, and 3 are developed. Investigation of the need for this mitigation shall be studied at the time when this threshold is reached and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.</p> <p>After implementation of this measure, the intersection would improve to LOS B during both weekday PM and Saturday peak hours. No secondary impacts would result from implementation of this measure.</p>	
<b>Impact TRANS-5:</b> The development under the Specific Plan Project would add more than 10 peak-hour trips to <i>23rd Street/Broadway</i> intersection (Intersection #39) which would meet peak-hour signal warrant (Significant Threshold #6) under Existing Plus Project conditions. (Significant)	<p><b>Mitigation Measure TRANS-5:</b> Implement the following measures at the 23rd Street/ Broadway intersection.</p> <ul style="list-style-type: none"> <li>Signalize the intersection providing actuated operations, with permitted left turns on all movements,</li> <li>Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul> <p>To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval:</p> <ul style="list-style-type: none"> <li>PS&amp;E to modify intersection as detailed in Mitigation Measure TRANS-2.</li> <li>Signal timing plans for the signals in the coordination group.</li> </ul> <p>The project sponsor shall fund the cost of preparing and implementing these plans. However, if the City adopts a transportation impact fee program prior to implementation of this mitigation measure, the project sponsor shall have the option to pay the applicable fee in lieu of implementing this mitigation measure and payment of the fee shall mitigate the impact to less than significant.</p> <p>A straight line interpolation of intersection traffic volume between Existing and Existing Plus Project conditions indicates that mitigation at this intersection may be required when about 65 percent of the Development Program in Subdistrict 1, 2, and 3 are developed. Investigation of the need</p>	Less than Significant

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Transportation and Circulation (cont.)		
<b>Impact TRANS-5</b> (cont.)	<p>for this mitigation shall be studied at the time when this threshold is reached and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.</p> <p>After implementation of this measure, the intersection would improve to LOS B during both weekday PM and Saturday peak hours. No secondary impacts would result from implementation of this measure.</p>	
<p><b>Impact TRANS-6:</b> The development under the Specific Plan Project would add more than 10 peak-hour trips to <i>23rd Street/Harrison Street</i> intersection (Intersection #40) which would meet peak-hour signal warrant (Significant Threshold #6) under Existing Plus Project conditions. (Significant and Unavoidable)</p>	<p><b>Mitigation Measure TRANS-6:</b> This impact can be mitigated to less than significant level by signalizing the intersection. Signalizing the 23rd Street/Harrison Street intersection would also improve pedestrian and bicyclist access and circulation by providing a protected crossing of Harrison Street. However, the signalization may result in secondary impacts.</p> <p>This intersection is about 150 feet north of the Grand Avenue/Harrison Street intersection (Intersection #52). Considering the proximity of the two intersections, signalization of the 23rd Street/Harrison Street intersection may adversely affect traffic operations and pedestrian and bicycle circulation at the Grand Avenue/Harrison Street intersection (As shown in Table 4.13-24, Queuing Summary, later in this chapter, signalization of 23rd Street/Harrison Street intersection would result in queues on northbound Harrison Street at 23rd Street to spill back to Grand Avenue during the weekday PM peak hour).</p> <p>Thus, installing a signal at this intersection may not be desirable. Depending on the specific location, type, and amount of development that would have vehicular and pedestrian access at this intersection and timing of other mitigation measures in the area (such as Mitigation Measure TRANS-5 at the 23rd Street/Broadway intersection and Mitigation Measure TRANS-10 at the 27th Street/24th Street/Bay Place/Harrison Street intersection), other improvements, such as prohibiting turns at this intersection, may mitigate the impact without degrading overall access in the area.</p> <p>Specifically, to implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval:</p> <ul style="list-style-type: none"> <li>• A Traffic Study Report providing detailed analysis of signalizing the intersection and potential impacts on traffic operations and pedestrian and bicycle circulation at the Grand Avenue/Harrison Street intersection. The report shall study various design options such as turn prohibitions, various signal timing and phasing, signal cycle lengths, and signal coordination to determine the feasibility of signalizing the intersection. In addition to traffic operations, the report shall also address safety, access, and circulation for motorists, bicyclists, and pedestrians under different options explored.</li> </ul>	Conservatively Significant and Unavoidable

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Transportation and Circulation (cont.)		
<b>Impact TRANS-6</b> (cont.)	<p>If the Traffic Study Report recommends signalization of the study, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval:</p> <ul style="list-style-type: none"> <li>- PS&amp;E to modify intersection as detailed in Mitigation Measure TRANS-2.</li> <li>- Signal timing plans for the signals in the coordination group.</li> <li>- Design plans for other intersection improvements, if recommended by the Traffic Study Report.</li> </ul> <p>The project sponsor shall fund the cost of preparing and implementing these plans. However, if the City adopts a transportation impact fee program prior to implementation of this mitigation measure, the project sponsor shall have the option to pay the applicable fee in lieu of implementing this mitigation measure and payment of the fee shall be considered the equivalent of implementing the mitigation measure, which would still result in significant unavoidable impacts.</p> <p>A straight line interpolation of intersection traffic volume between Existing and Existing Plus Project conditions indicates that mitigation at this intersection may be required when about 85 percent of the Development Program in Subdistrict 2 is developed. Investigation of the need for this mitigation shall be studied at the time when this threshold is reached and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.</p> <p>Depending on the specific improvements implemented under this measure, the intersection may improve to LOS A during both weekday PM and Saturday peak hours. Because the specific improvements to be implemented, according to City standards, must be finalized after a detailed intersection/signalization engineering design study is performed and a preferred, detailed design selected by the City and because the improvement may result in potential secondary impacts at Grand Avenue/Harrison Street intersection, this EIR conservatively identifies the impact as significant and unavoidable.</p>	
<b>Impact TRANS-7:</b> The development under the Specific Plan would degrade the intersection from LOS E to LOS F and increase intersection average delay by four seconds or more (Significant Threshold #2) at the <i>Perry Place/I-580 Eastbound Ramps/ Oakland Avenue</i> intersection (Intersection #15) which would operate at LOS F during the weekday PM peak hour under 2020 conditions. (Significant and Unavoidable)	<p><b>Mitigation:</b> None feasible. No feasible mitigation measures are available that would mitigate the Project impacts at the Perry Place/I-580 Eastbound Ramps/Oakland Avenue (Intersection #15) intersection. Traffic operations at the intersection can be improved by providing additional automobile travel lanes, such as a third lane on the Eastbound I-580 Off-Ramp, a third through lane on northbound Oakland Avenue, or a second lane on the Eastbound I-580 On-Ramp and conversion of the existing northbound through lane to a shared through/right-turn lane. However, these modifications cannot be accommodated within the existing automobile right-</p>	Significant and Unavoidable



**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Transportation and Circulation (cont.)		
<b>Impact TRANS-7</b> (cont.)	of-way and would require additional right-of-way, and/or loss of bicycle lanes, and are considered to be infeasible. Therefore, the impact is considered significant and unavoidable.	
<b>Impact TRANS-8:</b> The development under the Specific Plan 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) during the weekday PM peak hour which would operate at LOS F under 2020 conditions at the <i>Lake Park Avenue/Lakeshore Avenue</i> intersection (Intersection #17). (Significant and Unavoidable)	<b>Mitigation:</b> None feasible. No feasible mitigation measures are available that would mitigate the Project impacts at the Lake Park Avenue/Lakeshore Avenue (Intersection #17) intersection. Traffic operations at the intersection can be improved by providing additional automobile travel lanes, such as a third lane on eastbound Lake Park Avenue, or a third left-turn lane on northbound Lakeshore Avenue. However, these modifications cannot be accommodated within the existing automobile right-of-way and would require additional right-of-way, and/or loss of medians and/or on-street parking, and are considered to be infeasible. Therefore, the impact is considered significant and unavoidable.	Significant and Unavoidable
<b>Impact TRANS-9:</b> The development under the Specific Plan Project would add more than 10 peak-hour trips to <i>24th Street/Broadway</i> intersection (Intersection #36) which would meet peak-hour signal warrant (Significant Threshold #6) under 2020 Plus Project conditions. (Significant)	<b>Mitigation Measure TRANS-9:</b> Implement Mitigation Measure TRANS-4. After implementation of this measure, the intersection would improve to LOS B during both weekday PM and Saturday peak hours. No secondary impacts would result from implementation of this measure.	Less than Significant
<b>Impact TRANS-10:</b> The development under the Specific Plan 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 an intersection operating at LOS F during the weekday AM and PM peak hours at the <i>27th Street/24th Street/Bay Place/Harrison Street</i> intersection (Intersection #37) under 2020 conditions. (Significant and Unavoidable)	<b>Mitigation Measure TRANS-10:</b> Implement the following measures at the 27th Street/24th Street/Bay Place/Harrison Street intersection: <ul style="list-style-type: none"> <li>• Reconfigure the 24th Street approach at the intersection to restrict access to 24th Street to right turns only from 27th Street and create a pedestrian plaza at the intersection approach.</li> <li>• Convert 24th Street between Valdez and Harrison Streets to two-way circulation and allow right turns from 24th Street to southbound Harrison Street south of the intersection, which would require acquisition of private property in the southwest corner of the intersection.</li> <li>• Modify eastbound 27th Street approach from the current configuration (one right-turn lane, two through lanes, and one left-turn lane) to provide one right-turn lane, one through lane, and two left-turn lanes.</li> <li>• Realign pedestrian crosswalks to shorten pedestrian crossing distances.</li> <li>• Reduce signal cycle length from 160 to 120 seconds, and optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection).</li> <li>• Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul>	Significant and Unavoidable

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Transportation and Circulation (cont.)		
<b>Impact TRANS-10</b> (cont.)	<p>To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval:</p> <ul style="list-style-type: none"> <li>• PS&amp;E to modify intersection as detailed in Mitigation Measure TRANS-2.</li> <li>• Signal timing plans for the signals in the coordination group.</li> </ul> <p>The project sponsor shall fund the cost of preparing and implementing these plans. However, if the City adopts a transportation impact fee program prior to implementation of this mitigation measure, the project sponsor shall have the option to pay the applicable fee in lieu of implementing this mitigation measure and payment of the fee shall be considered the equivalent of implementing the mitigation measure, which would still result in significant unavoidable impacts.</p> <p>A straight line interpolation of intersection traffic volume between Existing and 2020 Plus Project conditions indicates that mitigation at this intersection may be required by 2017. Investigation of the need for this mitigation shall be studied at that time and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.</p> <p>After implementation of this measure, the intersection would improve to LOS E during the weekday AM peak hour and LOS D during the Saturday peak hour and continue to operate at LOS F during the weekday PM peak hour. Although the mitigation measure would reduce the total intersection v/c ratio during the weekday PM peak hour, it would not reduce the v/c ratio for critical movements to 0.05 or less. Therefore, the impact would remain significant and unavoidable.</p> <p>No other feasible mitigation measures are available that would mitigate the Project impacts at the 27th Street/24th Street/Bay Place/Harrison Street (Intersection #37) intersection. Traffic operations at the intersection can be further improved by providing additional automobile travel lanes, such as a third lane on northbound or southbound Harrison Street, or a second through lane on eastbound 27th Street. However, these modifications cannot be accommodated within the existing automobile right-of-way and would require additional right-of-way, and/or loss of existing bicycle lanes, medians and/or on-street parking, and are considered to be infeasible. Therefore, the impact is considered significant and unavoidable.</p> <p>This mitigation measure would also reduce pedestrian delays at the intersection and improve pedestrian safety by realigning the crosswalks at the intersection and reducing pedestrian crossing distances. No other secondary impacts would result from implementation of this measure.</p>	

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Transportation and Circulation (cont.)		
<b>Impact TRANS-11:</b> The development under the Specific Plan Project would add more than 10 peak-hour trips to <i>23rd Street/Broadway</i> intersection (Intersection #39) which would meet peak-hour signal warrant (Significant Threshold #6) under 2020 Plus Project conditions. (Significant)	<b>Mitigation Measure TRANS-11:</b> Implement Mitigation Measure TRANS-5. After implementation of this measure, the intersection would improve to LOS B during both weekday PM and Saturday peak hours. No secondary impacts would result from implementation of this measure.	Less than Significant
<b>Impact TRANS-12:</b> The development under the Specific Plan Project would add more than 10 peak-hour trips to <i>23rd Street/Harrison Street</i> intersection (Intersection #40) which would meet peak-hour signal warrant (Significant Threshold #6) under 2020 Plus Project conditions. (Significant and Unavoidable)	<b>Mitigation Measure TRANS-12:</b> Implement Mitigation Measure TRANS-6. After implementation of this measure, the intersection would improve to LOS B during the weekday PM peak hour and LOS A during the Saturday peak hour. This intersection is about 150 feet north of the Grand Avenue/Harrison Street intersection (Intersection #52). Considering the proximity of the two intersections, signalization of the 23rd Street/Harrison Street intersection may adversely affect traffic operations at the Grand Avenue/Harrison Street intersection. Because the improvement may result in potential secondary impacts, this EIR conservatively identifies the impact as significant and unavoidable.	Conservatively Significant and Unavoidable
<b>Impact TRANS-13:</b> The development under the Specific Plan would increase the v/c ratio for the total intersection 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 West <i>Grand Avenue/Northgate Avenue</i> intersection (Intersection #47) which would operate at LOS F during the PM peak hour in 2020. (Significant and Unavoidable)	<b>Mitigation:</b> None feasible. No feasible mitigation measures are available that would mitigate the Project impacts at the West Grand Avenue/Northgate Avenue intersection (Intersection #47). Traffic operations at the intersection can be improved by providing additional automobile travel lanes, such as a third through lane on westbound Grand Avenue or a second left-turn lane on eastbound Grand Avenue. However, these modifications cannot be accommodated within the existing automobile right-of-way and would require additional right-of-way, and/or loss of medians, bicycle lanes, and/or on-street parking, and are considered to be infeasible. Therefore, the impact is considered significant and unavoidable.	Significant and Unavoidable.
<b>Impact TRANS-14:</b> The development under the Specific Plan would increase the v/c ratio for a critical movement by 0.05 or more (Significant Threshold #5) during the weekday PM and Saturday peak hours at the <i>51st Street/Pleasant Valley Avenue/Broadway</i> intersection (Intersection #7) under 2035 conditions. (Significant and Unavoidable)	<b>Mitigation Measure TRANS-14:</b> Implement the following measures at the 51st Street / Pleasanton Valley Avenue/Broadway intersection: <ul style="list-style-type: none"> <li>• Modify southbound approach to provide two left-turn lanes, one through lane, and one shared through/right lane.</li> <li>• Modify northbound approach to provide one left-turn lane, one through lane, and one shared through/right lane.</li> <li>• Upgrade signal equipment to replace the existing split phasing in the north/south direction with protected left turns.</li> <li>• Eliminate the existing northbound and southbound slip right-turn lanes and "pork chop" islands.</li> <li>• Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul>	Significant and Unavoidable

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Transportation and Circulation (cont.)		
<b>Impact TRANS-14</b> (cont.)	<p>To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval:</p> <ul style="list-style-type: none"> <li>• PS&amp;E to modify intersection as detailed in Mitigation Measure TRANS-2.</li> <li>• Signal timing plans for the signals in the coordination group.</li> </ul> <p>The project sponsor shall fund the cost of preparing and implementing these plans. However, if the City adopts a transportation impact fee program prior to implementation of this mitigation measure, the project sponsor shall have the option to pay the applicable fee in lieu of implementing this mitigation measure and payment of the fee shall be considered the equivalent of implementing the mitigation measure, which would still result in significant unavoidable impacts.</p> <p>A straight line interpolation of intersection traffic volume between Existing and 2035 Plus Project conditions indicates that mitigation at this intersection may be required by 2031. Investigation of the need for this mitigation shall be studied at that time and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.</p> <p>After implementation of this measure, the intersection would continue to operate at LOS F during the weekday PM and Saturday peak hours. The mitigation measure would not reduce the increase in v/c ratio for a critical movement to 0.05 or less.</p> <p>No other feasible mitigation measures are available that would mitigate the Project impacts at the 51st Street/Pleasanton Valley Avenue/Broadway intersection (Intersection #7). Traffic operations at the intersection can be further improved by providing additional automobile travel lanes, such as a second left-turn lane on either the westbound Pleasant Valley Avenue or the eastbound 51st Street, or a third lane on northbound Broadway. However, these modifications cannot be accommodated within the existing automobile right-of-way and would require additional right-of-way, and/or loss of bicycle lanes, medians and/or on-street parking, and are considered to be infeasible.</p> <p>In addition, introduction of an additional vehicle lane would increase the pedestrian crossing distance and would require increasing the signal cycle length to accommodate the increased pedestrian crossing distance, which would conflict with City policy concerning pedestrian safety and comfort. Therefore, the impact is considered significant and unavoidable. No other secondary impacts would result from implementation of this measure.</p>	

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Transportation and Circulation (cont.)		
<p><b>Impact TRANS-15:</b> The development under the Specific Plan 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) during the weekday PM peak hour at the <i>40th Street/Telegraph Avenue</i> intersection (Intersection #8) under 2035 conditions. (Significant)</p>	<p><b>Mitigation Measure TRANS-15:</b> Implement the following measures at the 40th Street / Telegraph Avenue intersection:</p> <ul style="list-style-type: none"> <li>• Provide permitted-protected operations on the eastbound and westbound approaches</li> <li>• Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection).</li> <li>• Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul> <p>To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval:</p> <ul style="list-style-type: none"> <li>• PS&amp;E to modify intersection as detailed in Mitigation Measure TRANS-2.</li> <li>• Signal timing plans for the signals in the coordination group.</li> </ul> <p>The project sponsor shall fund the cost of preparing and implementing these plans. However, if the City adopts a transportation impact fee program prior to implementation of this mitigation measure, the project sponsor shall have the option to pay the applicable fee in lieu of implementing this mitigation measure and payment of the fee shall mitigate the impact to less than significant.</p> <p>A straight line interpolation of intersection traffic volume between Existing and 2035 Plus Project conditions indicates that mitigation at this intersection may be required by 2034. Investigation of the need for this mitigation shall be studied at that time and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.</p> <p>After implementation of this measure, the intersection would continue to operate at LOS F during the weekday PM peak hour. However, the mitigation measure would reduce the total intersection v/c ratio during the weekday PM peak hour to less than 2035 No Project conditions and the increase in v/c ratio for a critical movement to 0.03 or less. No secondary impacts would result from implementation of this measure.</p>	Less than Significant
<p><b>Impact TRANS-16:</b> The development under the Specific Plan 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 an intersection operating at LOS F during the weekday PM peak hour at the <i>West MacArthur Boulevard/Telegraph Avenue</i> intersection (Intersection #11) under 2035 conditions. (Significant)</p>	<p><b>Mitigation Measure TRANS-16:</b> Implement the following measures at the West MacArthur Boulevard/Telegraph Avenue intersection:</p> <ul style="list-style-type: none"> <li>• Provide protected left-turn phase(s) for the northbound and southbound approaches.</li> <li>• Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection).</li> </ul>	Less than Significant

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Transportation and Circulation (cont.)		
<b>Impact TRANS-16</b> (cont.)	<ul style="list-style-type: none"> <li>Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul> <p>To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval:</p> <ul style="list-style-type: none"> <li>PS&amp;E to modify intersection as detailed in Mitigation Measure TRANS-2. Signal timing plans for the signals in the coordination group.</li> </ul> <p>The project sponsor shall fund the cost of preparing and implementing these plans. However, if the City adopts a transportation impact fee program prior to implementation of this mitigation measure, the project sponsor shall have the option to pay the applicable fee in lieu of implementing this mitigation measure and payment of the fee shall mitigate the impact to less than significant.</p> <p>A straight line interpolation of intersection traffic volume between Existing and 2035 Plus Project conditions indicates that mitigation at this intersection may be required by 2030. Investigation of the need for this mitigation shall be studied at that time and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.</p> <p>After implementation of this measure, the intersection would continue to operate at LOS F during the weekday PM peak hour. However, the mitigation measure would reduce the total intersection v/c ratio to less than under 2035 No Project conditions and the increase in v/c ratio for a critical movement to 0.03 or less. No secondary impacts would result from implementation of this measure.</p>	
<b>Impact TRANS-17:</b> The development under the Specific Plan 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 an intersection operating at LOS F during the weekday PM peak hour at the <i>Perry Place/I-580 Eastbound Ramps/ Oakland Avenue</i> intersection (Intersection #15) under 2035 conditions. (Significant and Unavoidable)	<p><b>Mitigation:</b> None feasible. No feasible mitigation measures are available that would mitigate the Project impacts at the Perry Place/I-580 Eastbound Ramps/Oakland Avenue (Intersection #15) intersection. Traffic operations at the intersection can be improved by providing additional automobile travel lanes, such as a third lane on the Eastbound I-580 Off-Ramp, a third through lane on northbound Oakland Avenue, or a second lane on the Eastbound I-580 On-Ramp and conversion of the existing northbound through lane to a shared through/right-turn lane. However, these modifications cannot be accommodated within the existing automobile right-of-way and would require additional right-of-way, and/or loss of bicycle lanes, and are considered to be infeasible. Therefore, the impact would remain significant and unavoidable.</p>	Significant and Unavoidable

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Transportation and Circulation (cont.)		
<b>Impact TRANS-18:</b> The development under the Specific Plan would increase the total intersection v/c ratio by 0.03 or more (Significant Threshold #5) at an intersection operating at LOS F during the Saturday peak hour at the <i>Grand Avenue/Lake Park Avenue/Santa Clara Avenue</i> intersection (Intersection #16) under 2035 conditions. (Significant and Unavoidable)	<b>Mitigation:</b> None feasible. No feasible mitigation measures are available that would mitigate the Project impacts at the Grand Avenue/Lake Park Avenue/Santa Clara Avenue intersection (Intersection #16). Traffic operations at the intersection can be improved by providing additional automobile travel lanes, such as a third through lane on northbound or southbound Grand Avenue. However, these modifications cannot be accommodated within the existing automobile right-of-way and would require additional right-of-way, and/or loss of on-street parking sidewalks, and/or bulbouts, and are considered to be infeasible. Therefore, the impact would remain significant and unavoidable. Therefore, the impact would remain significant and unavoidable.	Significant and Unavoidable
<b>Impact TRANS-19:</b> The development under the Specific Plan 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 <i>Lake Park Avenue/Lakeshore Avenue</i> intersection (Intersection #17) during the weekday PM and Saturday peak hours which would operate at LOS F under 2035 conditions. (Significant and Unavoidable)	<b>Mitigation:</b> None feasible. No feasible mitigation measures are available that would mitigate the Project impacts at the Lake Park Avenue/Lakeshore Avenue (Intersection #17) intersection. Traffic operations at the intersection can be improved by providing additional automobile travel lanes, such as a third lane on eastbound Lake Park Avenue, or a third left-turn lane on northbound Lakeshore Avenue. However, these modifications cannot be accommodated within the existing automobile right-of-way and would require additional right-of-way, and/or loss of medians and/or on-street parking, and are considered to be infeasible. Therefore, the impact would remain significant and unavoidable.	Significant and Unavoidable
<b>Impact TRANS-20:</b> The development under the Specific Plan would degrade overall intersection operations from LOS E to LOS F and increase intersection average delay by four seconds or more (Significant Threshold #2) during the weekday PM peak hour at the <i>Piedmont Avenue/Broadway and Hawthorne Avenue/Brook Street/Broadway</i> intersection (Intersections #20 and #21) under 2035 conditions. (Significant and Unavoidable)	No feasible mitigation measures are available that would mitigate the Project impacts at the Piedmont Avenue/Broadway and Hawthorne Avenue/Brook Street/Broadway intersection (Intersections #20 and #21). Traffic operations at the intersection can be improved by providing additional automobile travel lanes, such as a third through lane on northbound or southbound Broadway. However, these modifications cannot be accommodated within the existing automobile right-of-way and would require additional right-of-way, and/or loss of bicycle lanes, medians, and/or on-street parking, and are considered to be infeasible. Therefore, the impact would remain significant and unavoidable.	Significant and Unavoidable
<b>Impact TRANS-21:</b> The development under the Specific Plan would increase the v/c ratio for the total intersection 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 <i>27th Street/Telegraph Avenue</i> intersection (Intersection #29) which would operate at LOS F during the weekday PM peak hour under 2035 conditions. (Significant and Unavoidable)	<b>Mitigation Measure TRANS-21:</b> Implement the following measures at the 27th Street/ Telegraph Avenue intersection: <ul style="list-style-type: none"> <li>• Provide protected left-turn phases for the northbound and southbound approaches.</li> <li>• Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection).</li> </ul>	Significant and Unavoidable

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Transportation and Circulation (cont.)		
<b>Impact TRANS-21</b> (cont.)	<ul style="list-style-type: none"> <li>Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul> <p>To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval:</p> <ul style="list-style-type: none"> <li>PS&amp;E to modify intersection as detailed in Mitigation Measure TRANS-2.</li> <li>Signal timing plans for the signals in the coordination group.</li> </ul> <p>The project sponsor shall fund the cost of preparing and implementing these plans. However, if the City adopts a transportation impact fee program prior to implementation of this mitigation measure, the project sponsor shall have the option to pay the applicable fee in lieu of implementing this mitigation measure and payment of the fee shall be considered the equivalent of implementing the mitigation measure, which would still result in significant unavoidable impacts.</p> <p>A straight line interpolation of intersection traffic volume between Existing and 2035 Plus Project conditions indicates that mitigation at this intersection may be required by 2029. Investigation of the need for this mitigation shall be studied at that time and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.</p> <p>After implementation of this measure, the intersection would continue to operate at LOS F during the weekday PM peak hour. Although the mitigation measure would reduce the total intersection v/c ratio during the weekday PM peak hour, it would not reduce the increase in v/c ratio for critical movements to 0.05 or less. Therefore, the impact would remain significant and unavoidable.</p>	
<b>Impact TRANS-22:</b> The development under the Specific Plan would degrade overall intersection operations from LOS E to LOS F and increase intersection average delay by four seconds or more (Significant Threshold #2) during the weekday PM peak hour and at the <i>27th Street/Broadway</i> intersection (Intersection #30) under 2035 conditions. (Significant and Unavoidable)	<p><b>Mitigation Measure TRANS-22:</b> Implement the following measures at the 27th Street / Broadway intersection:</p> <ul style="list-style-type: none"> <li>Upgrade traffic signal operations at the intersection to actuated-coordinated operations</li> <li>Reconfigure westbound 27th Street approach to provide a 150-foot left-turn pocket, one through lane, and one shared through/right-turn lane.</li> <li>Provide protected left-turn phase(s) for the northbound and southbound approaches.</li> <li>Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection).</li> <li>Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul>	Significant and Unavoidable



**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Transportation and Circulation (cont.)		
<b>Impact TRANS-22</b> (cont.)	<p>To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval:</p> <ul style="list-style-type: none"> <li>PS&amp;E to modify intersection as detailed in Mitigation Measure TRANS-2. Signal timing plans for the signals in the coordination group.</li> </ul> <p>The project sponsor shall fund the cost of preparing and implementing these plans. However, if the City adopts a transportation impact fee program prior to implementation of this mitigation measure, the project sponsor shall have the option to pay the applicable fee in lieu of implementing this mitigation measure and payment of the fee shall be considered the equivalent of implementing the mitigation measure, which would still result in significant unavoidable impacts.</p> <p>A straight line interpolation of intersection traffic volume between Existing and 2035 Plus Project conditions indicates that mitigation at this intersection may be required by 2024. Investigation of the need for this mitigation shall be studied at that time and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.</p> <p>After implementation of this measure, the intersection would continue to operate at LOS F during the weekday PM peak hour. Traffic operations at the intersection can be further improved by providing additional automobile travel lanes, such as a third through lane on northbound or southbound Broadway. However, these modifications cannot be accommodated within the existing automobile right-of-way and would require additional right-of-way, and/or loss of bicycle lanes, medians, and/or on-street parking, and are considered to be infeasible. Therefore, the impact would remain significant and unavoidable. No other secondary impacts would result from implementation of this measure.</p>	
<b>Impact TRANS-23:</b> The development under the Specific Plan Project would add more than 10 peak-hour trips to <i>24th Street/Broadway</i> intersection (Intersection #36) which would meet peak-hour signal warrant (Significant Threshold #6) under 2035 Plus Project conditions. (Significant)	<p><b>Mitigation Measure TRANS-23:</b> Implement Mitigation Measure TRANS-4.</p> <p>After implementation of this measure, the intersection would improve to LOS B during both the weekday PM and Saturday peak hours. No secondary impacts would result from implementation of this measure.</p>	Less than Significant
<b>Impact TRANS-24:</b> The development under the Specific Plan 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 an intersection operating at LOS F during the weekday AM and PM peak hours and degrade overall intersection operations from LOS E to LOS F and increase intersection average delay by four seconds or more (Significant Threshold #2) during the Saturday peak hour at the <i>27th Street/24th Street/Bay Place/Harrison Street</i> intersection (Intersection #37) under 2035 conditions. (Significant and Unavoidable)	<p><b>Mitigation Measure TRANS-24:</b> Implement Mitigation Measure TRANS-10.</p> <p>After implementation of this measure, the intersection would continue to operate at LOS F during the AM and PM peak hours and improve to LOS D during the Saturday peak hour. Although the mitigation measure would reduce the total intersection v/c ratio during the weekday AM and PM peak hours, it would not reduce the v/c ratio for critical movements to 0.02 or less. Therefore, the impact would remain significant and unavoidable.</p>	Significant and Unavoidable

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Transportation and Circulation (cont.)		
<b>Impact TRANS-25:</b> The development under the Specific Plan Project would add more than 10 peak-hour trips to <i>23rd Street/Broadway</i> intersection (Intersection #39) which would meet peak-hour signal warrant (Significant Threshold #6) under 2035 Plus Project conditions. (Significant)	<b>Mitigation Measure TRANS-25:</b> Implement Mitigation Measure TRANS-5. After implementation of this measure, the intersection would improve to LOS B during both weekday PM and Saturday peak hours. No secondary impacts would result from implementation of this measure.	Less than Significant
<b>Impact TRANS-26:</b> The development under the Specific Plan Project would add more than 10 peak-hour trips to <i>23rd Street/Harrison Street</i> intersection (Intersection #40) which would meet peak-hour signal warrant (Significant Threshold #6) under 2035 Plus Project conditions. (Significant and Unavoidable)	<b>Mitigation Measure TRANS-26:</b> Implement Mitigation Measure TRANS-6. After implementation of this measure, the intersection would improve to LOS B during the weekday PM peak hour and LOS A during the Saturday peak hour. This intersection is about 150 feet north of the Grand Avenue/Harrison Street intersection (Intersection #52). Considering the proximity of the two intersections, signalization of the 23rd Street/Harrison Street intersection may adversely affect traffic operations at the Grand Avenue/Harrison Street intersection. Because the improvement may result in potential secondary impacts, this EIR conservatively identifies the impact as significant and unavoidable.	Conservatively Significant and Unavoidable
<b>Impact TRANS-27:</b> The development under the Specific Plan would increase the v/c ratio for the total intersection 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 West <i>Grand Avenue/Northgate Avenue</i> intersection (Intersection #47) which would operate at LOS F during the weekday PM peak hour in 2035. (Significant and Unavoidable)	<b>Mitigation:</b> None feasible. No feasible mitigation measures are available that would mitigate the Project impacts at the West Grand Avenue/Northgate Avenue intersection (Intersection #47). Traffic operations at the intersection can be improved by providing additional automobile travel lanes, such as a third through lane on westbound Grand Avenue or a second left-turn lane on eastbound Grand Avenue. However, these modifications cannot be accommodated within the existing automobile right-of-way and would require additional right-of-way, and/or loss of medians, bicycle lanes, and/or on-street parking, and are considered to be infeasible. Therefore, the impact is considered significant and unavoidable.	Significant and Unavoidable
<b>Impact TRANS-28:</b> The development under the Specific Plan would degrade intersection operations from LOS D to LOS F and increase intersection average delay by four seconds or more (Significant Threshold #2) during the weekday PM peak hour at the <i>Grand Avenue/Broadway</i> intersection (Intersection #49) in 2035. (Significant and Unavoidable)	<b>Mitigation Measure TRANS-28:</b> Implement the following measures at the Grand Avenue/ Broadway intersection: <ul style="list-style-type: none"> <li>• Provide permitted-protected left-turn phasing for the northbound and southbound approaches.</li> <li>• Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection).</li> <li>• Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul> To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval: <ul style="list-style-type: none"> <li>• PS&amp;E to modify intersection as detailed in Mitigation Measure TRANS-2. Signal timing plans for the signals in the coordination group.</li> </ul>	Significant and Unavoidable

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Transportation and Circulation (cont.)		
<b>Impact TRANS-28</b> (cont.)	<p>The project sponsor shall fund the cost of preparing and implementing these plans. However, if the City adopts a transportation impact fee program prior to implementation of this mitigation measure, the project sponsor shall have the option to pay the applicable fee in lieu of implementing this mitigation measure and payment of the fee shall be considered the equivalent of implementing the mitigation measure, which would still result in significant unavoidable impacts.</p> <p>A straight line interpolation of intersection traffic volume between Existing and 2035 Plus Project conditions indicates that mitigation at this intersection may be required by 2031. Investigation of the need for this mitigation shall be studied at that time and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.</p> <p>After implementation of this measure, the intersection would continue to operate at LOS F during the weekday PM peak hour. Therefore, the impact would remain significant and unavoidable.</p> <p>Traffic operations at the intersection can be further improved by providing additional automobile travel lanes, such as an exclusive left-turn lane on westbound Grand Avenue or an additional through lane on northbound or southbound Broadway. However, these modifications cannot be accommodated within the existing automobile right-of-way and would require additional right-of-way, and/or loss of on-street parking, and are considered to be infeasible. No other secondary impacts would result from implementation of this measure.</p>	
<p><b>Impact TRANS-29:</b> The development under the Specific Plan would degrade from LOS E or better to LOS F or increase the v/c ratio by 0.03 or more for segments operating at LOS F on the following CMP or MTS roadway segments:</p> <ul style="list-style-type: none"> <li>MacArthur Boulevard in both eastbound and westbound directions between Piedmont Avenue and I-580 in 2020 and 2035.</li> <li>Grand Avenue in the eastbound direction from Adeline Street to MacArthur Boulevard, and in westbound direction from Harrison Street to San Pablo Avenue in 2035.</li> <li>Broadway in the northbound direction from 27th Street to College Avenue, and in the southbound direction from Piedmont Avenue to 27th Street in 2035.</li> <li>Telegraph Avenue in the northbound direction from MacArthur Boulevard to Shattuck Avenue in 2035.</li> </ul>	<p><b>Mitigation Measure TRANS-29:</b> Implement Mitigation Measures TRANS-1, TRANS-10, TRANS-13, TRANS-14, TRANS-15, TRANS-16, TRANS-20, TRANS 22, TRANS-24, TRANS-27, and TRANS-2830.</p> <p>Traffic operations along the adversely affected roadway segments would improve, but would continue to operate at LOS F after implementation of the mitigation measures.</p> <p>In addition, as previously described, the Broadway Valdez Specific Plan includes policies and strategies that encourage walking, biking and transit, including a TDM program. These policies and strategies would reduce the Project vehicle trip generation, which would either eliminate or reduce the magnitude of this impact. Because the effectiveness of these policies and strategies on reducing the Project vehicle trip generation cannot be accurately estimated, this EIR conservatively does not account for them in estimating Project trip generation and does not rely on them to mitigate this impact.</p>	Significant and Unavoidable

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
<b>Transportation and Circulation (cont.)</b>		
<b>Impact TRANS-29</b> (cont.) <ul style="list-style-type: none"> <li>San Pablo Avenue in the southbound direction from Market Street to 27th Street in 2035.</li> <li>Harrison Street in the northbound direction from 27th Street to Oakland Avenue in 2035. (Significant and Unavoidable)</li> </ul>	No other feasible mitigation measures are available that would mitigate the Project impacts at the adversely affected roadway segments. The LOS at these roadway segments can be improved by providing additional automobile travel lanes on the affected roadway segments. However, additional travel lanes cannot be accommodated within the existing automobile right-of-way and would require additional right-of-way, and/or loss of bicycle lanes, medians and/or on-street parking or narrowing of existing sidewalks, and are considered to be infeasible. Therefore, the impact would remain significant and unavoidable.	
<b>Utilities and Service Systems</b>		
<b>Impact UTIL-1:</b> The water demand generated by adoption and development under the Specific Plan would not exceed water supplies available from existing entitlements and resources (Criterion 3). (Less than Significant)	None Required	Less than Significant
<b>Impact UTIL-2:</b> Adoption and development under the Specific Plan 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 (Criteria 1 and 4). (Less than Significant)	<b>Standard Condition of Approval 91:</b> <i>Stormwater and Sewer</i>	Less than Significant
<b>Impact UTIL-3:</b> Adoption and development under the Specific Plan would not require or result in construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects (Criteria 2). (Less than Significant)	<b>Standard Condition of Approval 91:</b> <i>Stormwater and Sewer</i> ; <b>80:</b> <i>Post-construction Stormwater Pollution Prevention Plan</i> ; and <b>75:</b> <i>Stormwater Pollution Prevention Plan</i>	Less than Significant
<b>Impact UTIL-4:</b> Adoption and development under the Specific Plan would not violate applicable federal, state, and local statutes and regulations related to solid waste; nor generate solid waste that would exceed the permitted capacity of the landfills serving the area (Criteria 5 and 6). (Less than Significant)	<b>Standard Condition of Approval 36:</b> <i>Waste Reduction and Recycling</i>	Less than Significant
<b>Impact UTIL-5:</b> Adoption and development under the Specific Plan 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 (Criteria 7 and 8). (Less than Significant)	<b>Standard Condition of Approval H:</b> <i>Green Building for Residential Structures and Non-residential Structures</i> ; and <b>I:</b> <i>Green Building for Building and Landscape Projects</i> ;	Less than Significant

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, STANDARD CONDITIONS OF APPROVAL AND RESIDUAL EFFECTS**

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Utilities and Service Systems (cont.)		
<b>Impact UTIL-6:</b> Adoption and development under the Specific Plan in combination with other past, present, existing, approved, pending, and reasonably foreseeable future projects within and around the Plan Area, would result in an increased demand for utilities services. (Less than Significant)	<b>Standard Condition of Approval 36:</b> <i>Waste Reduction and Recycling</i> ; <b>91:</b> <i>Stormwater and Sewer</i> ; <b>75:</b> <i>Stormwater Pollution Prevention Plan</i> ; and <b>80:</b> <i>Post-construction Stormwater Pollution Prevention Plan</i>	Less than Significant

# CHAPTER 3

---

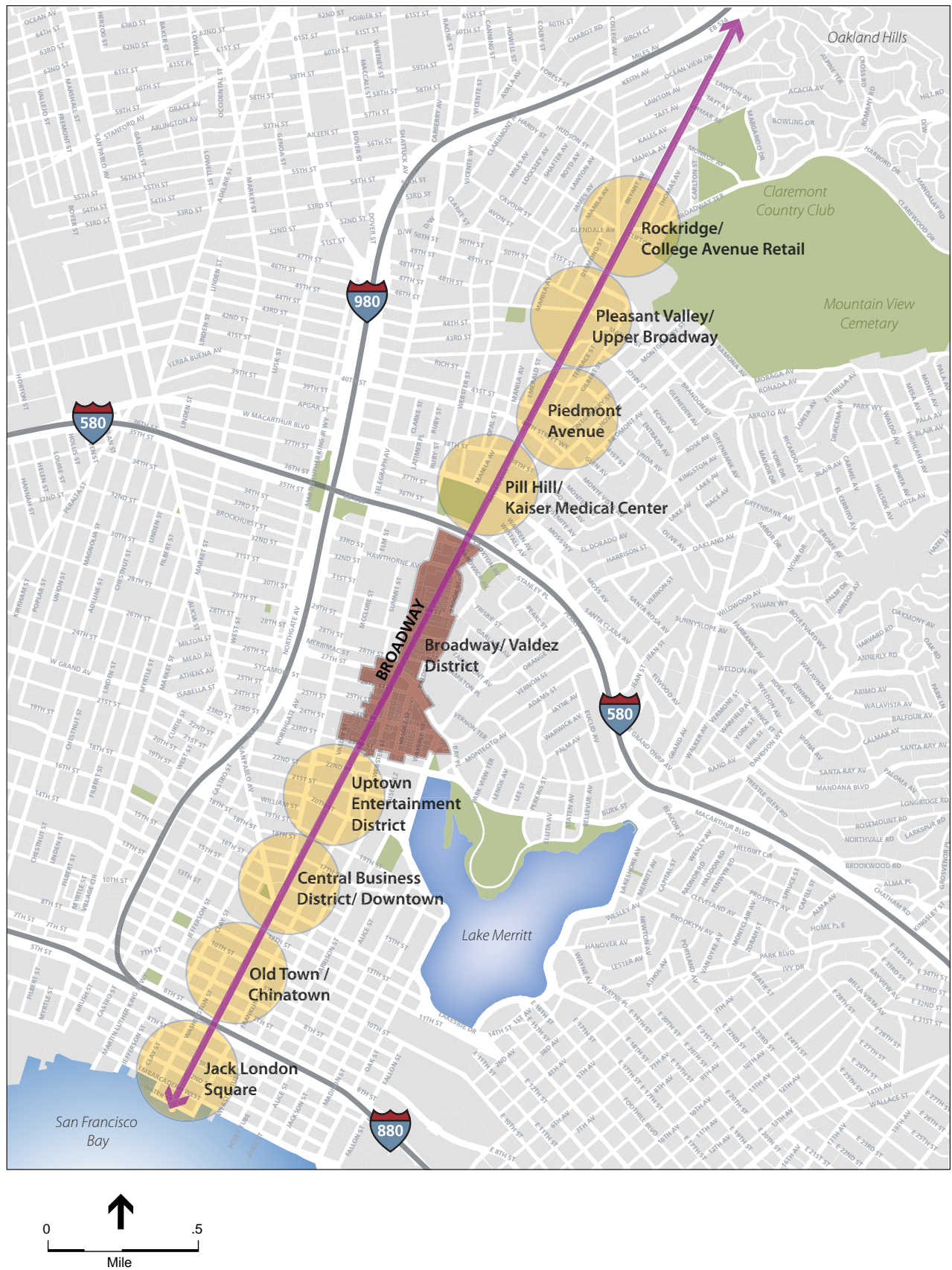
## Project Description

This chapter includes a detailed description of the proposed Broadway Valdez District Specific Plan (“Specific Plan” or “Plan”). Specifically, this chapter summarizes the existing characteristics of the Broadway Valdez District Specific Plan Area (“Plan Area”), and details the objectives and key characteristics of the Plan and approvals required to implement it. The information presented in this chapter is largely extracted or summarized from the Specific Plan and focuses on aspects directly pertinent to the potential environmental effects of the implementing the Plan.

### 3.1 Introduction

The Specific Plan provides a vision and planning framework for future growth and development in the approximately 95.5-acre area along Oakland’s Broadway corridor between Grand Avenue and Interstate 580 (I-580) (see **Figure 3-1**). The Specific Plan has been developed through a careful analysis of the Plan Area’s economic and environmental conditions and input from City decision-makers, landowners, developers, real estate experts, business owners, residents, and the community at large. The Plan provides a comprehensive vision for the Plan Area along with goals, policies and development regulations to guide the Plan Area’s future development and serves as the mechanism for insuring that future development is coordinated and occurs in an orderly and well-planned manner.

As discussed in Chapter 1, *Introduction*, for the purposes of environmental review, the project analyzed in this EIR is the Broadway Valdez Development Program, which sets forth a maximum allowable development that would occur within the Plan Area during the life of the Plan. While this chapter describes the entire realm of possibilities envisioned by the Specific Plan, the EIR is intended to only cover a maximum allowable amount of projected development that can reasonably be expected to occur in the Plan Area over the 25-year planning period. Once this level of development is reached, additional projects that go beyond the development maximum established in this EIR would be required to undertake additional environmental review, as detailed in Section 3.8, below.



SOURCE: WRT, 2013

Broadway Valdez District Specific Plan . 208522

**Figure 3-1**  
Plan Area Location Map

## 3.2 Specific Plan Objectives

The Specific Plan seeks to articulate and implement a long-range vision for the Plan Area by establishing a broad set of goals and policies that address all aspects of the Broadway Valdez District's life, including its physical, functional, social, and economic character. The Vision Statement for the Broadway Valdez District Plan Area expresses the desired outcome from implementation of this Specific Plan.

*The Broadway Valdez District will be a new, re-imagined 21st Century neighborhood. A “complete” neighborhood that supports socially- and economically-sustainable mixed use development; increases the generation and capture of local sales tax revenue; celebrates the cultural and architectural influences of the neighborhood's past and present-day prosperity; and implements a “green,” “transit-first” strategy that reduces greenhouse gas emissions and the use of non-renewable resources.*

Key Plan goals include:

- An attractive, regional destination for retailers, shoppers, employers and visitors that serves in part the region's shopping needs and captures sales tax revenue for reinvestment in Oakland.
- A “complete” mixed-use neighborhood that is economically and socially sustainable—providing quality jobs, diverse housing opportunities, and a complementary mix of retail, dining, entertainment, and medical uses.
- New uses and development that enhance the Plan Area's social and economic vitality by building upon the area's existing strengths and successes, and revitalizing and redeveloping underutilized, outdated, and/or nuisance uses or properties.
- A compact neighborhood that is well-served by an enhanced and efficient transit system.
- Creative reuse of historic buildings that maintains a link to the area's social, cultural and commercial heritage while accommodating contemporary uses that further City objectives to establish a vibrant and visually distinctive retail and mixed use district.
- A well-designed neighborhood that integrates high quality design of the public and private realms to establish a socially and economically vibrant; and visually and aesthetically distinctive identity for the Broadway Valdez District.
- Quality pedestrian facilities and amenities that create a safe and aesthetically pleasing environment that supports increased pedestrian activity.
- A balanced and complete circulation network of “complete streets” that accommodates the internal and external transportation needs of the Plan Area by promoting walking, biking, and transit while continuing to serve automobile traffic.
- Carefully managed parking that addresses retail needs while not undermining walking, bicycling and public transit as preferred modes of transportation.
- A multi-pronged approach to sustainability that integrates land use, mobility, and design strategies to minimize environmental impact, reduce resource consumption, and prolong economic and social cohesiveness and viability.



- A coordinated implementation strategy that ensures consistent and on-going City support for the Specific Plan vision for the area.

## 3.3 Location and Setting

### 3.3.1 Local Setting

The Broadway Valdez District Plan Area is located at the north edge of Oakland's Central Business District (see Figure 3-1). The Plan Area, which includes land along both sides of Broadway, extends 0.8 miles from Grand Avenue to I-580. The Plan Area serves as an important transition between the Downtown and the Upper Broadway area, and a critical link in Oakland's Main Street, which extends from Jack London Square (at the Estuary) to the Oakland Hills.

The Plan Area is bounded by the Uptown District and Lake Merritt/Kaiser Center Office District to the south, and the Kaiser Permanente Oakland Medical Center to the north. Pill Hill, which includes the Alta Bates Summit Medical Center, and the Koreatown/Northgate neighborhood to the northwest, and the 25th Street Garage District border the area to the west, and the Richmond Avenue, Harrison/Oakland Avenue, and Adams Point residential neighborhoods occupy the hilly terrain to the east of the area. These surrounding neighborhoods are discussed further below.

Regional freeway access to the Plan Area is provided by Interstates 580 and 980, and State Route 24. BART provides regional transit service to the area, with the 19th Street BART station located about 0.3 miles south of the Plan Area, and the MacArthur BART station approximately 0.75 miles to the northwest. In addition to BART, there is also frequent AC Transit bus service along Broadway.

Altogether, the Plan Area includes approximately 95.5 acres, including 35.1 acres in public right-of-way and 60.4 acres of developable land. The Plan Area itself has a relatively small residential population (fewer than 600 households) due to its predominantly commercial focus. There are approximately 4,020 households and approximately 7,530 people residing in the larger area of just under one square mile bounded by Grand Avenue, Harrison Street, I-580 and I-980.

### 3.3.2 Surrounding Neighborhoods

The Broadway Valdez District Plan Area is surrounded by the following neighborhoods, whose land use and development patterns, while different from each other and from the Plan Area, have an influence on those within the Plan Area.

**Lake Merritt/Kaiser Center Office District.** This district extends south of Grand Avenue between Broadway and Lake Merritt and is a major employment center with additional office developments planned and approved on the Kaiser Center properties on Webster between 20th and 21st Streets.

**Uptown Entertainment District.** This district is located southwest of the Plan Area. It is anchored by the Downtown's two historic theaters - the Paramount and the recently restored

Fox – which are surrounded by restaurants, cafés, and bars. This district also contains several large residential developments, including the Forest City Uptown development, Broadway-West Grand, and 100 Grand, all in the vicinity of Broadway and Grand Avenue.

**Art Murmur Gallery District (25th Street Garage District).** This district lies just west of the southern part of the Plan Area and has the distinctive architectural character of historic garages throughout this district which now house a number of galleries and cultural venues that form the Oakland Art Murmur (OAM). OAM includes monthly art walks and stroll events that attract hundreds of people from around the Bay.

**Medical Centers.** As mentioned above, the Alta Bates Summit Medical Center is located in the area known as “Pill Hill” to the northwest of the Plan Area. The 20-acre campus includes a hospital, outpatient services, and related medical uses and facilities, as well as a nursing college. Additional medical offices and related uses are located surrounding Pill Hill, including some within the Plan Area. Kaiser Permanente Oakland Medical Center is located just north of the Plan Area, on the other side of I-580.

**Residential Neighborhoods.** The Plan Area is surrounded by residential neighborhoods to the east, west, and north. Housing in these neighborhoods is primarily in apartment buildings with five or more units with a mix of lower-density, single family homes, duplexes, and three/four-plexes. Senior housing developments in the surrounding area include two high-rise complexes: Westlake Christian Terrace at Valdez and 28th and St. Paul’s Towers on Bay Place southeast of the Plan Area. The Harri-Oak (Harrison and Oakland Avenue) and Adams Point neighborhoods on the hills just east of the Plan Area consist of a mix of houses and apartments. West of the Plan Area, the mixed-use Koreatown/Northgate neighborhood along Telegraph Avenue is separated from the Plan Area by the medical uses on Pill Hill. The residential neighborhoods north of the Plan Area are separated from it by I-580, Mosswood Park, and Kaiser Permanente Oakland Medical Center.

### 3.3.3 Existing Conditions

This section summarizes the land use and development conditions in the Plan Area to establish a general setting against which to describe the proposed Specific Plan. More detailed description and illustrations of existing conditions are provided in the relevant environmental analysis sections in Chapter 4 of this Draft EIR.

#### 3.3.3.1 Existing General Plan and Zoning Designations

Most of the Plan Area falls within the *Community Commercial* General Plan land use designation (see Figure 3-3 introduced below in section 3.4.5). As described in the Land Use and Transportation Element of the City’s General Plan, the *Community Commercial* land use designation is intended to identify, create, maintain, and enhance areas suitable for a wide variety of commercial and institutional operations along the City’s major corridors and in shopping districts or centers. Smaller portions of the Plan Area also fall within *Institutional*, *Urban Residential* and *Neighborhood Center Mixed Use* land use designations.

Surrounding the Plan Area are areas designated by the General Plan as *Central Business District* to the south, *Mixed Housing Type Residential* to the east, *Community Commercial* to the west, and *Institutional* to north and northwest.

Various zoning classifications exist throughout and surrounding the Plan Area, with commercial zoning being most predominant, combined with special and combining districts related to the Broadway retail frontage, medical uses, and medium to higher density residential.

Further relevant aspects of the existing General Plan, Zoning Ordinance, and other applicable land use regulations, are discussed in detail in Section 4.9, *Land Use, Plans and Policies*.

### **3.3.3.2 Existing Land Uses**

**Commercial Uses.** Consistent with its historic identity as Auto Row, the predominant land uses in the area continue to be automotive. These uses occupy nearly half the developable area, and are distributed throughout the Plan Area. At the end of 2012 there were several dealerships on Auto Row offering various brands of new and used cars, as well as other auto-related uses, such as auto repair facilities, car rental businesses, and auto parts stores both as part of larger dealerships and as smaller, independent operations. Non-automotive commercial uses are the next most prevalent in the area and are clustered along Broadway, with the uses being most diverse in the southern half of the Plan Area, closest to Downtown. The automotive and non-automotive commercial uses account for 67 percent of the of the Plan Area that does not consist of public right-of-way.

**Housing.** Housing occupies about 14 percent of the developable area and is generally located along the Plan Area's southern and eastern edges. Older single-family and small multi-family buildings that were constructed prior to World War II are clustered on the area's east side. Two recently developed high-rise residential buildings supply the majority of the area's housing units: the 12-story Valdez Plaza on 28th Street east of Broadway provides 150 senior housing units, and the 21-story 100 Grand development on Grand Avenue provides 238 units.

**Medical Uses.** Medical uses, which consist primarily of office space, represent a small (3.5 percent of developable area) but important complement of uses for the area. These uses are generally located along Webster Street in proximity to the Alta Bates Summit Medical Center. The largest of these is the 12-story Broadway Medical Plaza building at Webster and Hawthorne streets and the 15-story office building at Grand Avenue and Broadway. The rest are generally small professional offices located in former residential buildings. Non-medical office uses in the Plan Area are extremely limited.

**Parking.** Parking, not including private parking structures attached to specific developments (e.g., the YMCA and the Broadway Medical Plaza) or the surface lots used by auto dealers as display/storage areas, is the fourth most prevalent land use in the area, occupying 11 percent of the developable land. This includes primarily surface parking lots, but also includes the free-standing parking garage at Waverly and 23rd Street.

**Institutions.** Two important institutional uses in the Plan Area that serve as landmarks and destinations are the historic First Presbyterian Church at Broadway and 27th and the YMCA at Broadway and 24th.

**Parks and Open Spaces.** There is no designated parkland in the Plan Area. The only public open space consists of two plazas along Broadway – one at 25th Street and one at 27th Street. These plazas were created as part of a redevelopment effort in the 1990s to enhance the image of Broadway’s Auto Row by investing in new streetscape amenities. The intent was to create spaces that could be jointly used by adjacent automobile dealers to display their vehicles and by the public. In spite of the new lighting, decorative paving, and public art, the plazas receive very little public use.

Nearby parks and open spaces also serve resident, employee and visitor populations of the Plan Area. These include Mosswood Park, located directly north of the Plan Area, and parks surrounding Lake Merritt, southeast of the Plan Area. Although not located within the Plan Area, and not designated parkland, Glen Echo Creek, which flows parallel to the Plan Area’s eastern boundary and south into Lake Merritt, provides a linear open space accessible to the northern portion of the Plan Area. Oak Glen Park extends along the banks of the creek a block east of Piedmont Avenue, providing 2.79 acres of shaded parkland.

### 3.3.3.3 Existing Heights and Development Pattern

Topographically, the Plan Area is situated in a shallow valley that slopes down from north to south and is framed by ridges—Pill Hill to the west and the Harri-Oak neighborhood to the east. The effect is to create a subtle definition of the area and an orientation toward Downtown and Lake Merritt. Broadway, which extends the length of the area, bisects the grid of streets on a diagonal, which creates an irregular block pattern—a series of shallow triangular and trapezoidal blocks.

With a few exceptions, the height of existing buildings in the Plan Area is generally low, consistent with the low intensity uses that have historically occupied the area. Most buildings are between one and four stories, although the Plan Area also includes a few taller buildings of six to eight stories. A 15-story building is located on the corner of Grand Avenue and Harrison Street and a 22-story tower is located on the corner of Grand Avenue and Webster Street.

### 3.3.3.4 Existing Historic Resources

There are 20 buildings in the Plan Area that are considered historic resources for purposes of CEQA. They are summarized in **Table 3-1** below, and described in detail in Section 4.4, *Cultural Resources*.

In addition to individual resources, the City has identified the 25th Street Garage District, of which two buildings are within the Plan Area, as an Area of Primary Importance (API). This district is considered a National Register quality district and therefore is considered an historic resource under CEQA.

**TABLE 3-1  
SUMMARY TABLE OF CEQA HISTORIC RESOURCES WITHIN PLAN AREA**

Street Address		Year Built	Historic Name/Current Name	OCHS Rating/Survey Type
2355	Broadway	1913-14	Packard & Maxwell Don Lee Western Auto Bldg / Packard Lofts	B+1+, Study List, API contributor / Intensive Survey
2401	Broadway	1913-14	Pacific Kissel Kar salesroom and garage/ Oakland Mitsubishi	Eb-1*, API contingency contributor (restoration potential)/ Intensive Survey
2601-19	Broadway	1913-14	First Presbyterian Church/same	A3, Study List/ Intensive Survey
2740	Broadway	1929	Pacific Nash Co. auto sales and garage/Volkswagen of Oakland	Cb+2+, proposed B rating in 2009 Survey/ Intensive Survey
2801-25	Broadway	1916	Arnstein-Field & Lee Star showroom/none	Cb+2+, proposed B rating in 2009 Survey/Intensive Survey
2863-69	Broadway	1892	Scherman building/none	B-2+/Intensive Survey
2946-64	Broadway	1930	Firestone Tire & Rubber service station/Mercedes Benz of Oakland	B-2+ /Intensive Survey
3074	Broadway	1917	Grandjean Burman GM Co-Alzina garage / Window Tinting Plus	B-2+/Intensive Survey
3330-60	Broadway	1917	Eisenback (Leo)-Strough (Val) showroom/Honda of Oakland	B*2+/Intensive Survey
3093	Broadway	1947	Connell GMC Pontiac Cadillac/Bay City Chevrolet	Cb+2+, proposed B-rating in 2009 Survey/Intensive Survey
2332	Harrison St	1925-26	YWCA Blue Triangle Club/Lake Merritt Lodge	A3/Intensive Survey
2333	Harrison St	1915-18	Seventh Church of Christ, Scientist/ unoccupied	A3/Intensive Survey
2346	Valdez St	1909-10	Newsom Apartments/same	B+2+/Intensive Survey
2735	Webster St	1924	Howard Automobile-Dahl Chevrolet showroom /Infiniti of Oakland	Cb+2+, proposed B-rating in 2009 Survey/Intensive Survey
315	27th St	1964	Biff's II Coffee Shop/JJ's - /unoccupied	*b+3, Heritage Property, determined eligible for Landmark status on 1/13/97 / Intensive Survey
2335	Broadway	1920	Dinsmore Brothers Auto Accessories Building/Unoccupied	Eb+3. Heavily altered but with rehabilitation potential. Designed by renowned California architect Julia Morgan / Intensive Survey
2343	Broadway	1924-25	Kiel (Arthur) auto showroom/Unoccupied	Ec3. Heavily altered but with rehabilitation potential / Intensive Survey
2345	Broadway	1920	J.E. French Dodge showroom/ Unoccupied	Eb-3. Heavily altered but with rehabilitation potential / Intensive Survey
2366-2398	Valley Street	1936	Art Deco warehouse/none	Cb-2+. Rehabilitation potential / Intensive Survey
440-448	23rd Street	1919	Elliot (C.T.) Shop-Valley Auto Garage/ Unoccupied	Cb+2+. Rehabilitation potential / Intensive Survey

There are also four areas within the Plan Area that the City has identified as Areas of Secondary Importance (ASIs) because they contain a group of older buildings that, while not considered eligible for the National Register either individually or as a group, may have local importance that is worthy of recognition. The four ASI's are listed below and described in detail in Section 4.4, *Cultural Resources*:

- Broadway Auto Row District
- Waverly Street Residential District
- Richmond Avenue District
- Richmond Boulevard District

## 3.4 Specific Plan Characteristics

### 3.4.1 Vision and Overview

The Vision Statement for the Broadway Valdez District Plan Area expresses the desired outcome from implementation of this Specific Plan.

*The Broadway Valdez District will be a new, re-imagined 21st Century neighborhood. A “complete” neighborhood that supports socially- and economically-sustainable mixed use development; increases the generation and capture of local sales tax revenue; celebrates the cultural and architectural influences of the neighborhood’s past and present-day prosperity; and implements a “green,” “transit-first” strategy that reduces greenhouse gas emissions and the use of non-renewable resources.*

The overarching goal of the Specific Plan is to create a destination retail district that addresses the City’s deficiency in comparison goods shopping and to transition the Plan Area to a more sustainable mix of uses that contribute to the vitality, livability, and identity of Downtown Oakland, and address residents’ shopping needs. In contrast to current land use pattern, the Specific Plan prioritizes the development of retail uses throughout the Plan Area, and particularly along the designated commercial corridors. Adoption of and development under the Plan would ultimately transform the Plan Area’s auto-orientated character into a more pedestrian-oriented mixed-use neighborhood that encourages alternate modes of transportation and around-the-clock activity with people present day and night, and on weekdays and weekends.

By focusing retail, entertainment, services, residences, and employment within convenient walking distance of each other and of transit, and thus eliminating the need for many of the daily vehicle trips that are necessary when these uses are dispersed, mixed-use development under the Plan would support the creation of a pedestrian-oriented district. The intent is for future Plan Area residents to be able to walk from homes and jobs to nearby businesses for dining, shopping, services, and entertainment, and for those who visit or commute to the Plan Area to be able to commute by transit or, if they drive, to park once and then walk to most or all of their destinations. The intent is also to leverage the existing surrounding districts and land uses to attract people to the Plan Area.

## 3.4.2 Subarea Land Use Concepts

The Specific Plan divides the Plan Area into two distinct but interconnected subareas: the **Valdez Triangle** and the **North End** (see **Figure 3-2**). Each of these subareas is proposed to have a different land use focus that responds to specific site conditions and development contexts in order to create and reinforce distinct neighborhood identities and provide variety to development along this section of Broadway. Each is described in detail below. The Broadway Valdez Development Program, which represents the reasonably feasible maximum development within these subareas, is described in Section 3.5, below.

### 3.4.2.1 Valdez Triangle Subarea

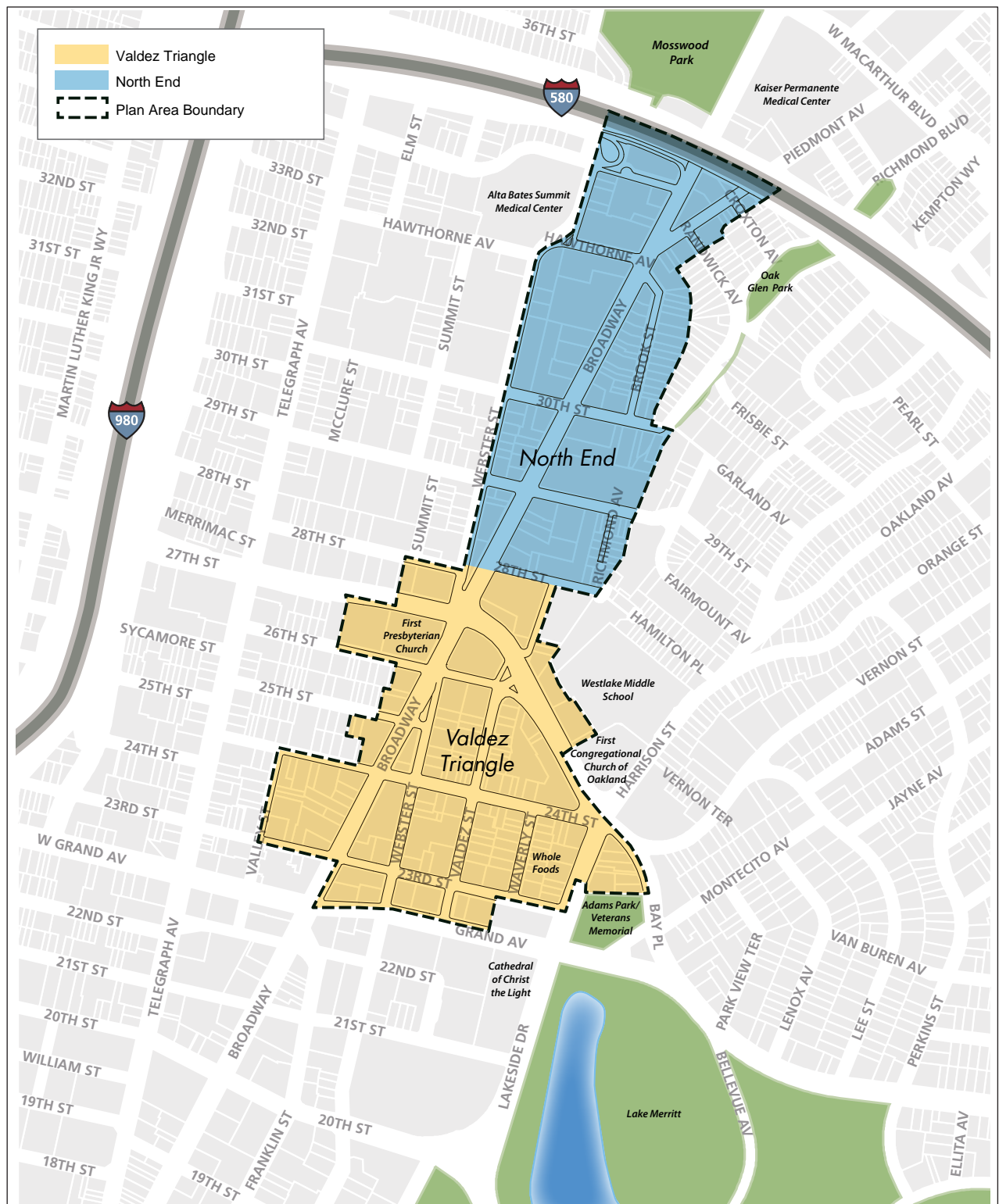
The Specific Plan would promote the development of a destination retail district within the Valdez Triangle that is focused on comparison goods type retailers and takes advantage of its adjacency to the Uptown and “Art Murrer Gallery Districts,” and its accessibility to transit and regional routes. The Specific Plan would also encourage development of a complementary mix of retail, entertainment, office, and residential uses within the Valdez Triangle. The Valdez Triangle is envisioned as an extension of the Downtown, and to support this concept, the Specific Plan would amend the General Plan boundaries for the *Central Business District* land use designation to extend north to 27th Street and incorporate the Valdez Triangle. General Plan and zoning designations for the Valdez Triangle would support mixed-use development and provide flexibility in development type and configuration.

In terms of the Valdez Triangle’s identity and presence, the Specific Plan aims to develop a pedestrian-oriented environment by encouraging active street-fronting retail, complementary dining and entertainment on the ground level, and safe public spaces. The Valdez Triangle has a significant number of historic buildings that contribute to the Plan Area’s character. The Plan would encourage the integration of new buildings with renovated and repurposed historic buildings with the goal of maintaining the authentic local character.

The Specific Plan places restrictions on residential activities in limited areas of the Valdez Triangle, called Retail Priority Sites, with residential activities being used as an incentive for development of retail uses, providing larger format retail space that is suitable for comparison goods retail would be required and the larger the amount of retail provided the higher the density of residential activity that will be allowed (see Section 3.4.7, *Retail Priority Sites*, below).

### 3.4.2.2 North End Subarea

The Specific Plan envisions the North End subarea as an attractive, mixed-use district that would link the Downtown to the Piedmont Avenue and North Broadway areas, and be integrated with the adjoining residential and medical districts. As in the Valdez Triangle, the concept for the North End is to promote mixed use development with active ground-floor commercial uses, while also encouraging a complementary mix of office, residential, retail, dining, and entertainment uses that activate the area during both day and night and on weekdays and weekends. The Specific Plan policies for the North End would encourage development of a compatible mix of



SOURCE: WRT, 2013

Broadway Valdez District Specific Plan . 208522

**Figure 3-2**  
Subarea Map



commercial services to complement the regional retail envisioned for the Valdez Triangle and address the needs of adjoining and nearby neighborhoods, with less emphasis on comparison goods type retail and the creation of a regional destination.

In the North End, the Specific Plan would promote uses that complement and support the adjoining Alta Bates Summit and Kaiser Permanente medical centers, including professional and medical office uses, medical supplies outlets, and visitor and workforce housing. New automobile dealerships would be permitted with a Conditional Use Permit.

The North End, like the Valdez Triangle, has a significant number of historic buildings that contribute to the Plan Area's character. The Plan would encourage the renovation and repurposing of many of the historic garages and auto showroom buildings along this stretch of Broadway while at the same time integrating new buildings that can accommodate the transition to new uses.

The North End contains three underutilized properties that serve as Large Opportunity Sites for major new development because of their relatively large size and the prevalence of surface parking lots on each (Large Opportunity Sites are depicted in Figure 3-9 introduced below in section 3.4.7). Each has the potential to accommodate large developments that can significantly enhance the character of the subarea. The Specific Plan would permit the development of large-format retail on these sites; however, more emphasis would be placed on introducing mixed use development that includes retail, commercial, and residential uses.

In terms of physical design, the Specific Plan proposes to widen sidewalks and create new plazas and public spaces in the North End. The design concept emphasizes the renovation and adaptive reuse of the substantial inventory of automobile showrooms and automotive garages that line Broadway to maintain a connection to the area's Auto Row heritage. It also calls for the protection and enhancement of the residential and medical areas that adjoin Broadway, and the sensitive vertical and horizontal integration of new uses with existing development.

### **3.4.3 Broadway Revitalization**

Some of the key physical changes that the Specific Plan would encourage along Broadway include: development of taller buildings in certain areas that are more in scale with the wide boulevard character of Broadway; creation of a more consistent building setback along Broadway for infill parcels and requiring a setback of four feet for blocks that have parcels that are vacant or mostly vacant in order to establish a wider sidewalk; infill of surface parking lots and other underutilized parcels with new development; and relocation of parking to the rear of buildings or into parking structures.

### **3.4.4 Transit-Oriented Development**

As noted above, the Plan Area is located between BART's 19th Street and MacArthur stations and along a busy AC Transit bus route. The Specific Plan includes policies intended to encourage land use and development patterns that reduce automobile dependence and support alternative

modes of transportation while minimizing impacts on existing community character. In addition, the proposed land use program (discussed below under Section 3.5, *Broadway Valdez Development Program*) focuses on creation of a mixed-use neighborhood that would contain many typical daily destinations within walking distance to each other, including employment, retail, services, and entertainment.

Development density would increase under the Specific Plan and would attract higher daytime and nighttime populations to the Plan Area, with the intention of discouraging “pass through” traffic typically associated with suburban-style strip malls and big-box retail. While the Specific Plan would not prohibit major attractions or destinations that people drive to, such as hotels, theaters, shops and restaurants, such uses would be expected to fit into a pedestrian-oriented environment that prioritizes transit and walkability.

### 3.4.5 Proposed Land Use Controls<sup>1</sup>

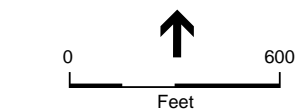
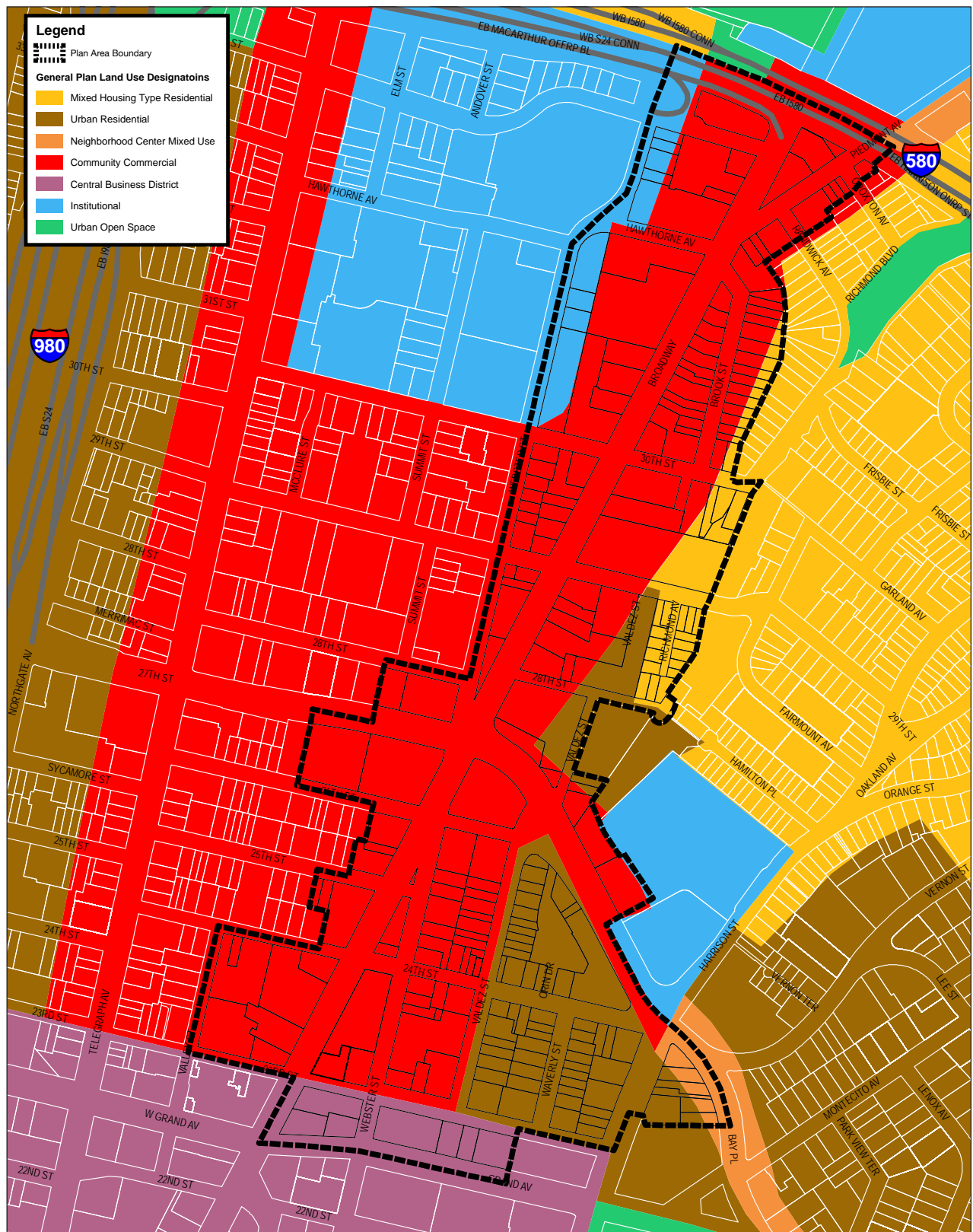
Adoption of the Specific Plan, concurrently with associated General Plan amendments and rezoning, would put into place the regulatory framework for future uses and developments within the Broadway Valdez District Specific Plan Area. The new General Plan designations proposed by the Specific Plan would inform the update of the Plan Area’s zoning in order to implement the vision of the Plan.

The Specific Plan proposes General Plan land use designations as shown in **Figure 3-4** (Existing General Plan land use designations are shown in **Figure 3-3**, see pages 3-14 and 3-15). While much of the *Community Commercial* land use designation would be maintained or expanded to those areas that were formerly designated Institutional throughout the North End subarea, the Specific Plan would expand the *Central Business District* designation further north to encompass most of the Valdez Triangle. In addition, areas along Brook Street and Richmond Avenue would be designated *Mixed Housing Type Residential* to protect existing residential uses, and a small area between Harrison Street and Bay Place that is currently designated as *Urban Residential or Neighborhood Center Mixed Use* would be designated *Community Commercial* (see Section 4.9, *Land Use and Planning*).

In order to implement the General Plan, the Specific Plan proposes four (4) new district-specific zoning classifications that would replace the existing zoning, as shown in **Figure 3-6** (Existing Zoning is shown in **Figure 3-5**, see pages 3-16 and 3-17). These district-specific zones follow a nomenclature established by the City in other districts, such as the Wood Street District, Oak to Ninth, and the Kaiser Permanente Medical Center areas. The Broadway Valdez zone districts are identified by the descriptive prefix of “D-BV” which signifies “District - Broadway Valdez.”

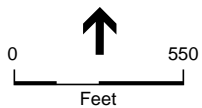
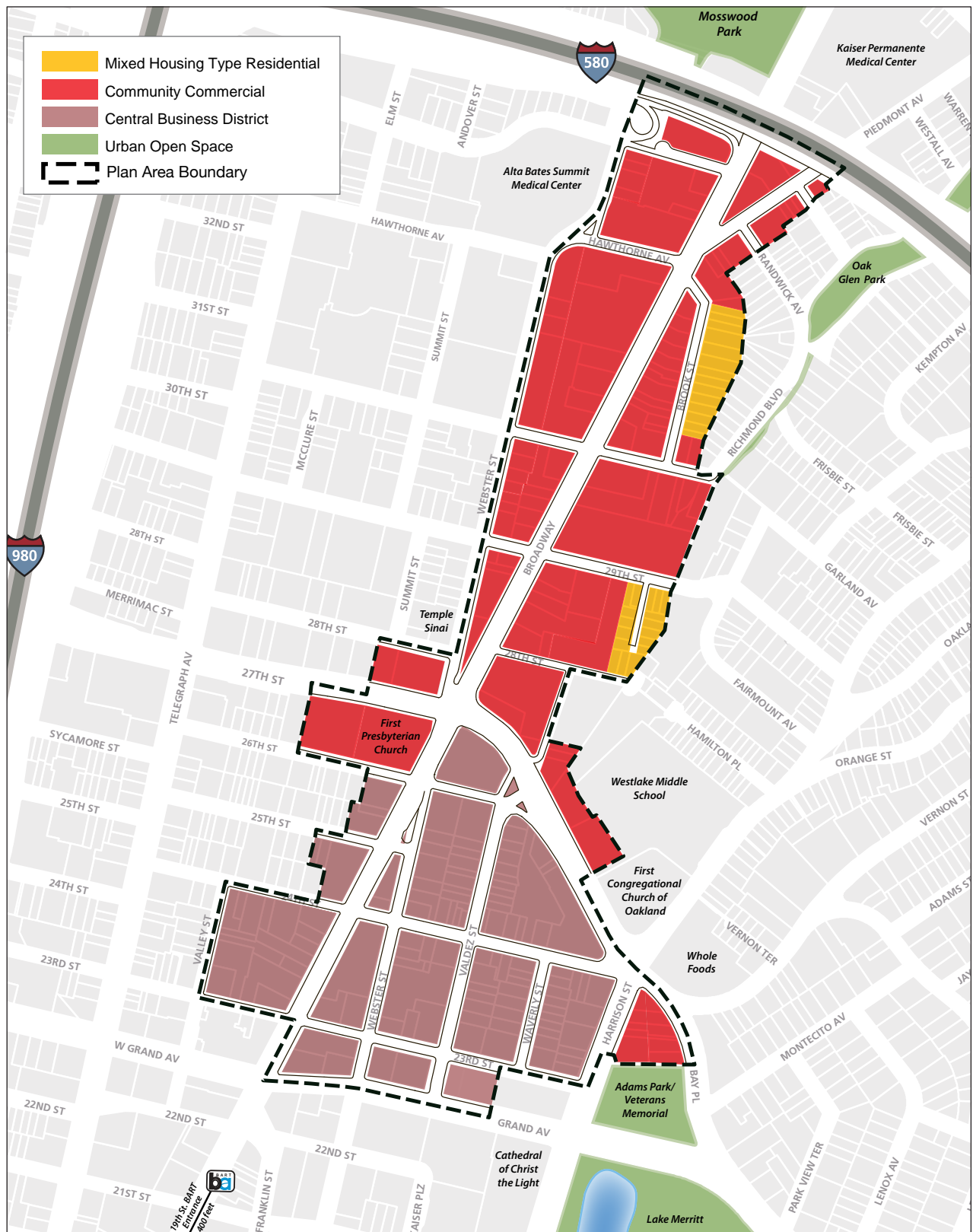
In summary, D-BV-1 Retail Priority Sites would be the most restrictive regarding uses and ground floor uses in particular; D-BV-4 Mixed Use would be the least restrictive regarding uses. D-BV-1 Retail Priority Sites only would allow residential uses if a project were to include a certain size/type

<sup>1</sup> The proposed land use controls, zoning, and height regulations/mapping have not yet been approved or adopted by the City’s various advisory and elected bodies, and are therefore, subject to change.



SOURCE: City of Oakland, Department of Planning and Building, 2013

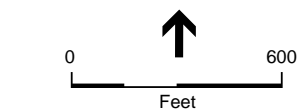
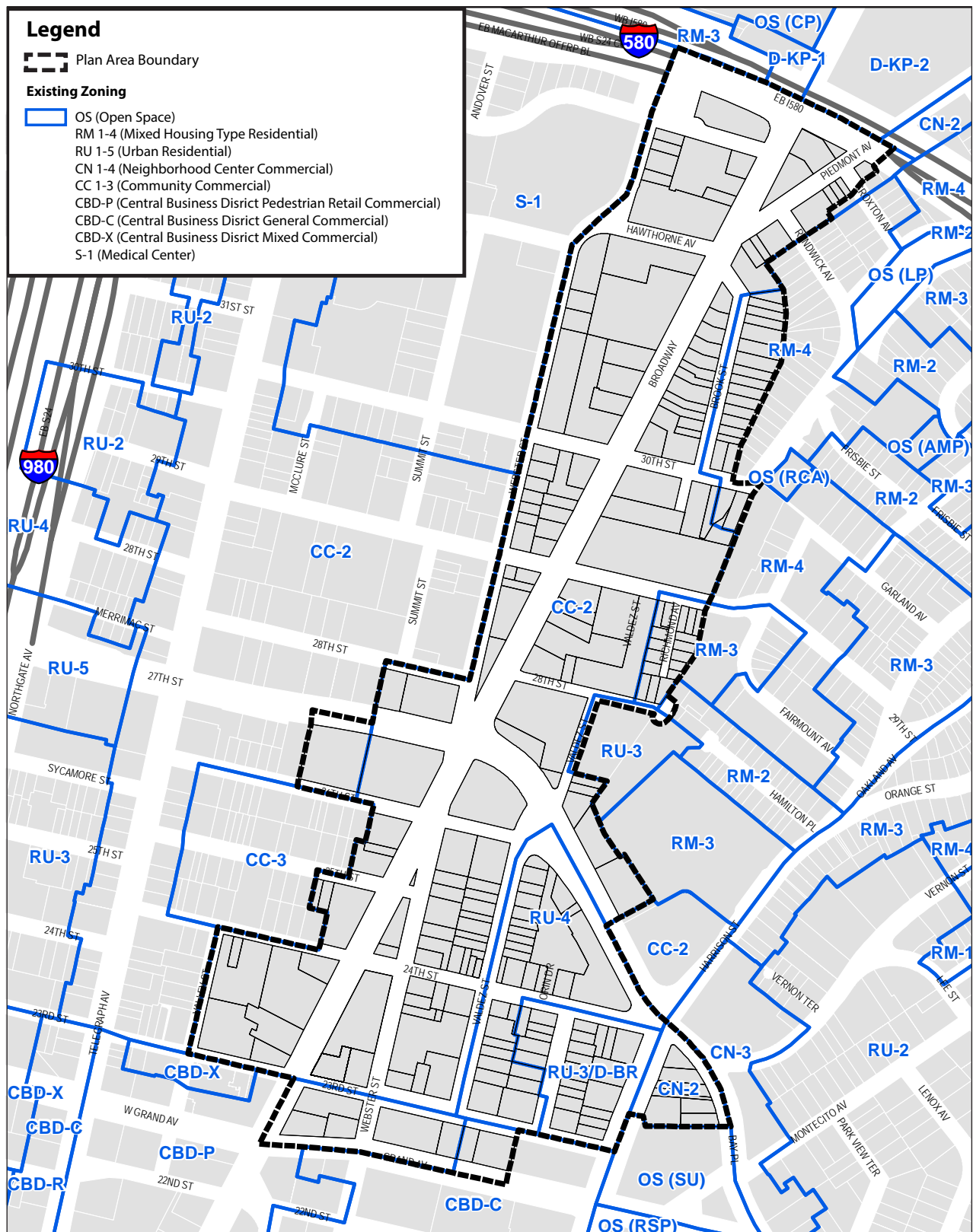
Broadway Valdez District Specific Plan . 208522  
**Figure 3-3**  
 Existing General Plan Land Use Designations



SOURCE: WRT, 2013

Broadway Valdez District Specific Plan . 208522

**Figure 3-4**  
Proposed General Plan Land Use Designations



SOURCE: City of Oakland, Department of Planning and Building, 2013

Broadway Valdez District Specific Plan . 208522

**Figure 3-5**  
Existing Zoning





of retail component (see also Section 3.4.6, *Proposed Height and Massing*, and 3.4.7, *Retail Priority Sites*, below); D-BV-2 Retail would require that ground floor uses consist of retail, restaurant, entertainment, or arts activities; D-BV-3 Mixed-Use Boulevard would allow for a wider range of ground floor office and other commercial activities than in D-BV-2; and D-BV-4 Mixed Use would allow the widest range of uses on the ground floor, including both residential and commercial businesses (see Appendix B of the Specific Plan for complete draft text of the proposed new zoning district regulations).

### 3.4.6 Proposed Height and Massing<sup>2</sup>

As noted above, the height of existing buildings in the Plan Area is generally quite low, with most of the buildings between one and four stories. The Plan is expected to result in a general increase in building heights to accommodate projected development intensities. The proposed height and massing concept seeks to accommodate this increase in height while balancing protection of desirable community character, compatibility with historic and natural resources, and accommodation of high-density mixed use development.

In addition to new district-specific zones, the Specific Plan proposes new height regulations for the Plan Area (see **Figures 3-7** and **3-8**, on pages 3-20 and 3-21). Maximum building heights would range from 45 feet along Brook Street to 250 feet along Grand Avenue and the southern end of the Plan Area between Broadway and Valdez Street. Generally, the tallest building heights would be permitted in the Valdez Triangle (closer to the existing Downtown) and in the North End adjacent to the Alta Bates Summit Medical Center and the elevated I-580 freeway. The lowest building heights would be designated in the North End subarea where existing residences and historic garage structures predominate. The areas currently zoned RM-3 would continue to have a 30 foot height limit and RM-4 a 35 foot height limit. Along the area adjacent to Alta Bates Summit Medical Center, the base height limits of 65 feet and 85 feet for areas with maximum building heights of 135 feet and 200-250 feet, respectively, would apply. Base height limits of 85 feet would apply along Grand Avenue and the southern end of Broadway. Special height regulations would apply to areas in the D-BV-1 Retail Priority Sites zoning district, which are also described in the following section:

- 45 feet in height allowed “by right”;
- Taller structures (ranging from 200 feet to a maximum of 250 feet) allowed if a certain size/type of retail component is included;
- The additional allowed height is dependent upon whether a project includes the appropriate size/type of retail component.

The heights shown in Figure 3-8 are conceptual and represent the associated revisions to the zoning regulations, which would ultimately regulate building height and form, including density, bulk and tower regulations. The revised zoning would specifically regulate building height at four

---

<sup>2</sup> Ibid.

levels: *Building Height Allowed by Right*, *Maximum Building Height*, *Minimum Building Height*, and *Maximum Base Height* (which applies to the building base of mid- and high-rise buildings). Moreover, buildings in all height zones would be subject to the Broadway Valdez design guidelines, which would provide strategies for ensuring that taller buildings are consistent with the Plan's overall vision. These are discussed further below in Section 3.6.

While the heights shown in Figure 3-8 are the maximum heights that would be permitted throughout the Plan Area, future Plan Area development would be subject to the Broadway Valdez Development Program which consists of the *reasonably foreseeable maximum development* assumed for the EIR. Therefore, as discussed in greater detail below in Section 3.5, *Broadway Valdez Development Program*, and in Section 3.8, *Adherence to Allowable Development Program*, individual development projects would be required to undergo monitoring by the City to ensure that the overall development program is not exceeded.

### 3.4.7 Retail Priority Sites and Incentives

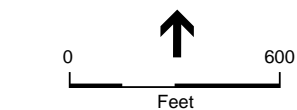
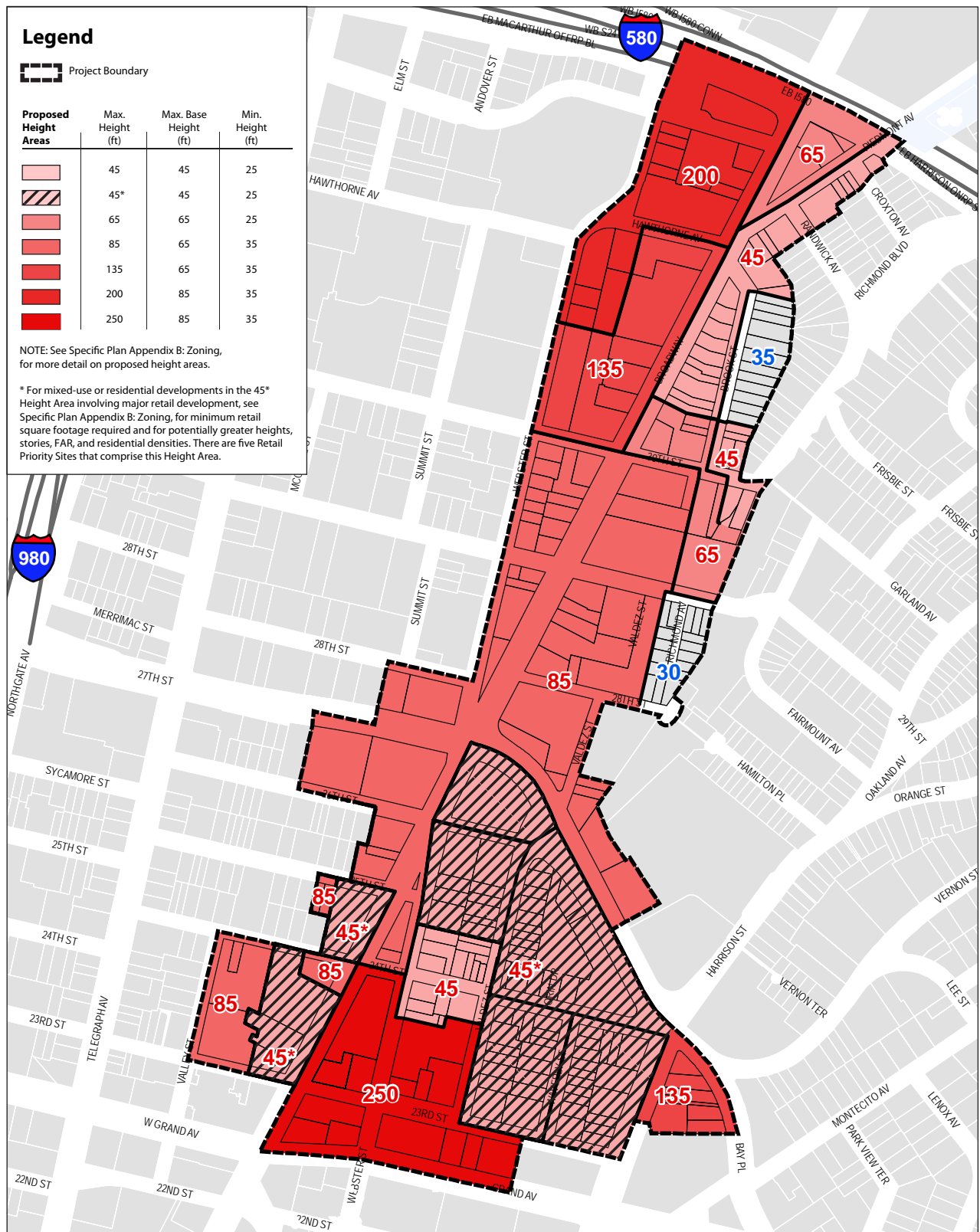
As noted above, to help achieve the Specific Plan's goal of promoting the Plan Area as a retail destination, the Plan's land use concept includes a series of "Retail Priority Sites," which are implemented by the proposed new zoning district D-BV-1 Retail Priority Sites (see **Figure 3-9**). The regulatory framework of D-BV-1 is intended to ensure that larger sites and opportunity areas, particularly within the Valdez Triangle, are reserved primarily for new, larger retail development to accommodate consumer goods retail, at least on the ground floor. In addition to size, the Retail Priority Sites are also well served by transit, have excellent vehicular access, and are in areas of good visibility. The Plan proposes to use a combination of incentives and regulation to achieve its retail objectives on the Retail Priority Sites. The main incentive is that residential only would be allowed if a retail project of a specified size and type were to be developed; additional incentives could apply for retail projects that are larger than the minimum requirement, such as higher heights and allowed density, as well as reduced parking and open space for the residential component of a proposed project.

### 3.4.8 Entertainment District Overlay

The Specific Plan includes an Entertainment District overlay zone that would include the areas along the Broadway and Telegraph Avenue corridors from 13th Street to 27th Street between Harrison and the west side of Telegraph, including a major portion of the Valdez Triangle subarea (see **Figure 3-10**). The overlay zone would encourage live entertainment and cabaret type uses by streamlining the permit process and allowing more extended hour permits; allowing more temporary events such as "artisan marketplaces" and mobile food provisions; streamlining the Encroachment Permit process for sidewalk cafes and reducing or eliminating extra fees; exempting the Entertainment District overlay zone district from the City's "dark skies" ordinance to allow architectural up-lighting that highlights building features; and creating special sign regulations that allow for bold, eye-catching signs that exceed current sign standards.



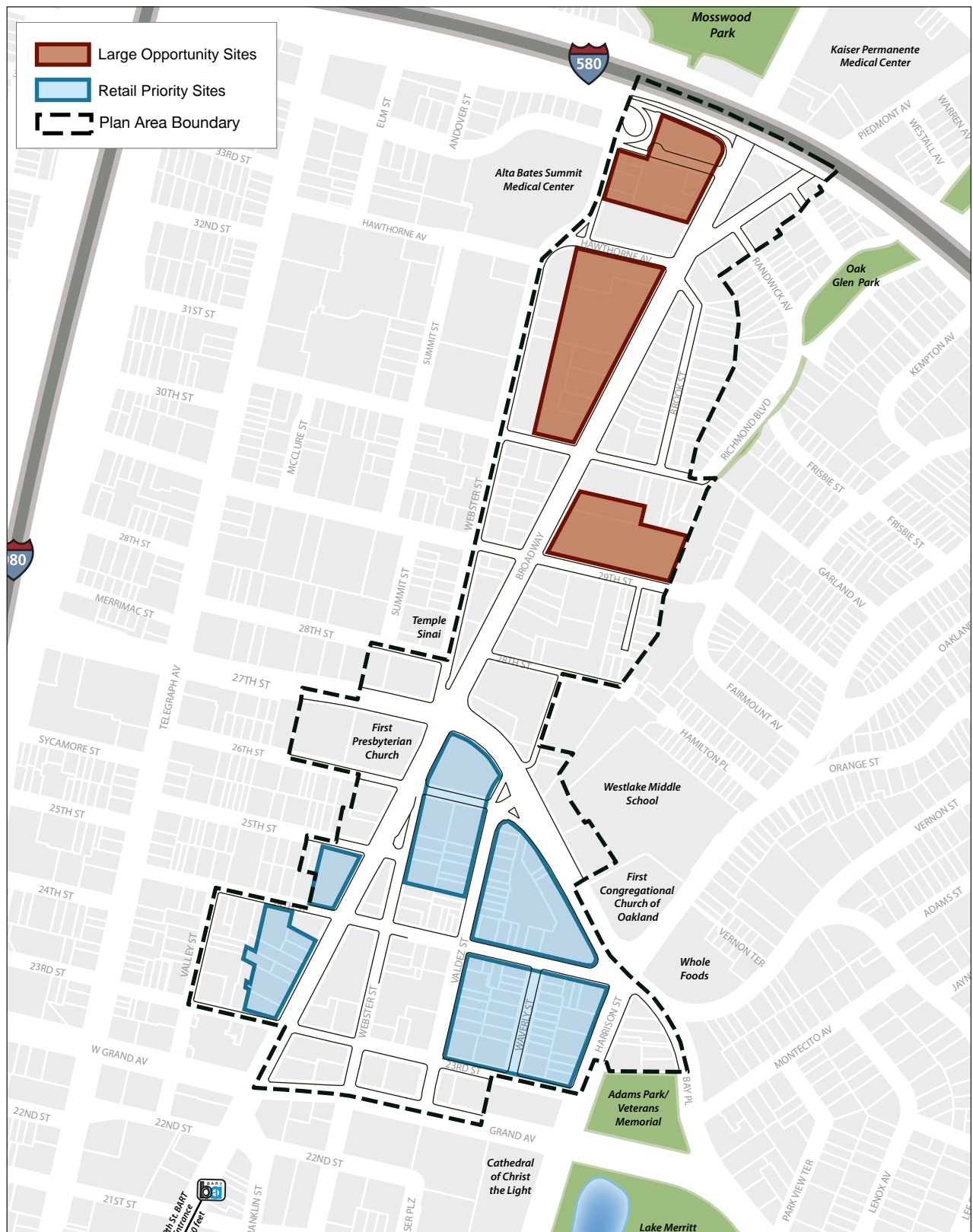




SOURCE: City of Oakland, Department of Planning and Building, 2013

Broadway Valdez District Specific Plan . 208522

**Figure 3-8**  
Proposed Height Map

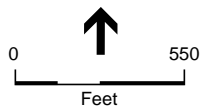
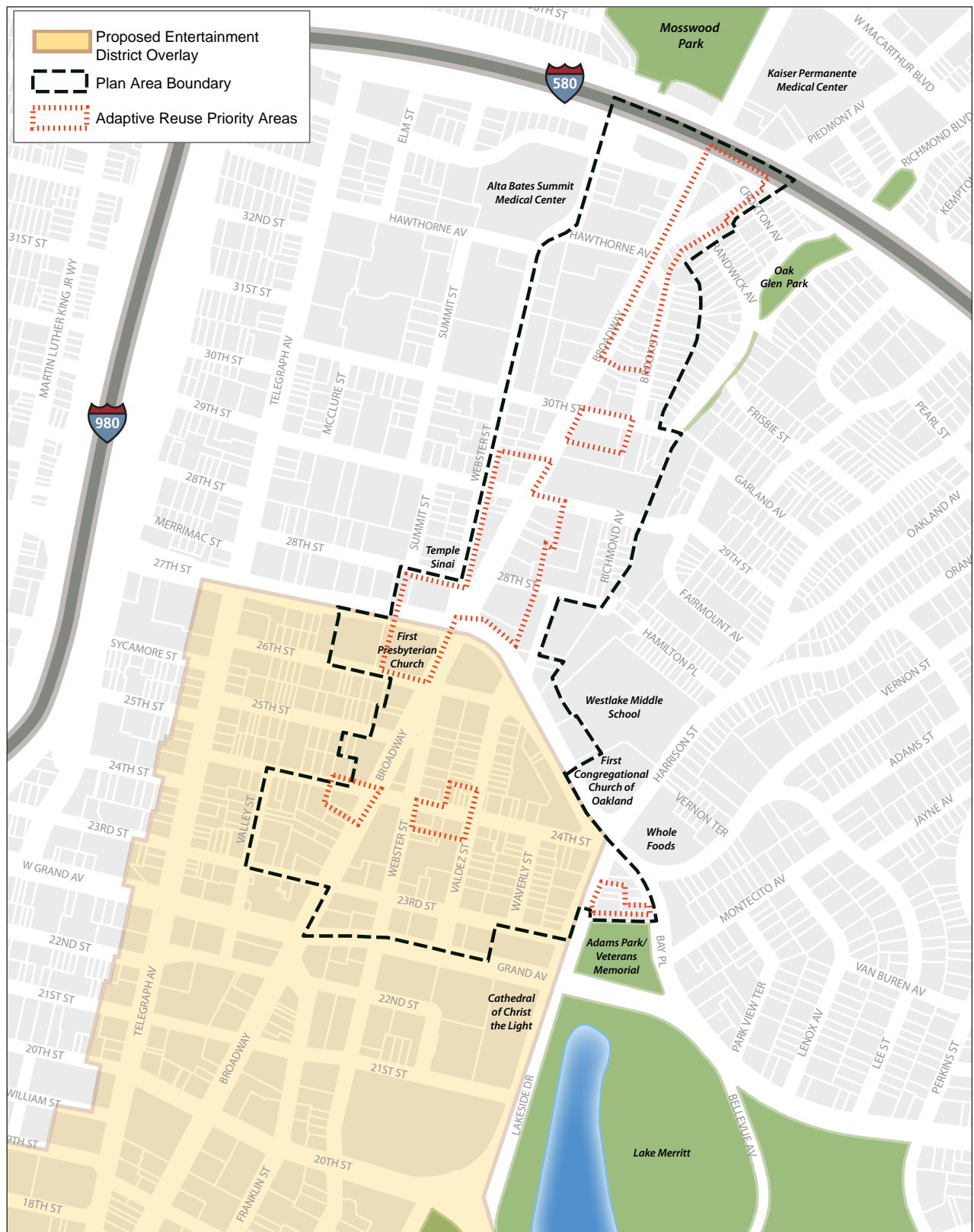


0 550 Feet

Broadway Valdez District Specific Plan . 208522

**Figure 3-9**

Major Opportunity Areas



SOURCE: WRT, 2013

Broadway Valdez District Specific Plan . 208522

**Figure 3-10**

Proposed Entertainment District Overlay  
and Adaptive Reuse Priority Areas



### 3.4.9 Housing

The Specific Plan would encourage a mix of both rental and for-sale housing units. Densities provided would be intended to create a built-in customer base for some of the Plan Area's businesses as well as provide housing options for some of those working in the Plan Area and its vicinity.

The housing mix would include a diversity of unit types, including stacked flats, apartments, studio units, and assisted living units. New single-family detached units and duplexes would not be permitted except within certain perimeter areas of the Plan Area that are designated as *Mixed Housing Type* in the General Plan. Specifically, to support the establishment of a strong retail presence in the Broadway Valdez District Plan Area, and to ensure that housing does not displace potential for commercial development, areas in which residential uses can be introduced as the primary ground-floor use (residential lobbies are permitted per zoning) would be limited to streets around the perimeter of the Plan Area, including, but not limited to Brook Street, Webster Street north of 29th Street, Valley Street, and Richmond Avenue.

Nevertheless, the Plan's goal is to encourage up to 1,800 new residential units that would be distributed throughout the Plan Area and incorporated primarily as upper floor uses in mixed use buildings that include retail or other ground-floor commercial uses.

## 3.5 Broadway Valdez Development Program

The Broadway Valdez Specific Plan established the Broadway Valdez Development Program, which is shown below in **Table 3-2**. As introduced in Chapter 1, *Introduction*, the Broadway Valdez Development Program represents the *maximum feasible development* that the City has projected can reasonably be expected to occur in the Plan Area over the next 25 years, and is thus the level of development envisioned by the Specific Plan and analyzed in this EIR. In total, approximately 3.7 million square feet of development is envisioned, including 1,800 residential units, a new 180-room hotel, and 4,500 new jobs. This *maximum development* that is the basis of this EIR analysis is distinctly different from the *theoretical maximum development potential* that could ultimately occur in the Plan Area. The *reasonably foreseeable maximum development* assumed for the EIR analysis attempts to project what might be feasible based on a number of market factors, including: market demand for various uses; broader regional economic and market conditions; backlog of approved or planned projects in the vicinity; recent development and business investment in the area; landowner intentions for their properties; and properties susceptible to change due to vacancy, dereliction, or absence of existing development. The Specific Plan is a market-driven plan that would be implemented through the decisions that individual landowners make for their properties. Thus, it is difficult to project the exact amount and location of future development with any precision.

However, in order to evaluate the environmental consequences of Specific Plan implementation, particularly as it relates to traffic generation, assumptions have been made about the reasonable distribution and intensity of new development within the Plan Area. Specifically, the traffic analysis

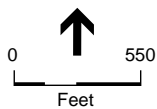
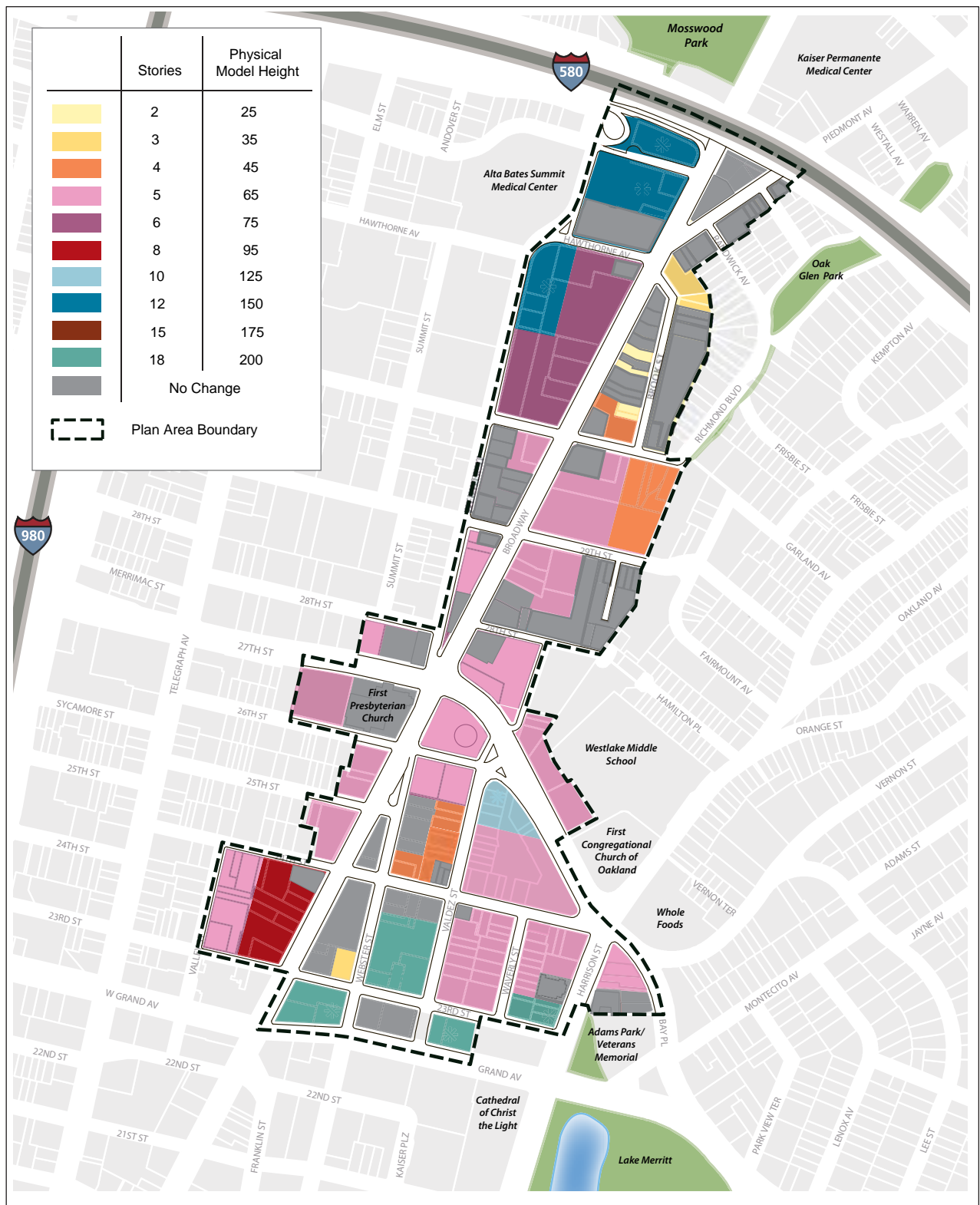
**TABLE 3-2  
BROADWAY VALDEZ DEVELOPMENT PROGRAM**

	Valdez Triangle Subarea	North End Subarea	Total Plan Area (Rounded)
Residential Units	1,030	767	1,800
Office (sq. ft.)	116,000	579,000	695,000
Retail (sq. ft.)	794,000	321,000	1,114,000
Hotel Rooms	180	-	180
Non-Residential Development (sq. ft.)	1,027,000	899,000	1,927,000
<b>Total Development (sq. ft.)</b>	<b>2,057,000</b>	<b>1,666,000</b>	<b>3,723,000</b>
Parking spaces provided by the development program	<b>3270</b>	<b>3151</b>	<b>6,420</b>

SOURCE: WRT, 2012, Fehr & Peers, 2013.

includes assumptions about the generation of new automobile trips associated with the Broadway Valdez Development Program within five subdistricts of the Plan Area. These subdistricts and assumptions are discussed further in Section 4.13, *Transportation and Circulation*. The Broadway Valdez Development Program also is reflected above in Table 3-2 and in the Physical Height Model depicted in **Figure 3-11**. Note that the heights depicted in Figure 3-11 differ from the maximum building heights in the proposed rezoning (Figure 3-8). The Physical Height Model, which forms the basis of this EIR analysis, shows heights that are more reasonably foreseeable than the height maximums in the proposed rezoning and most of the Plan Area is expected to be built out to 65 feet or less in height. Further, heights and general building envelopes depicted in the Physical Height Model are conservative in that they include slightly more building area than would be required to accommodate the *maximum feasible development* assumed for the EIR analysis (i.e. the Broadway Valdez Development Program).

While the Broadway Valdez Development Program reflects a maximum feasible amount of development for the Plan Area of the 25-year planning period, it is not intended as a development cap that would restrict development in either of the two subareas. Rather, the Plan allows for flexibility in the quantity and profile of future development within each subarea, and between subareas, as long as it conforms to the general traffic generation parameters established by the Plan. For example, if significantly more residential and less office development than projected for the North End occurs, it would be allowed as long as the projected traffic generation is within ranges assumed by the Specific Plan and analyzed in this EIR. Through the established planning and environmental review and permitting processes required of each individual development in the City and under the Specific Plan, the City would monitor actual development, associated generation of new automobile trips, and other traffic characteristics within the Plan Area and within the study area as identified in Section 4.13 *Transportation and Circulation*, as the Specific Plan is implemented.



SOURCE: WRT, 2013

Broadway Valdez District Specific Plan . 208522

**Figure 3-11**

Broadway Valdez Development  
Program Physical Height Model

## 3.6 Design Standards and Guidelines

The Specific Plan includes detailed design guidelines for future development in the Plan Area. In general, these design guidelines aim to influence the pattern, scale, character and quality of future development. These factors would affect the overall pedestrian environment, particularly throughout the Plan Area's public areas. The Specific Plan includes guidelines for both the public realm, which includes public right-of-ways, streets, and plazas, and for private developments.

### 3.6.1 Public Realm Design Guidelines

The Specific Plan includes guidelines that aim to establish consistent design character and quality within the public realm, including streets and plazas throughout the Plan Area. Specifically, Broadway would serve as the spine for the Broadway Valdez District Plan Area and would serve as the City's "grand boulevard," linking the Broadway Valdez District to other key destinations, from the Estuary to the Oakland Hills.

Primary access streets, including 27th Street, Webster Street, Piedmont Avenue, Harrison Street and Grand Avenue, would continue to serve as primary regional and local access into the Plan Area from adjoining neighborhoods and regional freeways. Along these streets, the Specific Plan proposes to guide new development in a way that reinforces corridor character and definition. The Plan also proposes streetscape improvement, such as sidewalk widening and street tree planting, width reductions along two pedestrian-oriented shopping streets (24th and Valdez Streets), the removal of channelized right-turn lanes at key intersections, implementation of improvements at several pedestrian crossings and installation of bicycle-related facilities at key intersections. All of these are discussed in greater detail below in Section 3.7, *Circulation*.

### 3.6.2 Private Realm Design Guidelines

The Specific Plan design guidelines focus on appropriate scale, massing, and detailing of buildings and on how individual architectural elements can be organized to create visual interest and maintain human scale. The Plan's design guidelines also support a denser, more compact pattern of development that would fill in the gaps in the urban fabric created by surface parking and vacant lots, and positively define and activate the public realm by establishing a more consistent orientation of active ground floor facades. New buildings would be built up to, and accessed directly from, the public sidewalk, and have active ground floor frontages and uses that would engage and animate the public realm. The Plan's guidelines would also encourage the creation of private and semi-public open space features, including the use of privately-owned pedestrian streets, courtyards and plazas, in a way that would activate the street and positively contribute to the pedestrian environment.

In addition, the Plan would promote the development of mixed-use buildings that place residential, office, entertainment and retail over ground floor retail and promote the adaptive re-use and repurposing the existing inventory of historic buildings to maintain a connection to the area's past and contribute to a variety of architectural styles. Further, Specific Plan design guidelines are customized to promote the development envisioned for each of the Plan Area subareas.



### 3.6.3 Historic Resources and Preservation Strategies

The Plan identifies Adaptive Reuse Priority Areas for historic preservation as a policy for maintaining a unique character for the Plan Area (also shown in Figure 3-10). This policy emphasizes the renovation and repurposing of historic garage and auto showroom buildings along Broadway to preserve a link to the corridor's past and enrich its character. The intent of the Adaptive Reuse Priority Areas is to include both designated historic resources and other existing buildings possessing architectural merit.

In addition to the parcels identified in the Adaptive Reuse Priority Areas, buildings located within the Plan Area's four ASI's, one API, and other Potential Designated Historic Properties (PDHPs) may be eligible for façade improvement grants and easements, transfer of development rights, use of California State Historical Building Code, reduced fees and expedited development review, property tax abatements (pursuant to Mills Act), and relief from code requirements. These programs are discussed in greater detail in Section 4.4, *Cultural Resources*.

## 3.7 Circulation

As previously discussed, the Plan encourages a mix of uses in a pedestrian-oriented urban environment that supports and is well-served by transit. The proposed mix of uses is designed to integrate transportation and land use and to encourage use of non-auto travel modes in the Plan Area.

### 3.7.1 Street Network

Historically, major arterials in the Plan Area and surrounding areas have been designed primarily for automobile traffic. However, in recent years, the City of Oakland has been reducing the number and/or width of travel lanes on various streets to better accommodate pedestrians and bicyclists. Within the Plan Area, along 27th Street, one travel lane in each direction has already been converted to a bicycle lane. While acknowledging the importance of automobiles and delivery trucks to the viability of the Broadway Valdez District, the Specific Plan looks for additional opportunities to improve access and circulation for pedestrians and bicyclists without degrading automobile access and circulation. The following sections describe circulation and the Specific Plan policies for each travel mode in the Plan Area.

#### 3.7.1.1 Pedestrian Circulation

Specific Plan policies would promote pedestrian activity along 24th and Valdez Streets by aiming to reduce existing and future driveways and curb-cuts; widening sidewalks; reducing street crossing widths and increasing pedestrian visibility by installing bulb-outs and crosswalk markings at several key intersections; and providing pedestrian-scale street lighting. The Plan policies are designed to improve pedestrian safety, shorten pedestrian crossing times, and reduce vehicle speeds by removing channelized right-turn lanes that are determined to be unnecessary.

### 3.7.1.2 Bicycle Circulation

The majority of the planned bicycle network outlined in the City's 2007 Bicycle Master Plan for the Plan Area has been completed. Class 2 bicycle lanes<sup>3</sup> on Broadway serve as the primary north-south bicycle connection and Class 2 bicycle lanes on 27th Street and Grand Avenue serve as the primary east-west bicycle connections. Implementation of the Specific Plan would include completion of the bicycle network in the Plan Area as envisioned in City of Oakland's 2007 Bicycle Master Plan. The Specific Plan also would enhance bicycle facilities at key intersections with high bicycle and automobile traffic, such as Broadway and Webster, Broadway and 27th, and Harrison and 27th intersections, through specific improvements at each intersection, and proposes increased bicycle parking supply in the public realm, particularly in non-residential areas.

### 3.7.1.3 Automobile Circulation

The Specific Plan would aim to reduce the Plan Area's overall automobile trip generation in comparison with more traditional suburban and some urban developments by locating the proposed mix and density of uses in proximity to transit service, bicycle network, and walkable streets. The Plan policies also are designed to accommodate future shoppers, particularly regional shoppers, for whom public transportation may not be a viable or convenient option, with adequate automobile access and circulation. Plan policies would minimize curb-cuts, prioritize pedestrian activity along the key retail streets such as Broadway, Valdez Street, and 24th Street, and locate vehicular parking and service access elsewhere in the Plan Area. The Plan may allow for the possible closure of segments of Waverly Street south of 24th Street, 34th Street between Broadway and freeway ramps, and 26th Street between Broadway and Valdez to through traffic on either a temporary or permanent basis in order enhance the pedestrian orientation of the street and surrounding areas and would implement traffic calming on residential streets. Such closures are analyzed as a project variant in this Draft EIR and would not cause significant impacts.

## 3.7.2 Transit

The Plan Area is served by AC Transit and public and private shuttles, and, as noted above, is near the MacArthur and 19th Street BART stations. The Specific Plan policies call for collaboration with AC Transit to improve bus service along Broadway and to incorporate several recommendations for the Plan Area, in consideration of Specific Plan implementation, into their Transit Performance Initiative,<sup>4</sup> including: moving bus stop locations to effectively serve the local uses while maintaining or reducing operating speeds and reducing bus/auto conflicts; creating curb extensions to accommodate in-lane stops that enhance bus service times and provide

<sup>3</sup> These facilities provide a dedicated area for bicyclists within the paved street width through the use of striping and appropriate signage. These facilities are typically five to six feet wide.

<sup>4</sup> Through its Transit Performance Initiative (TPI), AC Transit is currently studying implementation of infrastructure improvements at specific locations along Route 51A, which operates along Broadway and which connects the District to Downtown Oakland, the City of Alameda, and the Fruitvale District to the south, and Upper Broadway and the Rockridge District to the north, to increase bus travel speeds and improve service reliability. These improvements, which may include relocating bus stops, installing bus bulb-outs, providing bus-only lanes, or upgrading traffic signal equipment, are expected to be finalized and implemented by 2014.

adequate space for bus stop amenities; improving bus stop facilities, such as shelters and real-time transit arrival displays. The Plan policies call for coordination with local shuttle operators, including Alta Bates Summit Medical Center and Kaiser Permanente Oakland Medical Center shuttle operators, to explore expanding the geographic area and extending the hours of operations.

In terms of BART-related improvements, the Specific Plan proposes to coordinate revitalization efforts in the Plan Area with additional efforts to enhance Broadway between the Plan Area and the 19th Street BART station to provide a more pedestrian-oriented connection to and from the BART Station.

The City of Oakland is also investigating the possibility of operating a streetcar system, which would include a line along Broadway. If implemented, Broadway would continue to provide two through vehicle lanes in each direction and would be able to accommodate streetcar tracks in the lane adjacent to the bicycle lane. The Specific Plan policies would ensure that improvements to Broadway would not preclude the possibility of future streetcar service along the corridor.

### **3.7.3 Transportation Demand Management**

The Specific Plan proposes a Transportation Demand Management (TDM) program that would apply to the entire Plan Area. Specifically, the Plan would require that all commercial and residential developments in the Plan Area participate in the TDM. The Plan recommends the formation of a Transportation and Parking Management Agency (TPMA) to coordinate all Plan-related TDM efforts.<sup>5</sup> In addition, the Plan proposes implementation of a comprehensive wayfinding signage program in the Plan Area with an emphasis on pedestrian and bicycle facilities and the provision of bicycle support facilities such as bicycle repair shops, attendant bicycle parking/bike station, and/or bike sharing/rental program. Other TDM-related Specific Plan policies could include providing new Plan Area residences with a transit pass and/or transit subsidies, provision of dedicated car-sharing spaces throughout the Plan Area, on-street or in publicly accessible parking facilities, and the requirement that all employers in the Plan Area participate in TDM programs that would encourage the use of transit and facilitate walking and bicycling among their employees through both incentives and disincentives.

### **3.7.4 Parking**

#### **3.7.4.1 Parking Management Plan**

The Specific Plan policies aim to provide an appropriate amount of parking for regional visitors to the Plan Area who may not consider transit as a viable travel mode. To this end, the Specific Plan incorporates a number of policies aimed at minimizing the overall parking supply and optimizing use of available parking. For example, the Plan would encourage shared parking within and between developments, to the extent feasible.

---

<sup>5</sup> A TPMA is an organization formed and funded by developments in a geographic area to coordinate areawide transportation and parking programs. Example TPMA responsibilities include providing residents, employers, employees, and visitors with information regarding available transportation alternatives, maintaining a website to include transportation-related data, and managing the parking supply.

Currently, a high number of parking spaces in the Plan Area are provided in surface parking lots which are identified in the Specific Plan as potential future development sites. Thus, as the Plan Area's development intensifies, it is anticipated that the available public parking supply would decrease. Although the Plan envisions creating a regional shopping destination which could result in a new need for parking, the development intensification thorough the Plan Area would result in more pedestrian, bicycle, and transit trips, and less reliance on automobile trips. The loss of the surface parking lots would be consistent with the Specific Plan's goals. The Specific Plan recommends that each new development within the Plan Area either provide its own off-street parking supply to be both shared and open to the public with little or no restrictions on use, or to share parking with an existing use that may have different operating hours or excessive parking. In addition to new garages, several large garages in the Plan Area and adjacent areas are expected to remain and be available to the public.

#### **3.7.4.2 Parking Management Strategies**

The Plan policies would encourage residential developments to unbundle the cost of parking from the cost of housing, thereby encouraging alternative modes of travel and making housing more affordable to residents who do not own a car.

The Plan would encourage the use of existing parking facilities in the Plan Area and would also implement an area-wide real-time parking information system that includes major parking facilities open to the public. In addition, it would also encourage implementing a parking pricing strategy that encourages Plan Area employees to walk, bike, or use transit to travel to and from work.

### **3.7.5 Street and Infrastructure Improvements**

Although it is difficult to project the exact amount of future development with any precision, to evaluate the environmental consequences of Specific Plan implementation, assumptions have been made about the public realm improvements anticipated to be funded and implemented as conditions of new private development. Therefore, the following improvements along several major streets and at several key intersections throughout the Plan Area are considered reasonably foreseeable with adoption of and development under the Specific Plan and are thus anticipated as a part of the Specific Plan:

- Widened sidewalks along segments of 24th and Valdez Streets.
- Removal of the following channelized right-turn lanes:
  - From southbound Harrison Street to 27th Street;
  - From westbound 27th Street to Broadway;
  - From eastbound 27th Street to Valdez Street; and
  - From northbound Valdez Street to 27th Street.
- Squaring of the intersection at Broadway/Webster Street/25th Street.

- Improvements to the mid-block pedestrian connection between 30th and Hawthorne via installation of bulb-outs and enhanced crosswalk treatment and installations of Rectangular Rapid Flash Beacons.
- Implementation of bicycle markings and bicycle-related facilities, such as bicycle boxes or bicycle signal actuations, at key intersections, including Broadway/Webster, Broadway/27th, Harrison/27th).

### 3.8 Adherence to Allowable Development Program

The Specific Plan indicates, in Section 4.4.2, that the Broadway Valdez Development Program represents the reasonably foreseeable maximum development allowed by the Specific Plan. It is important to note that this is distinctly different from the theoretical ultimate development potential in Plan Area that would be permitted by full buildout under the revised General Plan and Planning Code regulations. This EIR examines the potential impacts associated with the reasonably foreseeable maximum development of the Broadway Valdez Development Program only and not the theoretical ultimate development permitted under the General Plan and zoning. (see Section 3.5 above). The theoretical ultimate development scenario is analyzed in Chapter 5, *Alternatives*, of this EIR.

While the CEQA analysis herein is based on the development quantities set forth in the Development Program, the intent of the Specific Plan and this EIR is to provide as much flexibility as is feasible in terms of precise mix of newly developed land uses and their location within the Plan Area while conforming to this CEQA analysis and thresholds. Since traffic capacity is the key environmental factor constraining development, the *maximum allowable development* under the Specific Plan would be tracked and measured by vehicle trip generation rather than the amount of specific land uses. As the Plan Area develops, the City would track amounts of development by land use, but would also estimate net new generation of automobile trips within each of the Plan Area's five subdistricts (see Section 3.5 above). Any proposal for development resulting in net trip generation in excess of the amounts estimated for each subdistrict and analyzed in Section 4.13 *Transportation and Circulation*, would be required to conduct a traffic impact analysis to establish that other traffic characteristics, including remaining circulation capacity, within the Plan Area and within the study area as identified in Section 4.13 *Transportation and Circulation*, would not result in new or more severe environmental impacts than are analyzed and disclosed in this EIR. As the Plan Area develops, the City will track (1) the total number of residential units, hotel rooms, and non-residential square footage for which entitlements have been granted and building permits issued, (2) the total number of residential units, hotel rooms, and non-residential square footage removed due to building demolition, and (3) the estimated net trip generation from entitled development under the Specific Plan per subdistrict relative to the amounts estimated per subdistrict as analyzed in this EIR.

In summary, this EIR evaluates the impacts of the reasonably foreseeable maximum development under the Broadway Valdez Development Program and as long as the actual build-out stays within the impact envelope, there can be a mix and match between various land uses (e.g. there can be more retail if less office, as built, or vice versa).

## 3.9 Required Approvals and Actions

### 3.9.1 City Approvals

The Broadway Valdez District Specific Plan is intended to be adopted concurrently with amendments to the City's General Plan and the Oakland Planning Code, which would provide the implementing regulatory framework that would guide future land use and development decisions in the Broadway Valdez District. This Specific Plan was written to be consistent with, and serve as an extension of, the Oakland General Plan, by providing both policy and regulatory direction. The Plan would work in conjunction with the Oakland Planning Code to regulate new development in the Plan Area.

Specifically, implementation of the Specific Plan would require amendments to the General Plan and to the City of Oakland Planning Code. These amendments are included as a part of, and would be adopted concurrently with, the Specific Plan. Upon adoption, the objectives and policies contained within the Plan would supersede goals and policies in the General Plan with respect to the Plan Area. In situations where policies or standards relating to a particular subject are not provided in the Specific Plan, the existing policies and standards of the City's General Plan and Planning Code would continue to apply. The amendments would be made to both the General Plan and Planning Code to ensure that broad City policy and specific development standards are tailored to be consistent with the Plan. Projects would be evaluated for consistency with the intent of Plan policies and for conformance with development regulations and design guidelines.

This EIR is intended to provide the information and environmental analysis necessary to assist the City in considering all the approvals and actions necessary to adopt and implement the Broadway Valdez District Specific Plan. To summarize previous discussions in this chapter, such actions/approvals include without limitation:

- **Certification of the EIR.** Certify the Broadway Valdez District Specific Plan EIR and make environmental findings pursuant to CEQA.
- **Adoption of the Specific Plan.** Adoption of the Specific Plan, including the design guidelines.
- **Amendments to General Plan.** Amend General Plan text and maps to incorporate the Specific Plan.
- **Amendments to the City of Oakland Planning Code.** Amend Planning Code text and map to incorporate the Specific Plan
- **Design Guidelines.** The Broadway Valdez District Specific Plan includes design guidelines to supplement the Planning Code regulations for this area.

As detailed in Section 1.2, *Environmental Review*, the City intends to use the streamlining/tiering provisions of CEQA to the maximum feasible extent, so that future environmental review of specific projects is expeditiously undertaken without the need for repetition and redundancy, as provided in CEQA Guidelines Section 15152 and elsewhere.

### 3.9.2 Other Agencies

Other agencies may be required to rely on this EIR for development in areas under their jurisdiction that are within the Plan Area including without limitation:

- **San Francisco Bay Regional Water Quality Control Board (RWQCB)** – acceptance of a Notice of Intent (NOI) to obtain coverage under the General Construction Activity Storm Water Permit (General Construction Permit), and Notice of Termination after construction is complete. Granting of required clearances to confirm that all applicable standards, regulations and conditions for all previous contamination at the site have been met.
- **Bay Area Air Quality Management District (BAAQMD)** – compliance with BAAQMD Regulation 2, Rule 1 (General Requirements) for all portable construction equipment subject to that rule.
- **East Bay Municipal Utility District (EBMUD)** – approval of new service requests and new water meter installations.
- **Alameda County Department of Environmental Health (ACDEH)** – review and acceptance of an updated Hazardous Materials Management Plan and Inventory (HMMP) and the Hazardous Materials Business Plan (HMBP).
- **California Department of Toxic Substances Control (DTSC)** – ensuring compliance with state regulations for the generation, transportation, treatment, storage, and disposal of hazardous waste.
- **California Department of Transportation (Caltrans)** – review and approval of plans, specifications, and estimates (including any equipment or facility upgrades) for modifications to intersections under the jurisdiction of Caltrans to accommodate signal timing changes.