2.0 PROJECT DESCRIPTION

2.1 BACKGROUND

In 2000, the City adopted and approved the *Redevelopment Plan for the Oakland Base Redevelopment Project*, establishing a 1,800-acre redevelopment project area with the former Oakland Army Base (OARB) at its core. The OARB, an approximately 430-acre facility located on the West Oakland waterfront, was first commissioned in 1941 as a port and trans-shipment facility. During World War II, it served as a major cargo port and warehousing facility. Up until 1995, the base was active with warehouse uses and approximately 2,040 employees.

In 1995, the Base Realignment and Closure Commission recommended closure and realignment/ disposal of the Oakland Army Base. As part of the base closure process, the U.S. Army prepared an Environmental Impact Statement (EIS), consulted with and received approval of a Coastal Zone Consistency Determination from the San Francisco Bay Conservation and Development Commission (BCDC), consulted with the State Office of Historic Preservation regarding cultural resources, and consulted with the U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NMFS) regarding biological resources. The base was officially closed for military operations in September 1999.

Prior to the official closure of the base in September 1999, the Oakland Base Reuse Authority (OBRA) was established to direct the planning process for the future reuse of the OARB. The OBRA consulted with representatives of the West Oakland community, the community that would be most impacted by the closure, and other key stakeholders. The OBRA's efforts resulted in a *Draft Final Reuse Plan for Oakland Army Base* (OBRA 1998, as amended 2001), which contains a conceptual vision and broad policy framework for the OARB's development. (As explained below, a Final Reuse Plan was adopted in July 2002).

The *Redevelopment Plan* incorporates the *Reuse Plan* and provides a program of redevelopment, rehabilitation, and revitalization of the project area. Objectives of the *Redevelopment Plan* focused on the elimination of blight and blighting influences, and strengthening the City's economic base. The Redevelopment Area was divided into the following three sub-districts:

- The Oakland Army Base Sub-District, 470-acres, includes the 430-acre Army Base and approximately 40 acres beyond the Army Base.[13] The OARB Sub-District is subdivided into two development areas:
    - the City of Oakland's 228-acre Gateway Development Area, generally located in the northwest portion of the sub-district. The Gateway Development Area includes approximately 189 acres of the OARB and several miscellaneous parcels generally located outside of the OARB

[13] The 40 acres includes 14 miscellaneous acres between the Base and Interstate 80 and 26 acres of U.S. Army Reserves property in two locations: the 19-acre Subaru Lot immediately north of West Grand Avenue and the 7-acre Enclave in the south central portion of the OARB.

and north of Burma Road. These miscellaneous parcels are currently owned by the City, the Port, and Caltrans.

  - the Port of Oakland's 241-acre Port Development Area, located in the west and southeast portions of the sub-district. The Port Development Area includes approximately 185 acres of land area from the OARB and an additional 56 acres of OARB submerged land.

- Maritime Sub-District, 1,290 acres owned by the Port of Oakland. This property is separate from the Oakland Army Base, and constitutes the remainder of the gross land area at the Port of Oakland seaport.
- 16th/Wood Sub-District, 41 acres, various private land owners.

In July 2002, the *Final Environmental Impact Report of the Oakland Army Base Area Redevelopment Plan* was certified[14] and a Final Reuse Plan was adopted by OBRA.[15] A broad set of activities was contemplated under the 2002 Reuse Plan and EIR, consistent with the Redevelopment Plan, including warehousing and distribution, retail, office and research and development, truck related activities and other Port related activities. Table 2-1 shows the build out of the Redevelopment Area analyzed in the 2002 EIR.

Table 2-1: 2002 OARB Area Redevelopment Project Area Build Out, 2002 Through 2020

		Redevelopment Sub-District				
		OARB[a]				
Potential Land Uses	**Units[b]**	**Gateway**	**Port**	**Maritime**	**16th/Wood**	**Total**
Light Industry	sq. ft.	494,000[c]		0	305,000	799,000
Office, R&D	sq. ft.	1,528,000		0	1,437,000	2,965,000
Retail	sq. ft.	25,000		0	1,300	26,300
Warehouse/distribution	sq. ft.	300,000		0	0	300,000
Total square feet		**2,347,000**		**0**	**1,743,300**	**4,090,300**
Live/work units					375	375
From uses listed above	ac.	168	0	0	40	208
Park, Public Access	ac.	29	0	0	1	30
New Maritime Terminals	ac.		55	65	0	120
Terminal Reconfiguration	ac.			82		82
Maritime Support	ac.	15	2	88[e]	0	105
Rail	ac.		130	35	0	165
Acres to be Redeveloped[d]		**212**	**187**	**270**	**41**	**710**
Total acres		**228**	**241**	**1,290**	**41**	**1,800**

[a] As required by federal BRAC law, redevelopment of the OARB sub-district includes a Homeless Assistance Accommodation program. Redevelopment as proposed would locate the entire program outside the project area; however, 2002 Draft EIR Chapter 7, Alternatives to the Proposed Redevelopment Program, examines alternatives for locating the Homeless Assistance Accommodation program on site.

[b] sq. ft. = square feet; ac. = acres

[c] Includes 50,000 square feet of training facilities for the Joint Apprentice and Training Committee (JATC).

[d] Acreages identified above are gross land use acreage, and include roadway and utility rights-of way.

[e] Includes a Maritime Support Center (See Section 3.6.4 of the 2002 Draft EIR).

Source: OARB Area Redevelopment EIR, Public Review Draft. April 2002.

[14] Special provisions of CEQA allowed for adoption of Redevelopment Plans for former military bases prior to the CEQA process being completed.

[15] Subsequently, the City has amended the Reuse Plan and completed three other environmental documents, a 2006 Supplemental EIR and 2007 Addendum for a proposed Auto Mall and a 2009 Addendum for a proposed aggregate recycling and fill project, both on portions of the Gateway Development Area. Neither of these projects was pursued.

Concurrently with the actions described above in the City of Oakland, the Board of Port Commissioners adopted the *Final Environmental Impact Report of the Oakland Army Base Area Redevelopment Plan* in September 2002 as a responsible agency under CEQA. The 2002 EIR evaluated the following developments within the Port Development Area of the OAB:

1) realign and extend the part of Maritime Street north of 7th Street,[16] and
2) relocate the Port's Joint Intermodal Terminal (JIT)[17] rail facility onto the OAB.

Within the larger Maritime Sub-district, the 2002 EIR considered projects to:

1) realign Maritime Street south of 7th Street;
2) widen and grade separate 7th Street, which borders the rail yard to the south, to reduce truck crossing delays at the Maritime Street and 7th Street intersection due to rail movements between the JIT and the Outer Harbor Intermodal Terminal (OHIT) railyard;
3) expand existing Port marine terminals;
4) construct a new marine terminal (with 26 net acres of Bay fill) adjacent to Berth 22 (New Berth 21); and
5) develop a maritime support center for truck parking, container depots, container freight stations, inspection sites and other cargo services.

The EIR is consistent with Port-wide growth in cargo to meet the Port's share of regional cargo throughput in 2020, as identified in the Seaport Plan ((BCDC and MTC 1996, as amended through 2007).

After the 2002 EIR was certified, the Port conducted a study that looked closely at the balance of maritime facilities (including vessel berths), container yards, and rail yards in the Outer Harbor area. This study determined that "The capacity of the Port is not currently constrained by its maritime facilities. It is constrained by the capacity and performance of the road and rail intermodal connectors. The most effective configuration for the Port of Oakland over the next 15 to 20 years requires an increase in rail yard space, in addition to construction of the 7th Street grade separation."[18]

In August 2006, approximately 170 acres of the former Army Base were conveyed to the Oakland Redevelopment Agency to comprise the Gateway Development Area, and another 200 acres were transferred to the Port. The City of Oakland acquired the Redevelopment Agency's interest in the former Oakland Army Base and is now planning for the development of approximately 160 acres of City-owned land within the former Oakland Army Base that will be known as the 2012 Oakland Army Base Project. The City of Oakland solicited proposals from master developers for the City-owned site and in 2009 the joint venture between Prologis and California Capital and Investment Group (Prologis/
CCIG) was selected as the master developer. The Port of Oakland is planning for the development of approximately 168 acres east of Maritime Street, including 164 acres within the OAB sub-district's

[16] An Addendum that looked at the impacts of not relocating Maritime Street to the East onto OAB property was considered by the Board of Port Commissioners on October 3, 2006, and adopted with Resolution 06251.

[17] The Port's tenant at the JIT, BNSF Railway, refers to the rail yard as Oakland International Gateway (OIG).

[18] Port of Oakland, 2004. *Maritime Development Alternatives Study*.

Port Development Area, and a 4 acre Port owned parcel along 7th Street within the Maritime sub-district. Additionally the proposed development includes an approximately 10 acre area surrounding the 7th and Maritime Street intersection which is also within the Maritime sub-district. The proposed development for both the City-owned and the Port-owned areas will be collectively known as the 2012 Oakland Army Base Project.

2.2 SETTING

2.2.1 Location

The Oakland Army Base site is located in western Oakland, partially along the eastern shoreline of San Francisco Bay (Figure 2-1). This is the westernmost portion of West Oakland. The project area is located approximately two miles west of the central business district. It is located adjacent to several regional transportation links, as well as to the Bay. The project area (Figure 2-2) is bounded by the following:

- To the north is Interstate 80 (I-80), and the Bay Bridge touchdown (where the bridge meets land, located on a peninsula into the Bay also called the "Gateway peninsula") and Bay Bridge Toll Plaza; beyond is the Bay.
- To the northeast is the East Bay Municipal Utility District (EBMUD) Main Wastewater Treatment Plant (MWWTP), a large, region-serving industrial sewage treatment facility. Beyond the MWWTP are those portions of Interstates 80, 580 and 880 known as the "MacArthur maze", and farther beyond is the City of Emeryville. To the east and southeast is the Union Pacific (UP) railyard. Approximately 2 miles southeast of the site is Jack London Square.
- To the southwest is the Port's Joint Intermodal Rail Terminal (JIT) and farther beyond are Port marine terminals, including Berths 55-56 (Total Terminals International, operated by Hanjin) and Berths 57-59 (Oakland International Container Terminal, operated by SSAT), Middle Harbor Shoreline Park, and the Oakland Estuary. Beyond the estuary is the former Naval Air Station Alameda in the City of Alameda, another closed military installation, which is now named Alameda Point.
- To the west is the Port of Oakland's Berths 20-26 marine terminal, operated by Ports America Outer Harbor Terminals, LLC, and the site of the proposed New Berth 21 marine terminal.

The 2012 Project is almost entirely on the Oakland Army Base portion of the Redevelopment area; the majority of the project is within the Oakland Army Base Sub-District (Figure 2-3). At the south end of the project site, the project extends into the Maritime Sub-District. The proposed project does not include any elements in the 16th/Wood Sub-district.

The area around the Oakland Army Base Redevelopment Area is urbanized and generally industrial with some vacant or underdeveloped parcels (Figure 2-4). As described above, northeast is the EBMUD MWWTP. East of the site, east of the Union Pacific (UP) and (BNSF) rail yards and I-880 are commercial and industrial uses. The residential community of West Oakland is farther to the east. South of the Redevelopment Area are marine terminals, the Oakland Inner Harbor and residential and commercial uses in the City of Alameda.

2.2.2 Existing Land Uses

The approximately 360.5-acre project site is dominated by industrial and transportation uses. The project site contains truck parking, cargo container storage, maintenance facilities, rail yards, large warehouses, and vacant land. Table 2-2 lists the existing tenants and uses on the project site. Figure 2-4 provides an aerial of the project site and generally notes existing land uses.

Table 2-2: Existing Oakland Army Base Tenants and Uses

Tenant	Land Use	Building Area Leased (sq. ft.)	Land Area Leased (ac.)	Number of Employees
Port Owned Properties				
Pacific Coast Container	Warehouse storage and distribution	90,700	3.2	140
Impact Transportation	Warehouse storage and distribution	77,510	0.0	63
Wings Century	Trucking operation	0	1.6	36
United Intermodal Services	Container services	0	8.3	22
Admiral Security	Security for truck parking	1,200	0.0	18
Industrial Railways	Rail, warehouse and storage yard	47,000	2.0	9
Wings Depot	Container storage	0	1.1	7
MDI Forest	Log export terminal	0	2.8	6
Pansini (Ampco)	Truck parking	0	20.0	5
Three Harbors Trucking	Trucking operation	0	5.7	4
West Oakland Truck Repair	Truck repair	3,608	0.2	4
American Fumigation	Fumigation services	23,500	0.0	3
MetriTech	Port trucking services	560	0.0	2
Bridgeport	Trucking operation	0	1.4	1
Greyhound Lines	Equipment storage	0	1.0	1
Port Truck Customer Service Center	Port trucking services	39,818	0.0	1
Tacos Guanatos	Equipment storage	0	0.1	1
Port Materials Management Stockpile	Asphalt, concrete recycling	0	10.0	0
	PORT TOTAL	**283,896**	**57.4**	**323**
City Owned Properties				
California Department of Transportation	Lay-down, staging & on-site management of Eastern Span Replacement of San Francisco-Oakland Bay Bridge	0	26.0	200
Pacific Coast Container	Warehouse storage and distribution	141,000	5.0	50
Oakland Film Center	Film production	58,345	3.0	40
Oakland Police Department	Training	94,000	0.0	30
Impact Transportation	Warehouse storage and distribution	86,446	2.0	15
Winter Shelter	Homeless shelter	10,000	0.0	14
Oakland Maritime Support Services	Maritime support services	0	16.2	12
Bridgeport Transportation	Trucking	56,875	1.3	10
URSI	Recycling	0	3.0	6
Sunshine Transport	Trucking	0	1.0	4
Foss Maritime	Marine services (refueling)	0	1.0	0
	CITY TOTAL	**446,666**	**58.5**	**381**
	ARMY BASE TOTAL	**730,562**	**115.9**	**704**

sq. ft. = square feet
ac. = acres

Source: City of Oakland Redevelopment Agency and Port of Oakland, August, 2011.

LSA

FIGURE 2-1

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Project Site

2012 Oakland Army Base Project
Project Vicinity and Regional Location

SOURCES: GOOGLE MAPS; LSA ASSOCIATES, INC., 2012.

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LSA

FIGURE 2-2

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2012 Oakland Army Base Project Boundary

2002 Oakland Army Base Area Redevelopment Plan EIR Boundary

Oakland Army Base Boundary - City Owned Land; balance of project site is Port owned

Oakland Army Base Boundary

2012 Oakland Army Base Project
Army Base Boundaries

SOURCES: CITY OF OAKLAND, CEDA, 2012.

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LSA

FIGURE 2-3

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2012 Oakland Army Base Project Boundary
2002 Oakland Army Base Area Redevelopment Plan EIR Boundary
Sub-District: Oakland Army Base
Sub-District: Maritime
Sub-District: 16th/Wood

2012 Oakland Army Base Project
Project Boundary

SOURCES: CITY OF OAKLAND, CEDA, 2011.

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LSA

FIGURE 2-4

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Existing Billboards

2012 Oakland Army Base Project Boundary

2012 Oakland Army Base Project

Existing Land Use

SOURCES: GOOGLE EARTH, 2009; LSA ASSOCIATES, INC., 2012.

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2.3 PROPOSED PROJECT

The City and the Port of Oakland are considering redevelopment of an approximately 360.5-acre site, primarily within the bounds of what is known as the OARB Sub-District of the Oakland Army Base Redevelopment Area, specifically the Gateway Development Area and the Port Development Area. The activities contemplated, deemed the "2012 Oakland Army Base Project" would provide new, state-of-the-art facilities to support the international, national, regional and local movement of goods by way of the seaport, railroad and roadway networks. The currently proposed activities are a joint effort among the Port of Oakland and public-private partnerships between the City of Oakland, Prologis/CCIG, CASS and California Waste Solutions. The 2012 Project includes a Trade and Logistics Center that combines a Port of Oakland development program and a City of Oakland development program for the construction of new buildings (such as warehouse and distribution facilities) primarily to support cargo logistics uses (Figures 2-5a, -5b, -5c and -5d). The 2012 Project also includes nine billboards (Figure 2-6). In addition, the project includes an infrastructure program for roadway and railroad improvements to support the Trade and Logistics Center cargo distribution facilities (Figures 2-7 and 2-8), as well as water, sewer, storm drainage, telecommunications, security, gas, electrical and other utility improvements. The project will further implement the Redevelopment Plan. The 2012 Project elements are summarized in Table 2-3 and are described below.

2.3.1 Development Program

Port of Oakland Building Program, Maritime Logistics. The Port of Oakland would redevelop the southern approximately 175 acres of the project site with up to 882,880 square feet of maritime related logistics uses and activities, including container cargo storage and movement, container freight stations, deconsolidation facilities, truck terminals, and regional distribution centers to serve cargo passing through the seaport and through the proposed rail terminal. The nature of the activities would be related to waterborne commerce moving through Oakland. The warehouses and truck terminals would be large scale simple geometric structures. Flat or slight shed sloped rooflines would be typical, with a 30- to 60-foot height limit, depending on the building function.

Port of Oakland Building Program, Truck Parking. The Port committed in its 2001 application to BCDC for Seaport Plan and Bay Plan amendments that it would provide 15 acres of land in the Port area for truck parking. This parking remains part of the 2012 Project.

City of Oakland Building Program. The City of Oakland would redevelop the northern approximately 158.1 acres of the project site with logistics facilities, and either a marine terminal or research and development and open space uses as described below.

City Logistics (Central and East Gateways). Approximately 96.7 acres of the project site south of West Grand Avenue are anticipated to be redeveloped with approximately 979,620 square feet of logistics facilities, rapid deployment centers, and regional distribution centers. The nature of the activities would be derived from overall demand and market needs. The warehouses and truck terminals would be large scale simple geometric structures. Flat or slight shed sloped rooflines would be typical, with a 30 to 60-foot height limit, depending on the building function.

In this area, between proposed West Burma Road and West Grand Avenue, approximately 10 acres would be provided for truck services, including 36,850 square feet of buildings for truck parking and

services, including a bio-diesel fueling station, weighing stations, training and certification facilities, maintenance facilities, and retail.

City North Gateway. Approximately 27.3 acres north of West Grand Avenue would be reserved for up to 379,610 square feet of use for indoor recycling facilities. This area is not under negotiations with Prologis/CCIG. In addition, approximately 7 acres would be provided for a truck parking area; this area may include a fueling station, which may be biodiesel. It is anticipated that the operation of this area would be integrated with the 10 acres of ancillary maritime services in the Central Gateway. The recycling buildings would be large scale simple geometric structures. Flat or slight shed sloped rooflines would be typical, with a 30- to 60-foot height limit. The recycling operations would be industrial operations for the collection and processing of a variety of recyclable materials, including metals. One of the facilities would include a remelting furnace for the melting of alloys.

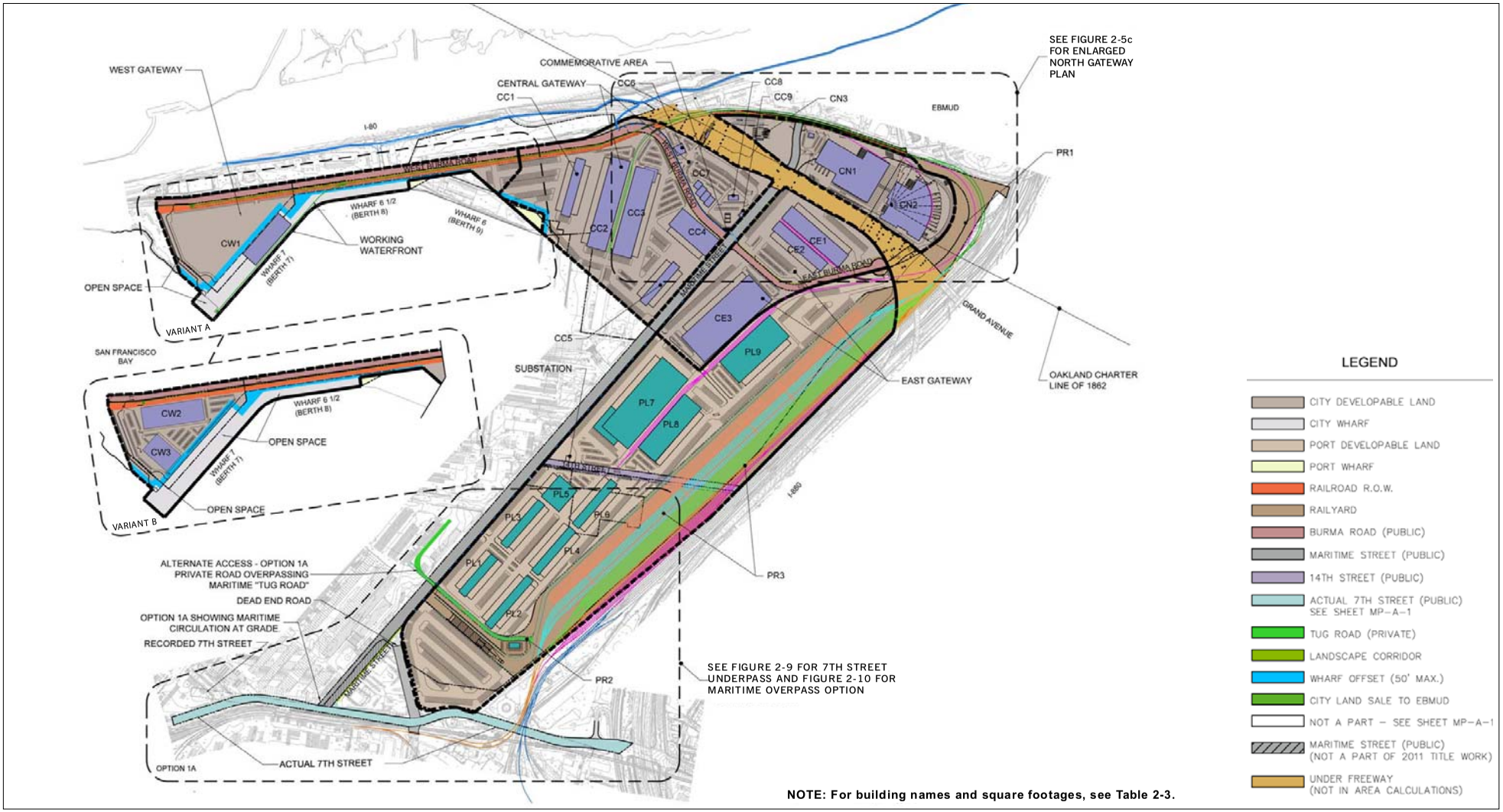
City West Gateway Working Waterfront - Variant A. The working waterfront variant would maintain the existing uses on the 34.1-acre area at the northwest edge of the site. Cargo would move directly between ships and rail. Export cargo would consist of non-containerized bulk goods, and inbound cargo would consist primarily of oversized or overweight cargo unable to be handled on trucks, and thus transferred directly from ships to rail. This facility, called the Oakland Bulk and Oversized Terminal, would operate on a 24 hour per day basis and is anticipated to handle up to six 50-car trainloads per day in each direction (for a total of 12 movements per day), plus occasional one- and two-car manifest moves. Specifically, the facility is anticipated to handle up to three "unit trains" per day with each "unit train" being 6,400 feet long with 100 cars and is broken into two fifty-car trainload sections of about 3,200 feet each, which are moved in/out of the West Gateway Marine Terminal.

It is estimated that these volumes would serve one "panamax" vessel call per week. Modern panamax designs are typically 950 feet in overall length and 65,000 to 80,000 deadweight tonnage in size. The facility would be open twenty-four hours per day and employ up to an estimated 60 International Longshore and Warehouse Union (ILWU) dock workers. This area would continue to include storage yards for both cargo containers and bulk goods, and surface parking. This variant would also include the existing approximately 146,460 square-foot warehouse on Wharf 7. The warehouse is a large, 50-foot tall rectangular structure with a slight shed sloped roof.

As part of the proposed project, the existing Wharves 7 and 6½ (also known as Berths 7 and 8, respectively) were evaluated to determine the extent of necessary repairs (and their associated cost) for their continued use as a working waterfront.[19,20] The wharves have deteriorated over the past 60 years; however, the studies have shown that with routine repair the structures can continue to support the bulk shipping and rail uses.

[19] Although the development team refers to the wharves by their historic nomenclature ("wharf") and numbering, the Port of Oakland refers to the City's Wharves 7 and 6 ½ as Berths 7 and 8, respectively.

[20] Jacobs, 2010. Preliminary Conditions Assessment and Evaluation of Army Wharves 6½ and 7. Prologis/CCIG has selected Option 1/Limited Action is the proposed use and as such only repairs for safety and maintenance would be required.



NOTE: For building names and square footages, see Table 2-3.

LSA

FIGURE 2-5a

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SOURCE: ARCHITECTURAL DIMENSIONS, MARCH 2012.

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2012 Oakland Army Base Project

Site Plan

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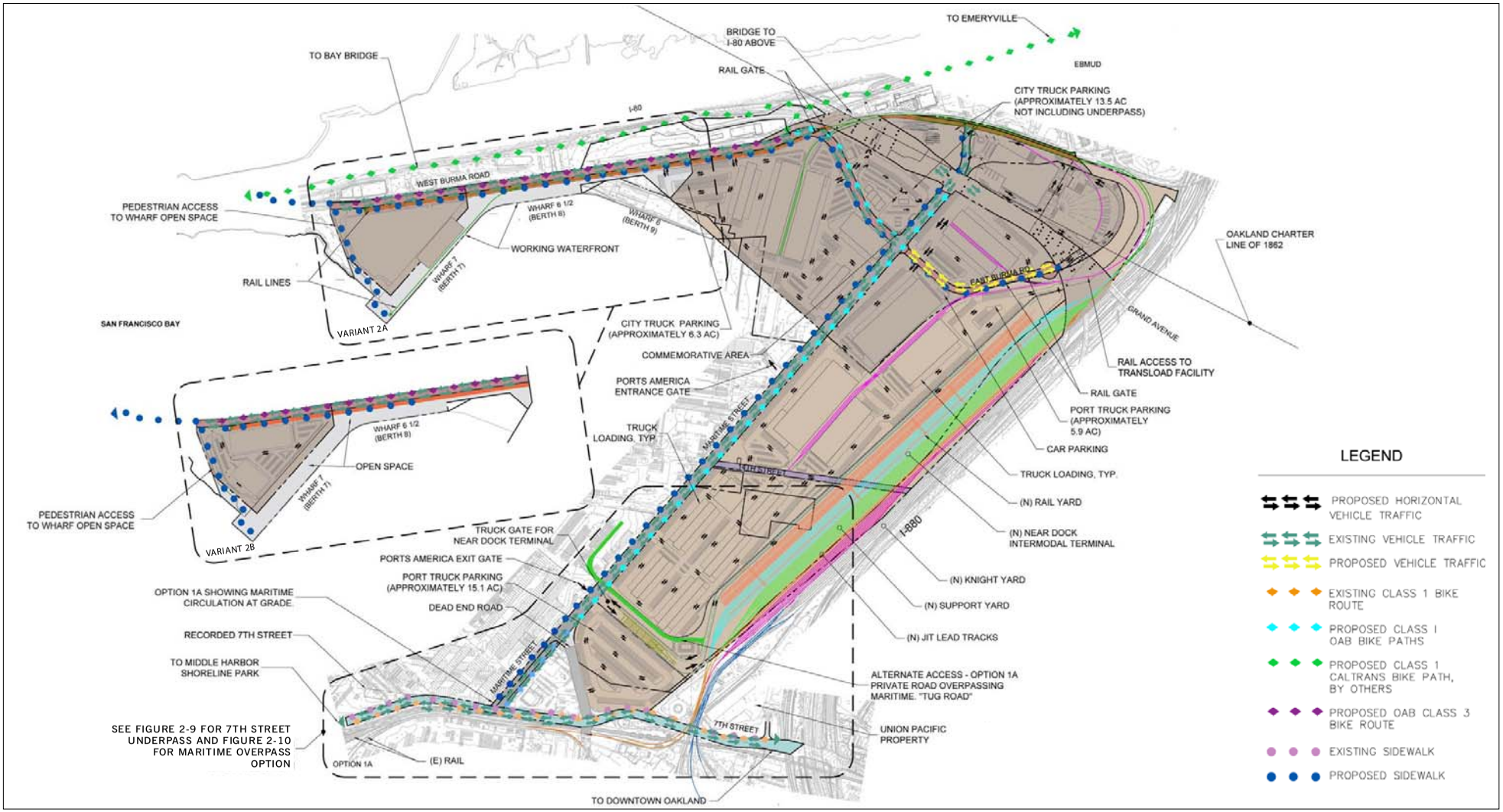

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FIGURE 2-5b

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SOURCE: ARCHITECTURAL DIMENSIONS, MARCH 2012.

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2012 Oakland Army Base Project

Circulation Plan

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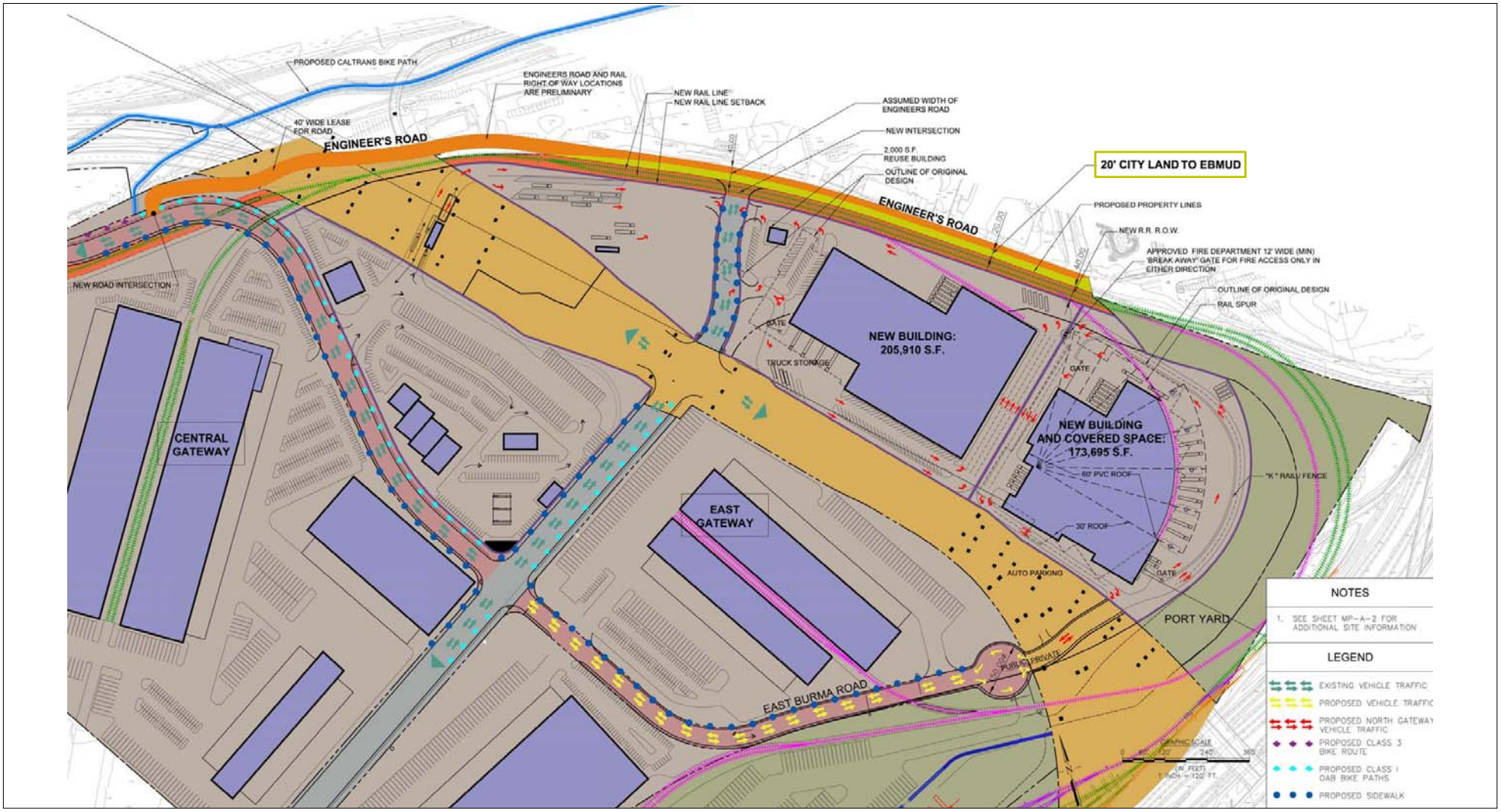

LSA

FIGURE 2-5c

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SOURCE: ARCHITECTURAL DIMENSIONS, MARCH 2012.

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2012 Oakland Army Base Project
Circulation Plan –
Enlarged North Gateway Area with Realigned Wake Avenue

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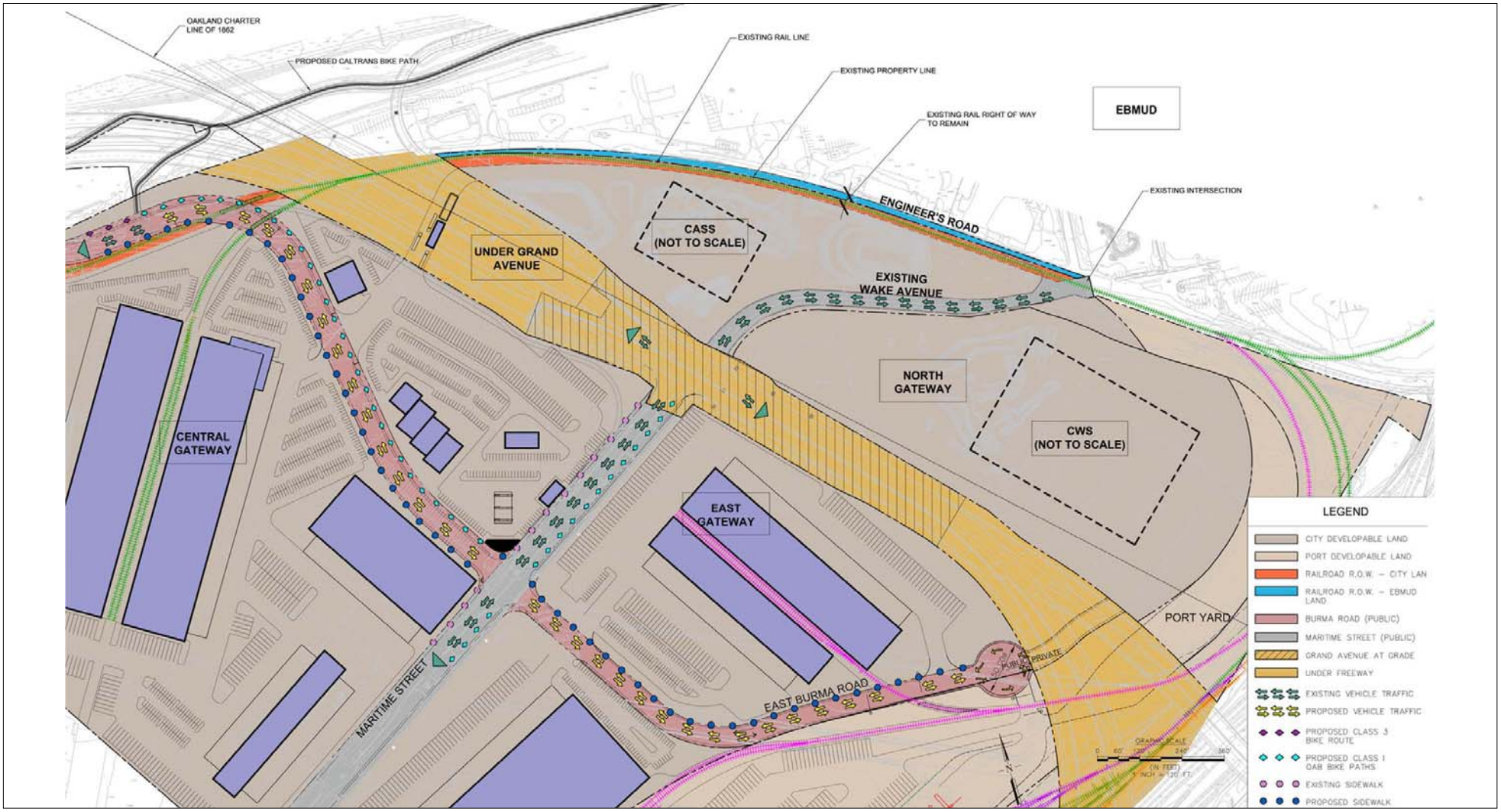

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FIGURE 2-5d

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SOURCE: ARCHITECTURAL DIMENSIONS, APRIL 20, 2012.

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2012 Oakland Army Base Project
Circulation Plan –
Enlarged North Gateway with Existing Wake Avenue

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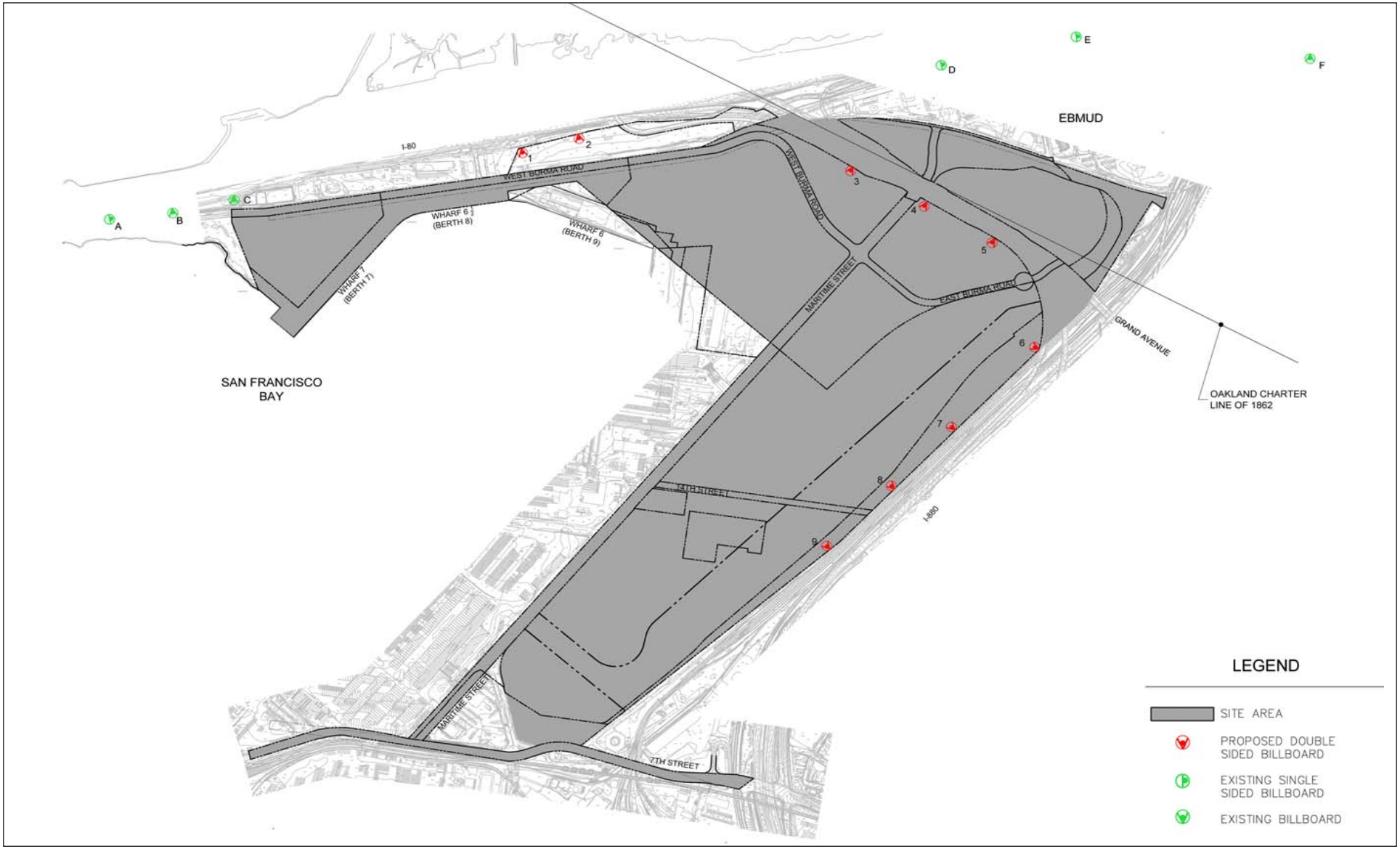

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BILLBOARDS				
NUMBER	BILLBOARDS LOCATION	SIZE	SIDES	DISPLAY TYPE
1	Bay Bridge 300' East of Toll Plaza — South Line, East & West Face	20'H X 60'W	2	LED
2	Bay Bridge 800' East of Toll Plaza — South Line, East & West Face	20'H X 60'W	2	Backlit
3	I-880 West Grand 500' North of Maritime — West Line, North & South Face	14'H X 48'W	2	Backlit
4	I-880 West Grand South of Maritime — West Line, North & South Face	14'H X 48'W	2	LED
5	I-880 West Grand 600' South of Maritime — West Line, North & South Face	14'H X 48'W	2	Backlit
6	I-880 West Grand 1,800' South of Maritime — West Line, North & South Face	14'H X 48'W	2	LED/Backlit
7	I-880 at 15th Street — West Line, North & South Face	14'H X 48'W	2	Backlit
8	I-880 at 14th Street — West Line, North & South Face	14'H X 48'W	2	Backlit
9	I-880 at 12th Street — West Line, North & South Face	14'H X 48'W	2	LED

FIGURE 2-6

2012 Oakland Army Base Project

Proposed Billboards

SOURCE: ARCHITECTURAL DIMENSIONS, 2011.

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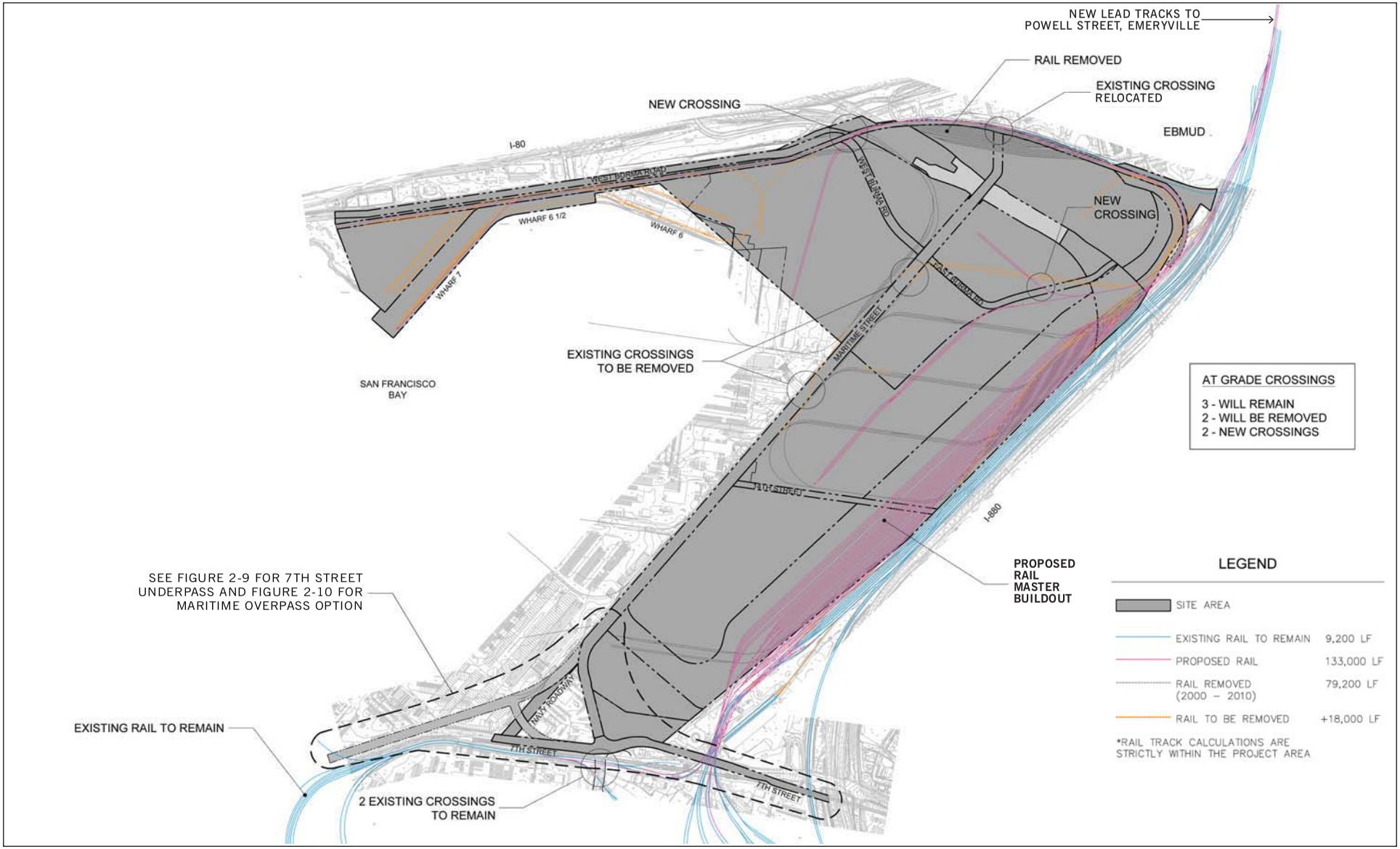

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FIGURE 2-7

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SOURCE: ARCHITECTURAL DIMENSIONS, 2011.

2012 Oakland Army Base Project

Existing and Proposed Rail Network

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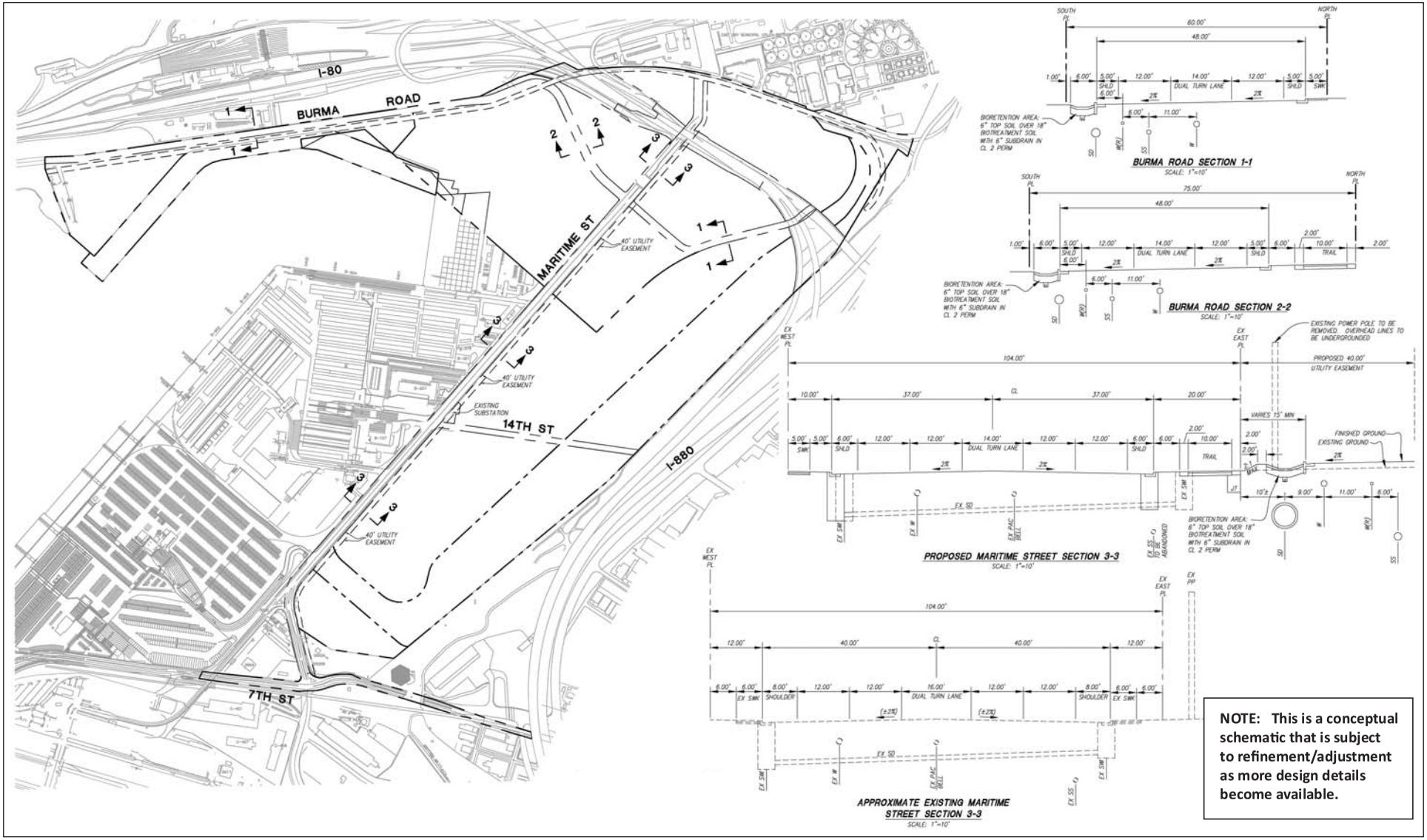

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FIGURE 2-8

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SOURCE: ARCHITECTURAL DIMENSIONS, 2011.

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2012 Oakland Army Base Project

Street Sections

Table 2-3: Proposed 2012 Oakland Army Base Project

PROJECT AND BUILDING AREAS				
	Total Land [a]		Building	
City Area (in Record Boundary)	Square Feet	Acres	Square Feet	FAR
CW (West Gateway)				
Variant A	1,485,400	34.1	146,460	0.171
CW1 - BULK WAREHOUSE	497,400	11.4	146,460	
WHARF 6 1/2 & 7	360,300	8.3		
WHARF OFFSET (50' MAX.)	117,400	2.7		
OPEN SPACE	118,000	2.7		
BURMA ROAD WEST	235,500	5.4		
LANDSCAPE CORRIDOR	32,600	0.7		
RAIL R.O.W.	124,200	2.9		
Variant B	1,485,400	34.1	175,000	0.352
CW2 - R & D	497,400	11.4	115,000	
CW3 - R & D			60,000	
Wharf Offset (50' Max.)	64,200	1.5		
Open Space (Wharf 6 1/2 & 7)	531,500	12.2		
Burma Road West	235,500	5.4		
Landscape Corridor	32,600	0.7		
Rail R.O.W.	124,200	2.9		
CC (Central Gateway)	2,774,700	63.7	537,060	0.234
CC1 - Transload Warehouse	2,290,300	52.6	49,550	
CC2 - Transload Warehouse			160,080	
CC3 - Transload Warehouse			161,120	
CC4 - Transload Warehouse			91,000	
CC5 - Transload Warehouse			38,460	
CC6 - Truck Services			8,010	
CC7 - Truck Services			22,220	
CC8 - Truck Services			4,240	
CC9 - Truck Services			2,380	
Maritime Street	182,120	4.2		
Burma Road West	195,550	4.5		
Landscape Corridor	27,880	0.6		
Wharf 6 Offset (50' Max.)	26,900	0.6		
Rail R.O.W.	51,950	1.2		
CN (North Gateway)	1,189,700	27.3	380,440	0.352
CN1 - Recycling Facility	1,081,000	24.8	205,910	
CN2 - Recycling Facility			173,700	
CN3 - Truck Services			830	
Maritime Street	35,100	0.8		
Landscape Corridor	5,100	0.1		
Rail R.O.W.	68,500	1.6		
CE (East Gateway)	1,439,600	33.0	442,560	0.343
CE1 - Transload Warehouse	1,289,000	29.6	105,000	
CE2 - Transload Warehouse			63,000	
CE3 - Transload Warehouse			274,560	
Burma Road East	111,700	2.5		
Landscape Corridor	38,900	0.9		
Subtotal City Area - Variant A	**6,889,400**	**158.1**	**1,506,520**	**0.273**
Subtotal City Area - Variant B	**6,889,400**	**158.1**	**1,535,060**	**0.298**

Table 2-3 *Continued*

Port Area (in Record Boundary)	Total Land [a]		Building Square Feet	FAR
	Square Feet	Acres		
CC (Central Gateway)	61,000	1.4		
Developable Land	12,700	0.3		
Wharf 6	39,400	0.9		
Wharf 6 1/2	8,900	0.2		
PL (Port Logistics)	7,570,800	173.8	882,880	0.210
PL1 - Transload Warehouse	4,204,550	96.5	37,190	
PL2 - Transload Warehouse			44,400	
PL3 - Transload Warehouse			42,980	
PL4 - Transload Warehouse			42,980	
PL5 - Transload Warehouse			57,200	
PL6 - Transload Warehouse			43,930	
PL7 - Transload Warehouse			302,800	
PL8 - Transload Warehouse			138,600	
PL9 - Transload Warehouse			172,800	
PR1 - Railyard	303,700	7.0		
PR2 - Tug Road	44,300	1.0		
PR3 - Railyard	2,360,700	54.2		
Maritime Street	432,200	9.9		
Burma Road (East)	4,500	0.1		
14th Street Utility Corridor	146,900	3.4		
7th Street Grade Separation[a]	9,250	0.2		
Landscape Corridor	64,700	1.5		
Subtotal Port Area	**7,631,800**	**175.2**	**882,880**	**0.210**

Project Area [b] (in Record Boundary)	Total Land [a]		Building Square Feet	FAR
	Square Feet	Acres		
Total Area - Variant A	**14,521,200**	**333.3**	**2,389,400**	**0.245**
Total Area - Variant B	**14,521,200**	**333.3**	**2,417,940**	**0.258**

Other Area	Total Land [a]		Building Square Feet	FAR
	Square Feet	Acres		
Under Freeway [b]	588,000	13.5		

Summary of Project Area	Total Land [a]	
	Square Feet	Acres
Project Area [ab]	**14,521,200**	**333.3**
Under Freeway [bc]	**588,000**	**13.5**
West Grand Avenue At Grade [bc]	**230,000**	**5.3**
Maritime Street [cd]	**53,200**	**1.2**
7th Street Owned By UPRR [de]	**213,000**	**4.9**
7th Street Owned By Port [de]	**98,300**	**2.3**
Total Project Area	**15,703,700**	**360.5**

[a] 7th Street Grade Separation will require additional property outside the OARB record boundary area.
[b] Roads and rail R.O.W. are not included in Gateway Area calculations.
[c] Proposed land to EBMUD from City North Gateway Area
[d] Berth 9 (Wharf 6) is Port property and reserved for future New Berth 21 (cumulative project).
[e] Area with only parcel number and owner information per record boundary prepared by RJA, Dated January 31, 2012 .

Table notes continued on next page.

Notes:
– Acreages and square footage subject to final design modifications
– Acreages do not include property associated with the billboards to the north, and the other Port property west of Maritime Street associated with the tug road.
– The acreages listed above do not include a 3-acre site for Painters and Decorators Joint Apprenticeship Training Committee of the Bay Area, Inc. (JATC). An April 30, 2005 agreement between the Oakland Base Reuse Authority (OBRA) and the JATC requires that the City (as successor to OBRA) convey to JATC a 3-acre parcel on the Army Base for JATC's construction and operation of an apprenticeship training program. The City maintains that its obligation under the agreement is extinguished because: (1) JATC no longer exists; and (2) the claim of the Northern California Journey & Apprentice Trust Fund that it has succeeded to JATC's interests under the agreement is invalid.

Source: Architectural Dimensions 2012. CEQA Supporting Documentation for Project Description, Oakland Army Base. March 14.

The 2012 Project includes minor maintenance repairs of existing Wharves 7 and 6 ½, possibly under existing shoreline maintenance agreements with the U.S. Army Corps of Engineers, the RWQCB and BCDC that are currently held by the Port. Additional permit authorizations would be obtained as needed. Repairs would be limited to the existing structures including, but not limited to, the piles, the structural retaining wall, the structural slab and related appurtenances. (Expansion or additions to the wharves are not part of the 2012 Project.) No dredging would be required for the continued operation of this wharf, beyond the occasional maintenance that already occurs.

Under Variant A there is proposed to be access to an approximately 1.0 acre portion of the existing wharf and approximately 1.7 acres of open space access to the wharf along the western edge of the West Gateway, connecting the proposed Gateway park to the southern most portion of the existing wharf.

City West Gateway Research and Development/Open Space - Variant B. Under this variant, approximately 175,000 square feet of research and development (R&D) use would be developed in the West Gateway area. The research and development structures would be up to 5 stories (55 to 75 feet) with various footprints. This development would occur after Caltrans vacates the site, once the new Bay Bridge construction is completed, projected after 2015. Under this variant, this facility would operate on a 24 hour basis, there would continue to be rail access south of West Burma Road and it is anticipated to handle up to two fifty-car trainloads per day in each direction (for a total of four movements per day), plus occasional one- and two-car manifest moves, as well as switching, storage, and transloading activities. Specifically, the facility is anticipated to handle up to 1 "unit train" per day with each "unit train" being about 6,400 feet long with 100 cars and broken into two fifty-car trainload sections of about 3,200 feet each, which are moved in/out of the West Gateway area to serve users in and near the OARB, and to provide support to the Port Rail Terminal.

As part of this variant, the existing 146,460 square-foot warehouse on Wharf 7 would be demolished and approximately 12.2 acres of public shoreline access would be provided on the northern portion of the project site along the Bay. No improvements would be made to the wharf under Variant B other than landscaping and access improvements on its surface. This waterfront open space is not part of the larger Gateway Park currently being planned by the Gateway Park Working Group, a consortium of nine agencies working together.[21] However, access from the wharf open space to the Gateway Park is included as part of the West Gateway Variant B.

[21] Participating agencies include the Bay Area Toll Authority (BATA), Caltrans, Bay Conservation and Development Commission (BCDC), California Transportation Commission (CTC), East Bay Regional Park District (EBRPD), City

Commemorative Area. Redevelopment of the Army Base has resulted in, and will continue to result in, the removal of buildings and wharves that contribute to the OARB Historic District. This district reflects a specific period in the history of West Oakland military transportation and operations. A commemorative area is proposed within the Central Gateway area, in the vicinity of the intersection of Maritime Street and Burma Road. The commemoration will include relocated physical elements of the OARB Historic District, along with appropriate monument(s) to memorialize the contributions of civilians and the military in the Bay Area to WW II, and the wars in Korea and Vietnam. As shown in the Circulation Plan (Figure 2-5b), the 2012 Project includes vehicular, pedestrian and bicycle access between the Commemorative Area to the proposed Gateway Regional Park and the Bay Trail.

Billboards. Up to nine billboards would be constructed as part of the proposed project (on both City and Port properties), as described in Table 2-4 and shown in Figure 2-6. (Existing billboards in the project vicinity are also shown on Figure 2-4 and the proposed billboards are also shown on Figure 3.1-1.) The billboards would be subject to the State of California's Outdoor Advertising Act (OAA) and regulations which regulate the size, illumination, orientation, and location of advertising displays within specified distances of highways. Billboards on Tideland Trust encumbered property must be consistent with State of California Tidelands Trust restrictions.

Table 2-4: Proposed Billboards

Number	Billboard Location	Size	Sides	Display Type
1	Bay Bridge 500' East of Toll Plaza – South Line, East & West Face	20'H x 60'W	2	LED
2	Bay Bridge 1000' East of Toll Plaza – South Line, West Face	20'H x 60'W	1	Backlit
3	I-880 West Grand 500' North of Maritime – West Line, North & South Face	14'H x 48'W	2	LED
4	I-880 West Grand South of Maritime – West Line, North & South Face	14'H x 48'W	2	Backlit
5	I-880 West Grand 500' South of Maritime – West Line, North & South Face	14'H x 48'W	2	LED
6	I-880 West Grand 1800' South of Maritime – West Line, North & South Face	14'H x 48'W	2	LED/Backlit
7	I-880 at 15th Street – West Line, North & South Face	14'H x 48'W	2	LED
8	I-880 at 14th Street – West Line, North & South Face	14'H x 48'W	2	Backlit
9	I-880 at 12th Street – West Line, North & South Face	14'H x 48'W	2	LED

Notes:

Backlit Display: Static translucent sign lit from behind, traditionally has two ad faces (front and back)

LED Display: Changeable digital sign comprised of LED bulbs, can have as many as 12 rotating digital ads

Source: Architectural Dimensions, 2012. CEQA Supporting Documentation for Project Description, Oakland Army Base. March 12.

Fueling Services. As described above, within the truck parking facilities, there would be fueling services, some of which are anticipated to be biodiesel.

2.3.2 INFRASTRUCTURE PROGRAM

As noted above, the proposed project would provide new, state-of-the-art facilities to support the Port of Oakland's primary mission as an international gateway for the movement of goods by way of the

of Oakland, Port of Oakland, East Bay Municipal Utility District (EBMUD) and Association of Bay Area Governments (ABAG) Bay Trail Project.

seaport, railroad and roadway networks. In conjunction with the elements of Development Project detailed above, the project includes an infrastructure program to support the seaport and the Trade and Logistics Center cargo distribution facilities, including rail lines, rail yards, roadways, and utilities. The infrastructure program is described below.[22]

Rail. The proposed project would include construction of a new intermodal terminal and new rail lines to support maritime uses (see Figures 2-5b, 2-5c and 2-7). Approximately 133,000 linear feet of rail would be added to the project site; approximately 97,200 linear feet would be removed. An estimated 23,610 linear feet of track would be dedicated to a near-dock intermodal yard, and approximately 30,770 linear feet of track would be designated a support yard for transloading, manifest, or switching activities to support the intermodal facility, the logistics facility, and the West Gateway marine terminal. The existing Knight Yard would be relocated to an area east of the support yard and is proposed to be used for transloading and manifest activities. Two little-used at-grade rail crossings on Maritime Street would be removed; one new crossing on Burma Road would be provided. One crossing, currently located at Wake and Engineers Road, would be relocated. The 2012 Project includes a Project Safety Program, which includes health and safety policies and procedures for working around railroad tracks, including live tracks, and on-track safety.[23] The former Oakland Army Base had extensive rail facilities (over 29 miles of railroad track, including those operated by the Port and private entities, such as Oakland Terminal Rail (OTR)) that, prior to Base closure, served all essential areas of the Base. The pier/wharf areas west of Maritime Street and the warehouse storage area east of Maritime Street were served by double tracks, which cross the main gate to EBMUD's Main Waste Water Treatment Plant. OTR itself handled about 1,559 trains in 1998.

Port of Oakland, Rail Terminal. The Rail Terminal consists of logistics uses described above and construction of an approximately 61.2-acre rail yard ("Rail Terminal") on the eastern portion of the project site. It is proposed to be operated by an independent operator. The Rail Terminal would be designed to accommodate trains carrying containers, as well as bulk and bulk liquid rail cars. Some of the bulk and bulk liquid rail cars would be unloaded into empty containers on site and then moved to a marine terminal for export by ship. However, most of the bulk cars would be moved via rail to the West Gateway's Oakland Bulk and Oversized Terminal. The Rail Terminal would be constructed in two or more phases and may include the following elements:

- Truck and employee entrance and exit gates;
- Truck connection and track connections to the Outer Harbor marine terminals, the proposed Trade and Logistics Center, the proposed Oakland Bulk and Oversized Terminal, and the JIT;
- Loading tracks and storage tracks, lead tracks connecting to Union Pacific's mainline north of West Grand Avenue to Powell Street, within the existing UPRR right-of-way and parallel to existing tracks, and connecting tracks to both Union Pacific's and BNSF's existing intermodal terminals (UP Railport and JIT, respectively); and

[22] Unless otherwise determined by City or Port engineers, all infrastructure will be designed and built in accordance with current City standards, including without limitation: all traffic signals and traffic control devices within the Oakland Army Base and on connecting arterial streets serving the Oakland Army Base shall include Intelligent Transportation Systems (ITS) elements, such as traffic signals interconnected via fiber optic cable, PTZ (pan/tilt/zoom) monitoring cameras, transit signal/emergency vehicle pre-emption devices and communication infrastructure equipment, capable of connecting to the City's Traffic Management Center, as described in the City's Intelligent Transportation Systems (ITS) Master Plan (2002), or most recent version.

[23] Turner Construction Company, 2011. Project Safety Program.

- Operating equipment such as rubber tired gantry cranes and top picks, upgradeable to wide-span rail mounted cranes across multiple tracks.

The Rail Terminal in conjunction with the proposed logistics uses would improve the circulation of cargo throughout the seaport. With implementation of the proposed project, it is anticipated that the Port will be able to meet its share of regional cargo throughput in 2020, as identified in the Seaport Plan.

Other Rail Lines. As shown in Figure 2-7, additional rail spurs would be constructed on the site to provide access to the proposed logistics uses, such as storage warehouses and distribution centers.[24] A rail line would run south of West Burma Road providing rail access to the West Gateway area. Under the Working Waterfront Variant, a spur line would be provided to Wharf 7. The existing rail line along the northern boundary of the project site would be moved south by approximately 20 feet, a parallel line would be constructed, and spur lines would provide rail access to the Central and East Gateway areas.

Roads. Several roadways would be improved or realigned, meeting current standards, as part of the proposed project. Figure 2-8 shows the proposed cross sections for two of these projects, Maritime Street and Burma Road.

Maritime Street. Maritime Street extends the entire length of the project site. It will be improved as part of the proposed project, with intersection controls, bicycle/pedestrian paths, minor reconfiguration, repaving and landscaping. South of West Grand Avenue, Maritime Street would continue to provide two lanes of traffic in each direction and a center dual-turn lane. A sidewalk would be provided on the west side of the street and a Class I bike trail would be provided on the east side of the street.

North of West Grand Avenue, the existing Wake Avenue would be realigned as an extension of Maritime Street to maintain access to the EBMUD MWWTP. This roadway section north of West Grand Avenue would have two lanes of traffic in each direction and five-foot shoulders in either direction. Should the existing Wake Avenue not be able to be relocated to the preferred new location, as a variant to the preferred plan, Wake Ave would be rebuilt in approximately the same location as it currently enters the EBMUD lands (see Figure 2-5d). With this variant the two recyclers would have to be sited one to the east and one to the west of Wake Avenue.

Utilities are currently located within the Maritime Street right-of-way. As part of the proposed project, new and existing utilities may be constructed in a utility easement to the east of Maritime Street or may be located within the existing right of way under Maritime Street.

The existing traffic signals at the intersection of Maritime Street with Burma Road and Bataan Avenue would be removed. New traffic signals are proposed at the Ports America exit gate and the realigned Burma Road. Existing driveways would be maintained to access uses adjacent to the project site, new driveways would be provided within the project site as needed to provide access and improve traffic circulation.

[24] In Figure 2-7, new rail lines outside of the project boundaries are within the existing Union Pacific right-of-way and are parallel to existing tracks.

Changes to Maritime Street at 7th Street are discussed below, under 7th Street and Related Access Improvements.

Burma Road. Burma Road currently extends from approximately Wharf 6½ east to Maritime Street. As part of the proposed project, Burma Road west of Maritime Street would extend to the western edge of the project site. The portion of the roadway closest to Maritime Street would be realigned to create usable parcels south of West Grand Avenue. A new section of Burma Road would be constructed from Maritime Street east to the vicinity of West Grand Avenue. Burma Road would provide one lane of traffic in each direction and a center dual-turn lane. West of Maritime Street, Burma Road would include a trail on the north side of the road. East of Maritime Street, Burma Road would include a sidewalk on the north side of the road. Utilities would be located within the Burma Road right-of-way.

Engineers Road. The City and EBMUD are considering modifications to the City's and EBMUD's lands that would result from relocating Wake Avenue to the west, as illustrated in Figure 2-5c, and moving the existing Oakland Terminal Railroad right-of-way, 20 feet to the south. Should those two facilities be relocated, it would make possible the widening of EBMUD's private Engineers Road, along the southern border of the EBMUD property, from 20 feet to 40 feet. In addition to facilitating the widening of Engineers Road, the relocation of Wake and the railroad right-of-way, the City would grant EBMUD an easement/lease permitting them to build an Engineers Road extension westward under the West Grand Avenue Freeway structure connecting to Burma Road, providing EBMUD with a second means of entry and exit.

Should the existing Wake Avenue not be able to be relocated to the preferred new location, as a variant to the preferred plan, Wake Avenue would be rebuilt in approximately the same location as it currently enters the EBMUD lands. With this variant the two recyclers would have to be sited one to the east and one to the west of Wake Avenue.[25]

7th Street and Related Access Improvement. 7th Street is at the southern boundary of the project site. It is a four-lane arterial roadway that provides access from I-880 and the neighborhood of West Oakland to the Port's Outer and Middle Harbor marine terminals, the Maritime Support Center, the JIT, the UP Railport Oakland, UP West Oakland Railyard, Port View Park, and Middle Harbor Shoreline Park (MHSP). From Bay Street to Maritime Street, 7th Street is generally at-grade, but utilizes an approximately 180-foot long bore below the rail lines. As part of the proposed project, the eastern portion of 7th Street would be rebuilt, but would keep its existing alignment and would continue to be depressed below the rail lines that connect the BNSF and Union Pacific terminals to the new expanded rail lines of the OHIT (Figure 2-9). Two lanes of travel would continue to be provided in each direction; however, the travel lanes would be widened, and a median, shoulders and bicycle and pedestrian path would be added. In addition, the clearance height of the bore would be would be increased and the existing rail bridge over 7th Street would be replaced. Two variants for improvements to the west end of 7th Street are being considered.

[25] This Initial Study/Addendum analyzes the relocation of Wake Avenue to the west, the preferred new location, it does not analyze separately the variant of Wake Avenue being rebuilt in approximately its existing location except for traffic (see Section 3.16, Transportation/Traffic). With the relocation of Wake Avenue, slightly larger recycling facilities would be constructed, providing for a more conservative CEQA analysis, although the amount of parking would increase if Wake Avenue remained in its current location.

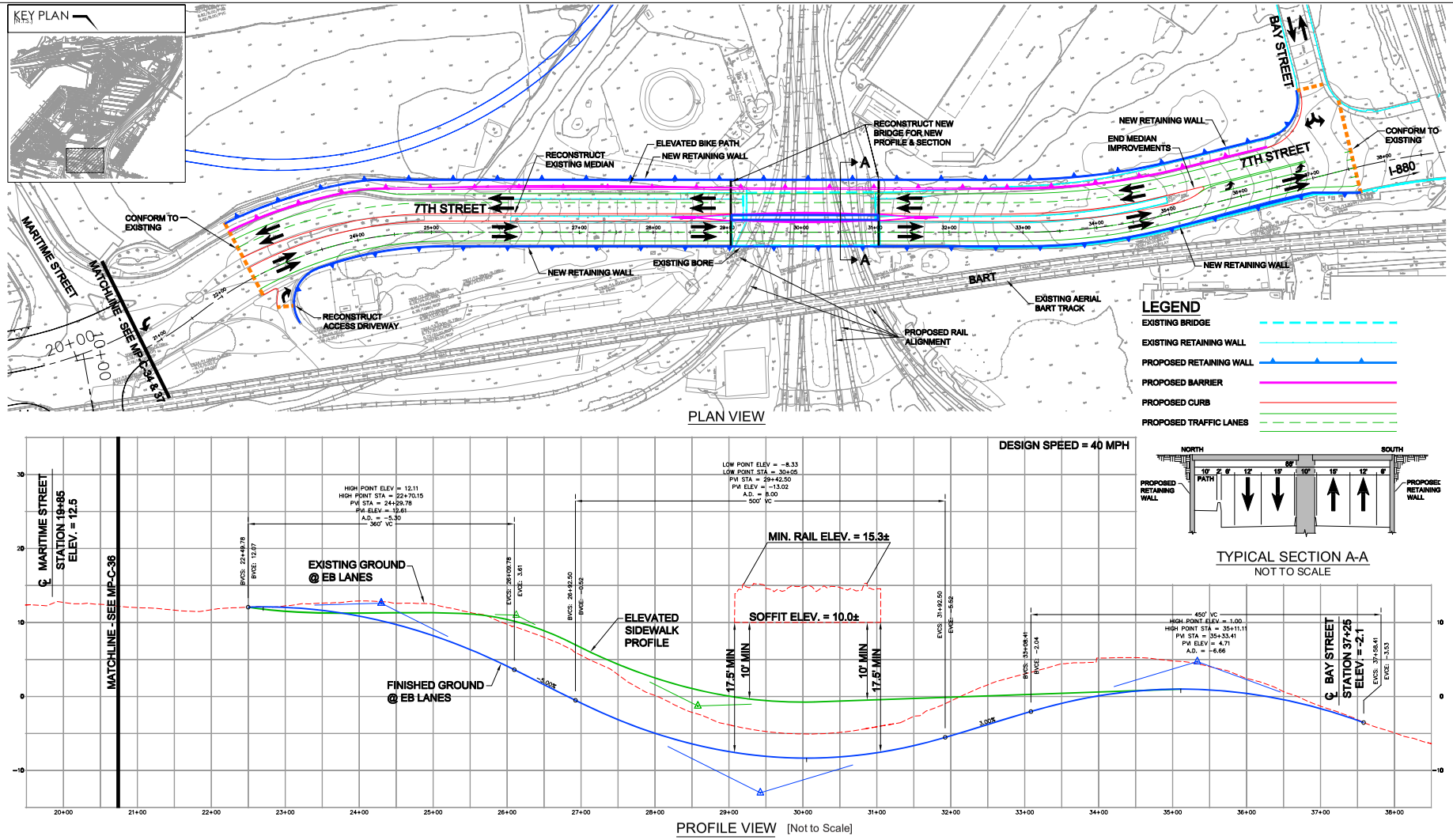

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FIGURE 2-9

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SOURCE: ARCHITECTURAL DIMENSIONS, JANUARY 2012.

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2012 Oakland Army Base Project
7th Street Rebuild Underpass

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- At-Grade 7th Street Variant: Under this variant, the southern 800 feet of existing Maritime Street would become a private drive and all traffic would be redirected down Navy Roadway to a three-way intersection at 7th Street (see Figures 2-5a and -5b).

  As part of the At-Grade Variant, a private tug road between the adjacent Outer Harbor marine terminals and the intermodal rail terminal is proposed as an alternative to truck movements across Maritime Street. The connection would be grade separated from Maritime Street, allowing containers to move securely between rail and marine operations without moving across the public street. Use of this connection would speed goods movement through the Port, and avoid additional congestion on Maritime Street. Goods movement across this connection would be available 24 hours a day, seven days a week, as opposed to the truck gates which are generally open only during business hours. Construction of this improvement is not anticipated to increase either the rail or marine terminal capacity at the Port.
- Maritime Street Overpass Variant: Under this variant, a new elevated, T-intersection of 7th Street and Maritime Street would be constructed (Figure 2-10). Navy Roadway would be demolished. This variant would allow a new surface rail connection between the proposed intermodal rail terminal and the existing JIT without an at-grade crossing on Maritime Street or 7th Street. As in the 7th Street At-Grade Variant, the southern 800 feet of existing Maritime Street would become a private drive. As part of the Overpass Variant, a private, secure at-grade tug road between the adjacent Outer Harbor marine terminals and the intermodal rail terminal is proposed.

Major utilities that are in conflict with the any of the proposed 7th Street, Maritime Street and related roadway improvements would be relocated.

Right-of-Way Land Acquisition. Roadway improvements or realignments included as part of the proposed project may require minor acquisition of right-of-way from Port or City tenants or adjacent landowners. The 7th Street grade separation project may require additional right-of-way from the Port, Caltrans, and Union Pacific Railroad. The project site also includes numerous existing tenants under lease or other agreement with the Port or City, including, but not limited to, Caltrans, Oakland Maritime Support Services, Pacific Coast Container, Impact Transportation, United Intermodal Services, and Industrial Railways. These tenants would be impacted by the construction work required for the proposed project, though many users are viewed as prospective tenants of the new development upon the project's completion.

Street Vacation. As part of the proposed project, streets may need to be vacated, including without limitation:

- The portion of 14th Street that would lie within the new Rail Terminal;
- Wake Avenue (would be replaced by an extension of Maritime Street to the north);
- Portions of the existing Burma Road that would be vacated as part of the new realignment;
- A portion of Maritime Street[26] south of the intersection with Navy Roadway and north of the intersection with 7th Street;
- As part of the 7th Street Overpass Variant, Navy Roadway and a portion of 7th Street; and
- Existing 7th Street easements currently out of alignment from existing roadway.

[26] This portion of Maritime Street may not need to be vacated since it appears that it was never formally dedicated.

Utilities. Much of the existing infrastructure throughout the project site is old, in disrepair and inadequate to serve the level and type of development that is proposed. New utility systems, such as water distribution (both domestic and reclaimed water), wastewater collection, stormwater collection, gas distribution, electrical systems, security, telecommunications and similar systems, would be constructed to meet current standards. As noted above, and as shown in Figure 2-8, a utility corridor is proposed along the east side of Maritime Street to supplement the existing utility corridor under Maritime Street, if necessary. Along East and West Burma Roads, utilities would be located under the streets. The existing stormwater system for the project site and surrounding area (that drains through the project site) includes nine outfalls to the Bay. The stormwater from the OARB lands east of Maritime Street would be channeled into two new stormwater pipes that would lead to one proposed new outfall at Berth 10. Utilities would be constructed underground, and underground utility connections would be made to proposed structures as they are developed. Where possible, connections would be located beneath paved roadways and walkways. Old utility systems would be demolished or abandoned in place when new systems come on line. Phasing of project construction and keeping certain buildings on the site will require construction of temporary utilities and also maintaining some existing utilities until such time that all buildings are replaced and/or new utilities are completed to serve old, existing buildings.

To the maximum feasible extent, old lateral lines in the former Oakland Army Base shall be identified, disconnected or abandoned in place to reduce inflow and infiltration flows to the existing 15-inch sewer line that connects directly into EBMUD. No new connections would be made to the existing 15-inch line. There are several existing sanitary pump stations on and off the project site along the existing path of the sanitary sewer. Depending on the final routing of the new sanitary sewer main laterals new pumps may be needed within existing stations and/or additional stations may be required. Phased construction of the project will drive the final determination of pump locations.

Electrical services are provided to the project currently by the Port and by PG&E, which provide power for the street lights and traffic signals on Maritime Street. The proposed project would construct new underground infrastructure to carry power around the site for delivery to future buildings and lands. Power would be provided from either the Port or PG&E depending on capacities and commitments of both power providers. Planning of the power infrastructure has been done to accept power from either the Port or PG&E. Currently, the Port has adequate capacity to provide electrical power for the entire proposed project. However, this situation could change depending on the electrical demand of current users. In that case, an additional substation would be required as part of the project. A new power source for such a substation would be required and the routing for this source, outside the scope of this project, has not been determined. The approximate yearly demand for power for the Army Base (Port and City lands) is currently estimated at 98,052 megawatt hours.

The approximate yearly natural gas demand for the OAB is currently estimated at 82,639,400 kBTUs. Gas will be delivered by new underground gas piping extending back to existing and new mains throughout the site. It is anticipated that new gas lines will be installed in utility corridors and that the capacities of existing mains will not increase due to the relatively low demands of the proposed land uses.

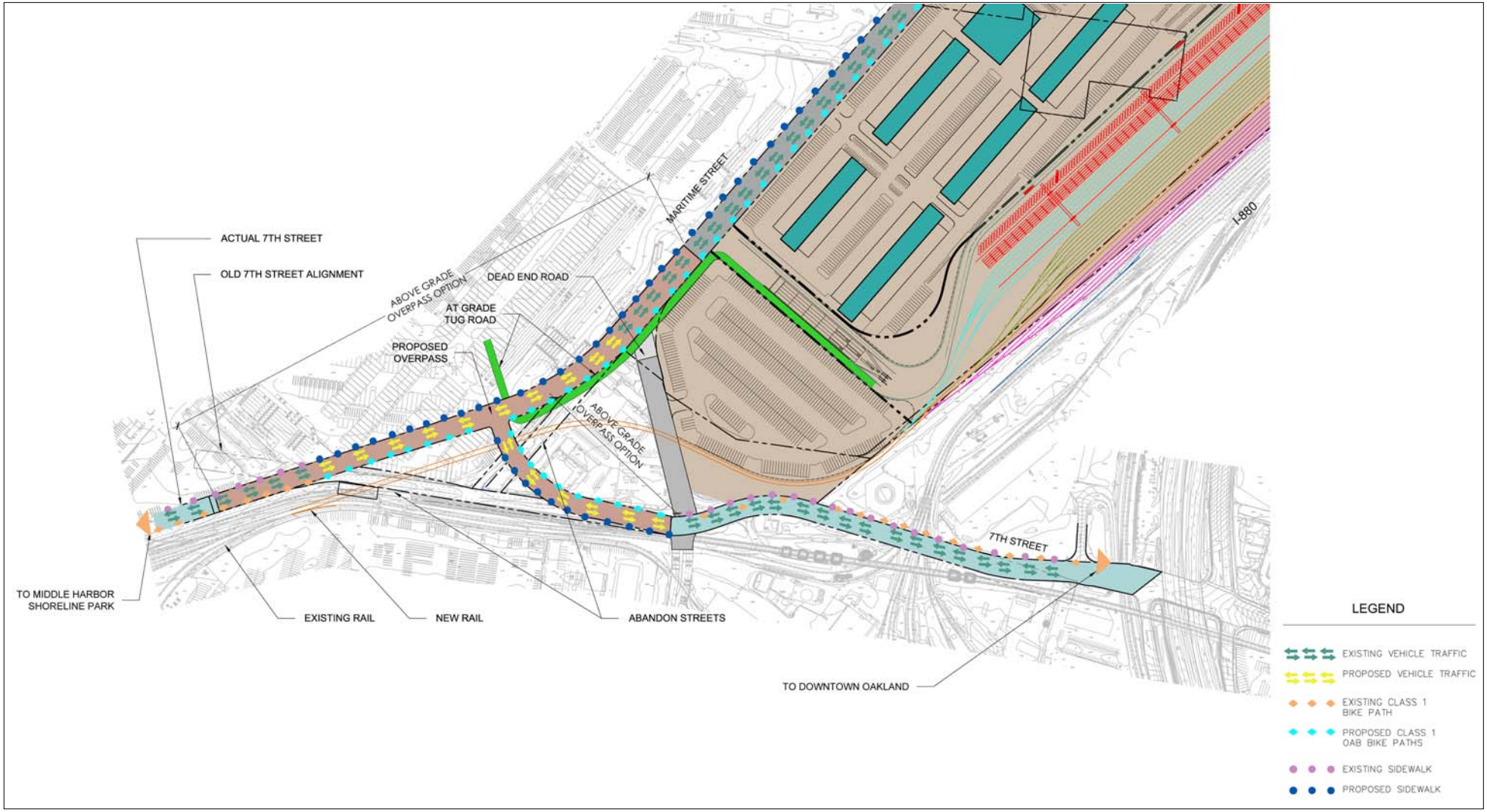

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FIGURE 2-10

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SOURCE: ARCHITECTURAL DIMENSIONS, MARCH 2012.

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2012 Oakland Army Base Project

Circulation Plan - Maritime Overpass Option

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2.3.3 PROJECT CONSTRUCTION

Demolition. Demolition throughout the project site would consist of removing structures and pavement, and removing or capping old utility systems (sewer, storm drain, water, electrical, gas etc.). In addition, deconstruction and removal of several historic rated buildings would be required to accommodate the proposed new construction and/or infrastructure. The bulk of the buildings on the project site are wood-framed and wood-cladded warehouses. As part of the proposed project, as best practices allow, the wood from these buildings would be salvaged in compliance with the 2002 EIR Mitigation Monitoring and Reporting Program adopted by the City and Port.

Site Preparation. The geology underlying the project site consists mostly of sand, fill and mud. After years of self-settlement, the site has continuously lowered its top-of-grade elevations differentially. To enhance underlying soils to minimize future settlement and liquefaction during earthquakes and bring settled areas up to a new code conforming elevation, a site preparation process of deep dynamic compaction, import of soil, and surcharge and wicking is proposed as part of the project.

Deep Dynamic Compaction (DDC). In addition to the underlying Bay mud soils the upper portions of the site are laden with sand which is basically the fill material originally used to create the Army Base when the Bay was filled. The sand material originally came from dredging the Bay. Bay dredged material was used to fill the Bay to create the Army Base site. So the site has an upper strata of sand and lower levels, underneath the original Bay floor, of Bay Mud. The surcharging process, described below, remediates settlement of the Bay Mud, but the process of DDC is needed to compact the upper strata of sand.[27] DDC would compact the sand layer to where it solidifies to thwart liquid intrusion and hold its form as a solid that would support buildings and site improvements.

DDC operation consists of dropping a heavy weight repeatedly over a pattern defined by the Geotechnical recommendations. Current recommendations call for 10 50-toncranes dropping a 10-ton weight from 50 feet high on a site pattern of 16 square feet. However, future engineering may reduce the number of such locations, and the Developer may choose to only perform DDC underneath the proposed building sites. Multiple drops are usually required and it is assumed each crane will produce approximately 480 “drops” per shift. As part of the DDC operations, a bulldozer would smooth out the craters created by the dropped weights. Ultimately, the existing elevation of the site will compress by about one foot due to the DDC process. The import fill projections include material to make up the one foot “subsidence” caused by the DDC process.

Import and Surcharge of Soil. As shown in Table 2-5 and Figure 2-11, it is estimated that approximately 2 million cubic yards of fill would be required to bring the project site up to a new elevation that allows for compliance with current engineering regulations for stormwater flow[28] and anticipated sea level rise.

[27] This is critical as the upper sand layer is what becomes unstable during seismic events as earth shaking and vibrations causes mixing of ground water with the sand (liquefaction) making it unstable and unable to support buildings and utilities.

[28] To meet the City of Oakland Stormdrain Design Guidelines dated July 2006 and the Bay Conservation Development Commission (BCDC) estimated year 2050 sea level rise.

Table 2-5: Proposed Cut and Fill

Stage	Site	Cut (cy)	Fill (cy)	Dynamic Compaction Fill (1ft)(cy)	Subsidence Fill (cy)	Total Fill (cy)[a]	
1	A PL	52,759	48,841	65,106	37,761	98,949	Import
1	A PU	119	13,676	0	4,448	18,005	Import
1	A PC	73,759	527	23,087	13,390	-36,755	Export
1	A PR	94,119	0	26,310	15,260	-52,549	Export
1	B CU	0	7,243	0	2,343	9,586	Import
1	C PU	0	14,087	0	6,824	20,911	Import
1	B PC	5,861	4,299	9,066	12,058	19,562	Import
1	B PR	16,116	9,157	17,385	23,122	33,548	Import
1	C CU	0	15,227	0	9,606	24,833	Import
1	C PC	1,008	6,739	7,580	14,554	27,865	Import
1	C PR	791	7,885	10,124	19,437	36,655	Import
Stage 1 Totals		**244,532**	**127,681**	**158,658**	**158,803**	**200,610**	**Import**
2	D CL	77,004	53,003	42,478	70,938	89,415	Import
2	D PR	1,164	36,470	16,921	28,259	80,486	Import
2	B CL	12	21,204	8,682	11,547	41,421	Import
2	B PL	7,657	76,265	51,978	69,131	189,717	Import
2	C CL	0	70,288	38,115	73,181	181,584	Import
2	C PL	0	22,797	17,764	34,107	74,668	Import
Stage 2 Totals		**85,837**	**280,027**	**175,938**	**287,163**	**657,291**	**Import**
3	E	8,891	397,679	106,951	401,066	896,805	Import
3	F	876	88,334	31,513	118,175	237,146	Import
Stage 3 Totals		**9,767**	**486,013**	**138,464**	**519,241**	**1,133,951**	**Import**
TOTALS						**1,991,852**	**Import**

[a] Fill plus dynamic compaction fill plus subsidence fill minus cut equals total fill.

Source: Ruggeri-Jensen-Azar, 2011. CEQA Supporting Documentation for Project Description, Oakland Army Base. December 15.

Due to the nature of existing soils on the site, the proposed project would import approximately 2,500,000 cubic yards (cy) of material during construction and dispose of approximately 500,000 cy at the end of the project; a total 2,000,000 cy of fill material that would stay on site permanently. The "additional" 500,000 cy of material would be used during construction to weight down the site temporarily (surcharging) to force settlement of existing underlying soils (native Bay mud). All import material would be transported to the site primarily by barge (see Figure 2-11). However, it is estimated that about 10 percent of the import material would be transported to the site by truck, some of which would be done upon execution of the LDDA and appropriate permits.[29]

Import material has been priced (material and transportation) by the Developer from Decker Island in Solano County. However, it may be barged in from another source located at a comparable distance. Barges would be utilized to deliver material dockside at Location E in the Central Gateway area of the project. Barges would carry roughly 4,000 tons each or 2,666 cy. Offloading and redistributing import onsite would average approximately 8,000 cy/day, which would require three barges per day

[29] This early delivery of import (about 5 percent of the total project import amount) is anticipated because there are nearby sites that have available (export) material that can be brought to the project site at considerable cost savings between June 2012 and June 2013. The other 5 percent of truck import material is anticipated during construction. Approximately 90 percent of import fill material would be coming to the site by barge.

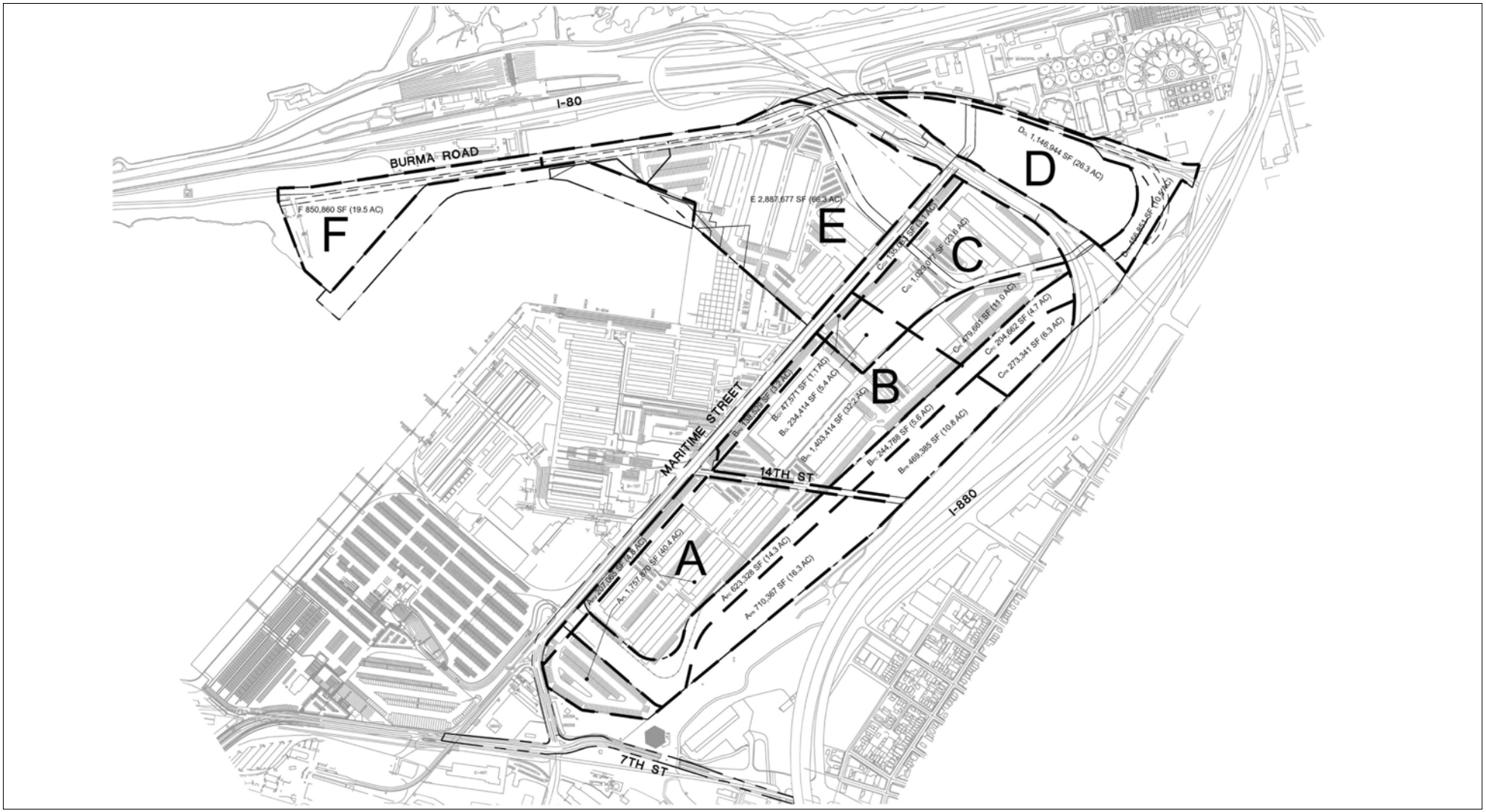

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FIGURE 2-11

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SOURCE: RUGGERI-JENSEN-AZAR, 2011.

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2012 Oakland Army Base Project
Grading Plan

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to be delivered to the dock at Location E. Delivery of this material is planned to be a 24-hour operation requiring one barge to be delivered and unloaded every 8 hour shift for about 15 months. In order to keep this schedule there would be a daily need for the following marine equipment: six tug boats, six barges, and one unloading crane.

Work shift crews would take the 8,000 cy of the delivered stockpile, load it on a 5-foot wide conveyor belt for transportation from the dock location to the east side of Maritime Street. Material would be deposited in a stockpile then picked up by six scrapers. These scrapers would take the import from the deposited conveyor stockpile and deliver it to the appropriate fill site. The fill site would have a compactor receiving and placing import in accordance with the contract specifications.

Surcharging. As noted above, the process of weighting down the site is called surcharging. This process requires that dirt is temporarily stacked up higher (by about 8 feet) than the final grade elevation and it requires that this stacked pile stay in place for 6 months to one year, depending on the make-up of the underlying Bay mud. This surcharging process causes the underlying earth to compact, thus taking out a majority of its future settlement and resulting in stable soils to support buildings and site improvements. Current plan calls for five excavators to operate within each fill site to distribute import material throughout the fill site. As the fill material is brought, it is compacted in place. After surcharging duration is complete the same excavators would remove excess material from the site (that was used simply as a weight) and transport the material to an adjoining site for its surcharging process.

Wicking. To accelerate the surcharging process, and to mitigate potential liquefaction of sandy soils during an earthquake, it is proposed that a system of underground wick drain pipes (small diameter perforated pipes) be drilled vertically downward between 35 and 75 feet deep, on a 4-foot by 4-foot triangular spacing pattern, and connected at their tops by a horizontal system of pipes to collect ground water that would be forced upward by the surcharging weight. Without this "wicking process," settlement, by surcharging alone, would not occur for years. The water collected by the pipes (wicks) would be treated and disposed of following already established protocols defined by the RAP/RMP. Wick pipes are installed (before surcharging soils are placed) using a track mounted excavator with an auger attachment.

Construction Schedule. For both the Port and City lands it is anticipated that the development program and infrastructure improvements would begin construction no later than 2013 and proceed incrementally towards completion in 2020. As shown in Figures 2-12a through 2-12d, Material Handling Plan, it is proposed that the dynamic compaction, subsidence and rough grading would begin at the south end of the site (Area A) and move north as areas are completed, subject to the terms of each site development agreement.

7th Street Closure During Construction. Proposed Project includes improvements to the 7th Street underpass to increase the height of clearance (by lowering 7th Street itself in the east/west direction) and widening the road to achieve standard lane widths and a bike lane. Reconstruction of the roadway requires deepening the road, widening it and replacement of the bridge structure itself. As the roadway is below grade, new improvements require shoring of earth and temporary relocation of rail tracks above and permanent relocation of utilities adjacent to 7th Street.

Reconstruction of these improvements must be completed in phases to keep rail lines operational in the north/south direction. This phased reconstruction of under-rail improvements is planned in multi-

ple east/west sections (both directions) so that parts of the north/south rail tracks can stay in operation at all times. As such, the 7th Street underpass is proposed to be closed to traffic during project construction. Traffic would be diverted in two directions – West Grand Avenue to the north and Adeline Street to the south. As discussed in Section 3.15, Transportation and Traffic, a Construction Management Plan would be required, which would identify specific conditions and improvements that may be required to accommodate changes to local traffic during project construction, as well as coordination and consultation with other public agencies.

Table 2-6: Estimated Start and Completion Dates for Selected Construction Activities[a]

Area	Activity	Est. Start	Est. Completion
Preconstruction Activities	Soils Import	July 2012	June 2013
	Remediation	On-Going	August 2013
Roadways	Maritime Street	June 2013	October 2015
	Burma Road	June 2016	December 2018
	7th Street	February 2014	January 2016
Rail Terminal	Site Preparation	June 2013	February 2015
	Construction	March 2015	February 2017
	Operation	March 2017	--
Area A	Site Preparation	June 2013	November 2016
	Vertical Construction	August 2015	October 2016
	Occupation	February 2016	--
Area B	Site Preparation	June 2013	August 2017
	Vertical Construction	July 2016	August 2017
	Occupation	March 2017	--
Area C	Site Preparation	July 2013	July 2017
	Vertical Construction	June 2016	July 2017
	Occupation	January 2017	--
Area D	Site Preparation	May 2014	May 2018
	Vertical Construction	September 2016	July 2018
	Occupation	April 2018	--
Area E	Site Preparation	September 2014	December 2019
	Vertical Construction	November 2017	December 2019
	Occupation	May 2018	--
Area F - Working Waterfront Variant	Site Preparation	January 2015	July 2018
	Vertical Construction [b]	July 2012	February 2013
	Occupation [b]	March 2013	--
Area F - R&D Variant	Site Preparation	January 2015	July 2018
	Vertical Construction	December 2017	July 2018
	Occupation	July 2018	--

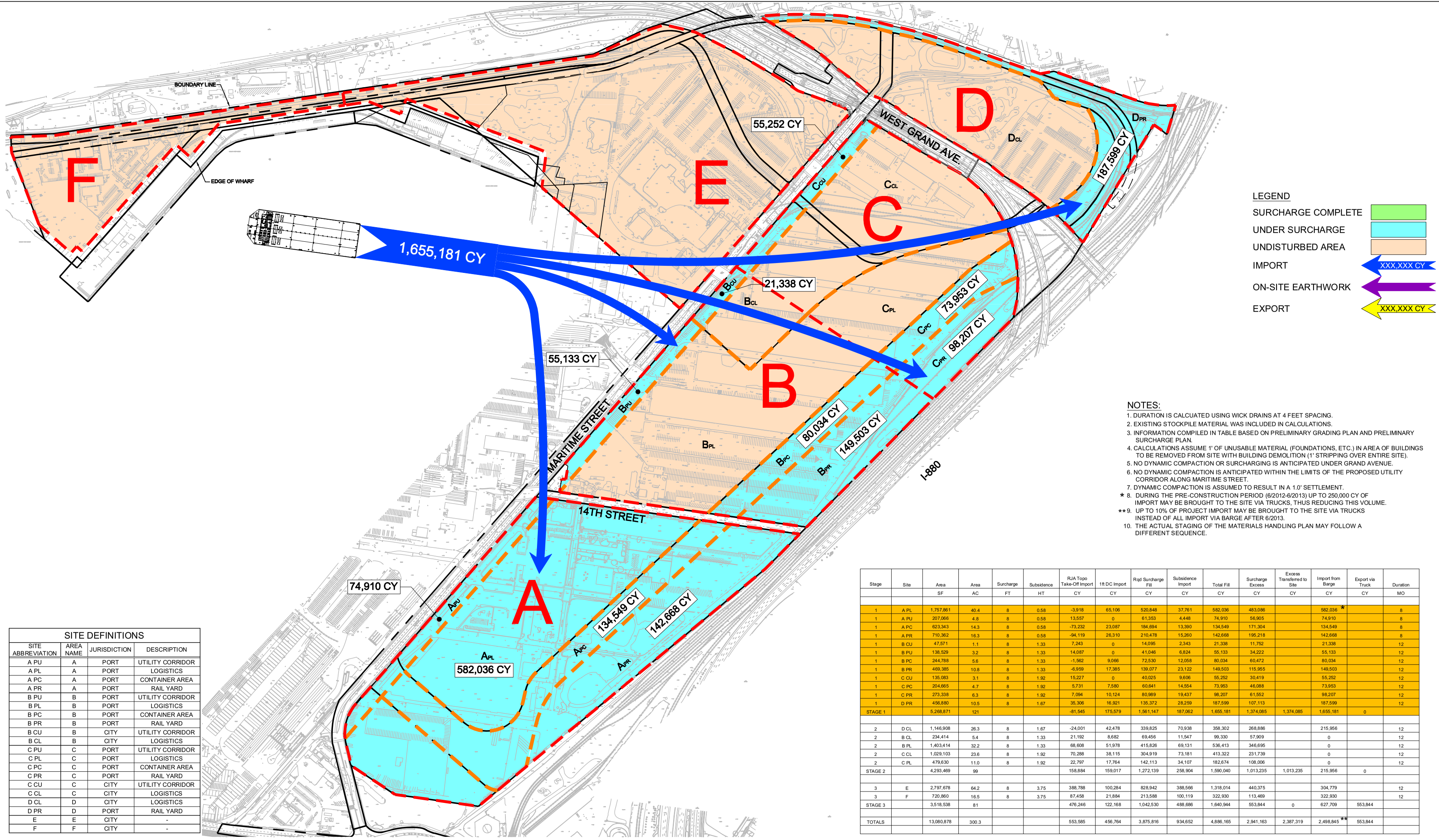
[a] Subject to terms of future sale, lease, development, and funding agreements.

[b] Subject to coordination with Caltrans and the contractor to be selected for the demolition of the eastern span of the Bay Bridge.

Notes:

– Vertical construction is all construction above rough grade, including fine grading, buildings, and related improvements.
– The staging of activities by area may follow a different sequence.

Source: CCIG. 2012.



NOTES:

1. DURATION IS CALCUATED USING WICK DRAINS AT 4 FEET SPACING.
2. EXISTING STOCKPILE MATERIAL WAS INCLUDED IN CALCULATIONS.
3. INFORMATION COMPILED IN TABLE BASED ON PRELIMINARY GRADING PLAN AND PRELIMINARY SURCHARGE PLAN.
4. CALCULATIONS ASSUME 1' OF UNUSABLE MATERIAL (FOUNDATIONS, ETC.) IN AREA OF BUILDINGS TO BE REMOVED FROM SITE WITH BUILDING DEMOLITION (1' STRIPPING OVER ENTIRE SITE).
5. NO DYNAMIC COMPACTION OR SURCHARGING IS ANTICIPATED UNDER GRAND AVENUE.
6. NO DYNAMIC COMPACTION IS ANTICIPATED WITHIN THE LIMITS OF THE PROPOSED UTILITY CORRIDOR ALONG MARITIME STREET.
7. DYNAMIC COMPACTION IS ASSUMED TO RESULT IN A 1.0' SETTLEMENT.

* 8. DURING THE PRE-CONSTRUCTION PERIOD (6/2012-6/2013) UP TO 250,000 CY OF IMPORT MAY BE BROUGHT TO THE SITE VIA TRUCKS, THUS REDUCING THIS VOLUME.

**9. UP TO 10% OF PROJECT IMPORT MAY BE BROUGHT TO THE SITE VIA TRUCKS INSTEAD OF ALL IMPORT VIA BARGE AFTER 6/2013.

10. THE ACTUAL STAGING OF THE MATERIALS HANDLING PLAN MAY FOLLOW A DIFFERENT SEQUENCE.

Stage	Site	Area	Area	Surcharge	Subsidence	RJA Topo Take-Off Import	1ft DC Import	Rqd Surcharge Fill	Subsidence Import	Total Fill	Surcharge Excess	Excess Transferred to Site	Import from Barge	Export via Truck	Duration
		SF	AC	FT	HT	CY	CY	CY	CY	CY	CY	CY	CY	CY	MO
1	A PL	1,757,861	40.4	8	0.58	-3,918	65,106	520,848	37,761	582,036	483,086		582,036 *		8
1	A PU	207,066	4.8	8	0.58	13,557	0	61,353	4,448	74,910	56,905		74,910		8
1	A PC	623,343	14.3	8	0.58	-73,232	23,087	184,694	13,390	134,549	171,304		134,549		8
1	A PR	710,362	16.3	8	0.58	-94,119	26,310	210,478	15,260	142,668	195,218		142,668		8
1	B CU	47,571	1.1	8	1.33	7,243	0	14,095	2,343	21,338	11,752		21,338		12
1	B PU	138,529	3.2	8	1.33	14,087	0	41,046	6,824	55,133	34,222		55,133		12
1	B PC	244,788	5.6	8	1.33	-1,562	9,066	72,530	12,058	80,034	60,472		80,034		12
1	B PR	469,385	10.8	8	1.33	-6,959	17,385	139,077	23,122	149,503	115,955		149,503		12
1	C CU	135,083	3.1	8	1.92	15,227	0	40,025	9,606	55,252	30,419		55,252		12
1	C PC	204,665	4.7	8	1.92	5,731	7,580	60,641	14,554	73,953	46,088		73,953		12
1	C PR	273,338	6.3	8	1.92	7,094	10,124	80,989	19,437	98,207	61,552		98,207		12
1	D PR	456,880	10.5	8	1.67	35,306	16,921	135,372	28,259	187,599	107,113		187,599		12
STAGE 1		5,268,871	121			-81,545	175,579	1,561,147	187,062	1,655,181	1,374,085	1,374,085	1,655,181	0	
2	D CL	1,146,908	26.3	8	1.67	-24,001	42,478	339,825	70,938	358,302	268,886		215,956		12
2	B CL	234,414	5.4	8	1.33	21,192	8,682	69,456	11,547	99,330	57,909		0		12
2	B PL	1,403,414	32.2	8	1.33	68,608	51,978	415,826	69,131	536,413	346,695		0		12
2	C CL	1,029,103	23.6	8	1.92	70,288	38,115	304,919	73,181	413,322	231,739		0		12
2	C PL	479,630	11.0	8	1.92	22,797	17,764	142,113	34,107	182,674	108,006		0		12
STAGE 2		4,293,469	99			158,884	159,017	1,272,139	258,904	1,590,040	1,013,235	1,013,235	215,956	0	
3	E	2,797,678	64.2	8	3.75	388,788	100,284	828,942	388,566	1,318,014	440,375		304,779		12
3	F	720,860	16.5	8	3.75	87,458	21,884	213,588	100,119	322,930	113,469		322,930		12
STAGE 3		3,518,538	81			476,246	122,168	1,042,530	488,686	1,640,944	553,844	0	627,709	553,844	
TOTALS		13,080,878	300.3			553,585	456,764	3,875,816	934,652	4,886,165	2,941,163	2,387,319	2,498,845 **	553,844	

SITE DEFINITIONS

SITE ABBREVIATION	AREA NAME	JURISDICTION	DESCRIPTION
A PU	A	PORT	UTILITY CORRIDOR
A PL	A	PORT	LOGISTICS
A PC	A	PORT	CONTAINER AREA
A PR	A	PORT	RAIL YARD
B PU	B	PORT	UTILITY CORRIDOR
B PL	B	PORT	LOGISTICS
B PC	B	PORT	CONTAINER AREA
B PR	B	PORT	RAIL YARD
B CU	B	CITY	UTILITY CORRIDOR
B CL	B	CITY	LOGISTICS
C PU	C	PORT	UTILITY CORRIDOR
C PL	C	PORT	LOGISTICS
C PC	C	PORT	CONTAINER AREA
C PR	C	PORT	RAIL YARD
C CU	C	CITY	UTILITY CORRIDOR
C CL	C	CITY	LOGISTICS
D CL	D	CITY	LOGISTICS
D PR	D	PORT	RAIL YARD
E	E	CITY	-
F	F	CITY	-

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FIGURE 2-12a

2012 Oakland Army Base Project
Earthwork Sequencing Plan - Import/Surcharge/Export Plan - Stage 1

SOURCE: ARCHITECTURAL DIMENSIONS, JANUARY 2012.

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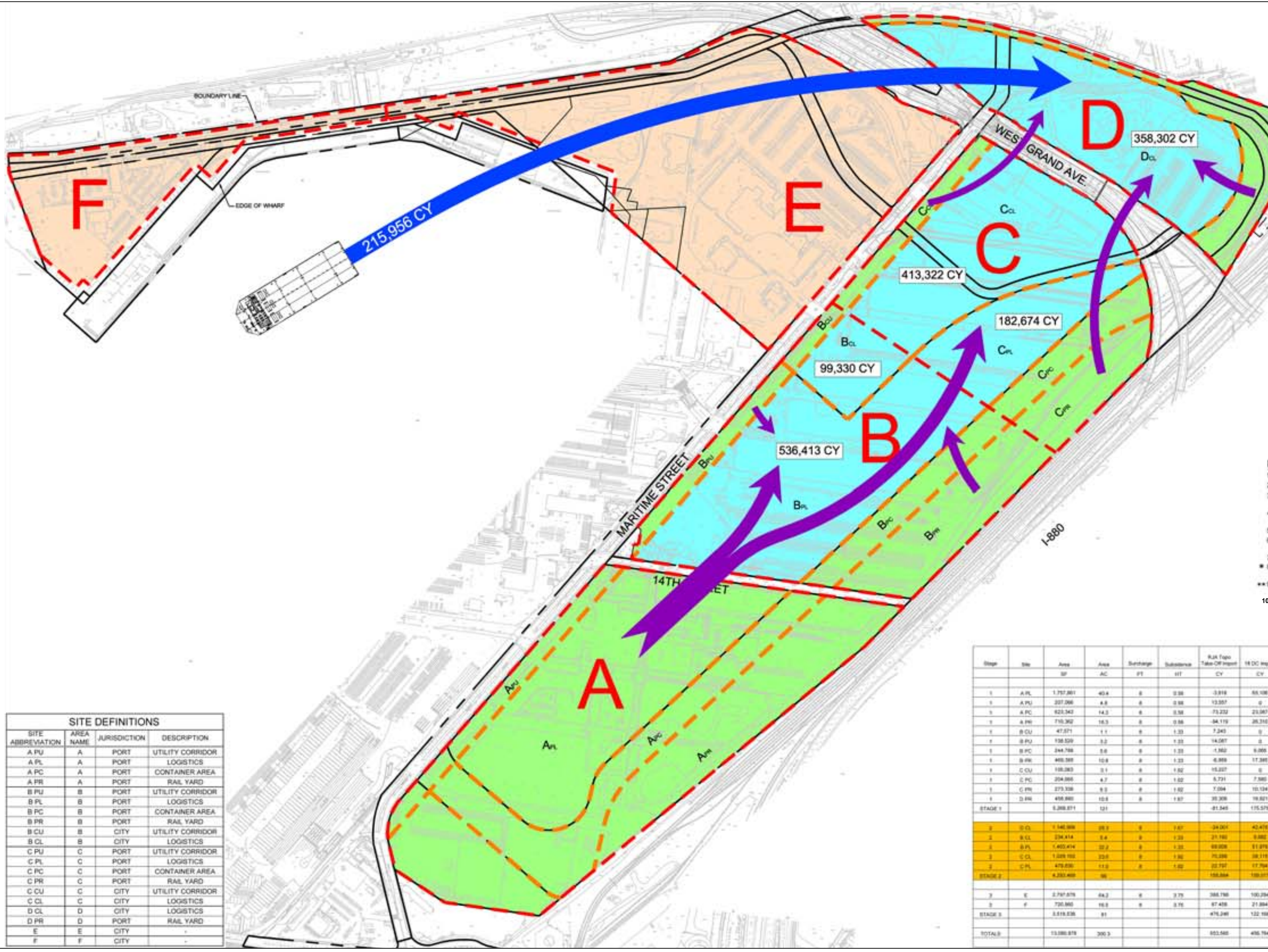

LEGEND

- SURCHARGE COMPLETE
- UNDER SURCHARGE
- UNDISTURBED AREA
- IMPORT (XXX,XXX CY)
- ON-SITE EARTHWORK
- EXPORT (XXX,XXX CY)

NOTES:

1. DURATION IS CALCUATED USING WICK DRAINS AT 4 FEET SPACING.
2. EXISTING STOCKPILE MATERIAL WAS INCLUDED IN CALCULATIONS.
3. INFORMATION COMPILED IN TABLE BASED ON PRELIMINARY GRADING PLAN AND PRELIMINARY SURCHARGE PLAN.
4. CALCULATIONS ASSUME 1' OF UNUSABLE MATERIAL (FOUNDATIONS, ETC.) IN AREA OF BUILDINGS TO BE REMOVED FROM SITE WITH BUILDING DEMOLITION (1' STRIPPING OVER ENTIRE SITE).
5. NO DYNAMIC COMPACTION OR SURCHARGING IS ANTICIPATED UNDER GRAND AVENUE.
6. NO DYNAMIC COMPACTION IS ANTICIPATED WITHIN THE LIMITS OF THE PROPOSED UTILITY CORRIDOR ALONG MARITIME STREET.
7. DYNAMIC COMPACTION IS ASSUMED TO RESULT IN A 1.0' SETTLEMENT.
* 8. DURING THE PRE-CONSTRUCTION PERIOD (6/2012-6/2013) UP TO 250,000 CY OF IMPORT MAY BE BROUGHT TO THE SITE VIA TRUCKS, THUS REDUCING THIS VOLUME.
** 9. UP TO 10% OF PROJECT IMPORT MAY BE BROUGHT TO THE SITE VIA TRUCKS INSTEAD OF ALL IMPORT VIA BARGE AFTER 6/2013.
10. **THE ACTUAL STAGING OF THE MATERIALS HANDLING PLAN MAY FOLLOW A DIFFERENT SEQUENCE.**

Stage	Site	Area	Area	Surcharge	Subsidence	RJA Topo Take-Off Import	18 DC Import	Post Surcharge Fill	Subsidence Import	Total Fill	Surcharge Excess	Excess Transferred to Site	Import from Barge	Export via Truck	Duration
		SF	AC	FT	HT	CY	CY	CY	CY	CY	CY	CY	CY	CY	MO
1	A PL	1,757,861	40.4	8	0.58	-3,818	55,106	520,846	37,701	562,036	483,086		562,036 *		6
1	A PU	207,066	4.8	8	0.58	13,557	0	61,353	4,448	74,910	56,905		74,910		6
1	A PC	623,342	14.3	8	0.58	-73,232	23,087	164,594	13,300	134,540	171,304		134,540		6
1	A PR	710,362	16.3	8	0.58	-94,119	26,310	210,478	15,260	142,868	195,218		142,868		6
1	B CU	47,571	1.1	8	1.33	7,243	0	14,095	2,343	21,338	11,752		21,338		12
1	B PU	138,520	3.2	8	1.33	14,087	0	41,046	6,824	55,133	34,222		55,133		12
1	B PC	244,768	5.6	8	1.33	-1,562	6,066	72,530	12,000	80,034	60,472		80,034		12
1	B PR	469,365	10.8	8	1.33	-6,869	17,395	139,077	23,122	149,503	115,955		149,503		12
1	C CU	108,283	3.1	8	1.02	15,227	0	40,025	9,606	55,252	30,419		55,252		12
1	C PC	204,866	4.7	8	1.02	5,731	7,580	60,641	14,554	73,953	46,088		73,953		12
1	C PR	273,338	6.3	8	1.02	7,094	10,124	80,969	19,437	98,207	61,552		98,207		12
1	D PR	456,860	10.6	8	1.67	35,308	16,621	135,372	29,299	187,599	107,113		187,599		12
STAGE 1		5,268,871	121			-81,546	175,579	1,561,147	187,362	1,655,181	1,374,085	1,374,085	1,655,181	0	
2	D CL	1,146,988	26.3	8	1.67	-24,001	42,478	338,825	73,958	358,302	266,888		215,956		12
2	B CL	234,414	5.4	8	1.33	21,160	8,882	69,469	11,547	99,330	57,909		0		12
2	B PL	1,403,414	32.2	8	1.33	68,008	51,275	415,826	69,131	536,413	346,695		0		12
2	C CL	1,029,102	23.6	8	1.02	75,286	38,115	304,918	73,181	413,322	231,738		0		12
2	C PL	479,830	11.0	8	1.02	22,797	17,764	142,113	34,107	182,674	108,006		0		12
STAGE 2		4,293,468	99			158,864	158,077	1,270,159	258,004	1,590,040	1,013,236	1,013,236	215,956	0	
3	E	2,797,876	64.2	8	3.75	388,798	100,294	828,942	388,566	1,318,014	440,375		304,779		12
3	F	720,960	16.5	8	3.75	87,458	21,894	213,569	100,119	322,930	113,469		322,930		12
STAGE 3		3,518,836	81			476,246	122,188	1,042,532	488,685	1,640,944	553,844	0	627,709	553,844	
TOTALS		13,080,675	300.3			553,560	456,764	3,873,816	934,052	4,886,165	2,941,163	2,387,319	2,498,846 **	553,844	

SITE DEFINITIONS

SITE ABBREVIATION	AREA NAME	JURISDICTION	DESCRIPTION
A PU	A	PORT	UTILITY CORRIDOR
A PL	A	PORT	LOGISTICS
A PC	A	PORT	CONTAINER AREA
A PR	A	PORT	RAIL YARD
B PU	B	PORT	UTILITY CORRIDOR
B PL	B	PORT	LOGISTICS
B PC	B	PORT	CONTAINER AREA
B PR	B	PORT	RAIL YARD
B CU	B	CITY	UTILITY CORRIDOR
B CL	B	CITY	LOGISTICS
C PU	C	PORT	UTILITY CORRIDOR
C PL	C	PORT	LOGISTICS
C PC	C	PORT	CONTAINER AREA
C PR	C	PORT	RAIL YARD
C CU	C	CITY	UTILITY CORRIDOR
C CL	C	CITY	LOGISTICS
D CL	D	CITY	LOGISTICS
D PR	D	PORT	RAIL YARD
E	E	CITY	-
F	F	CITY	-

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FIGURE 2-12b

2012 Oakland Army Base Project
Earthwork Sequencing Plan -
Import/Surcharge/Export Plan - Stage 2

SOURCE: BKF ENGINEERS, JANUARY 2012.

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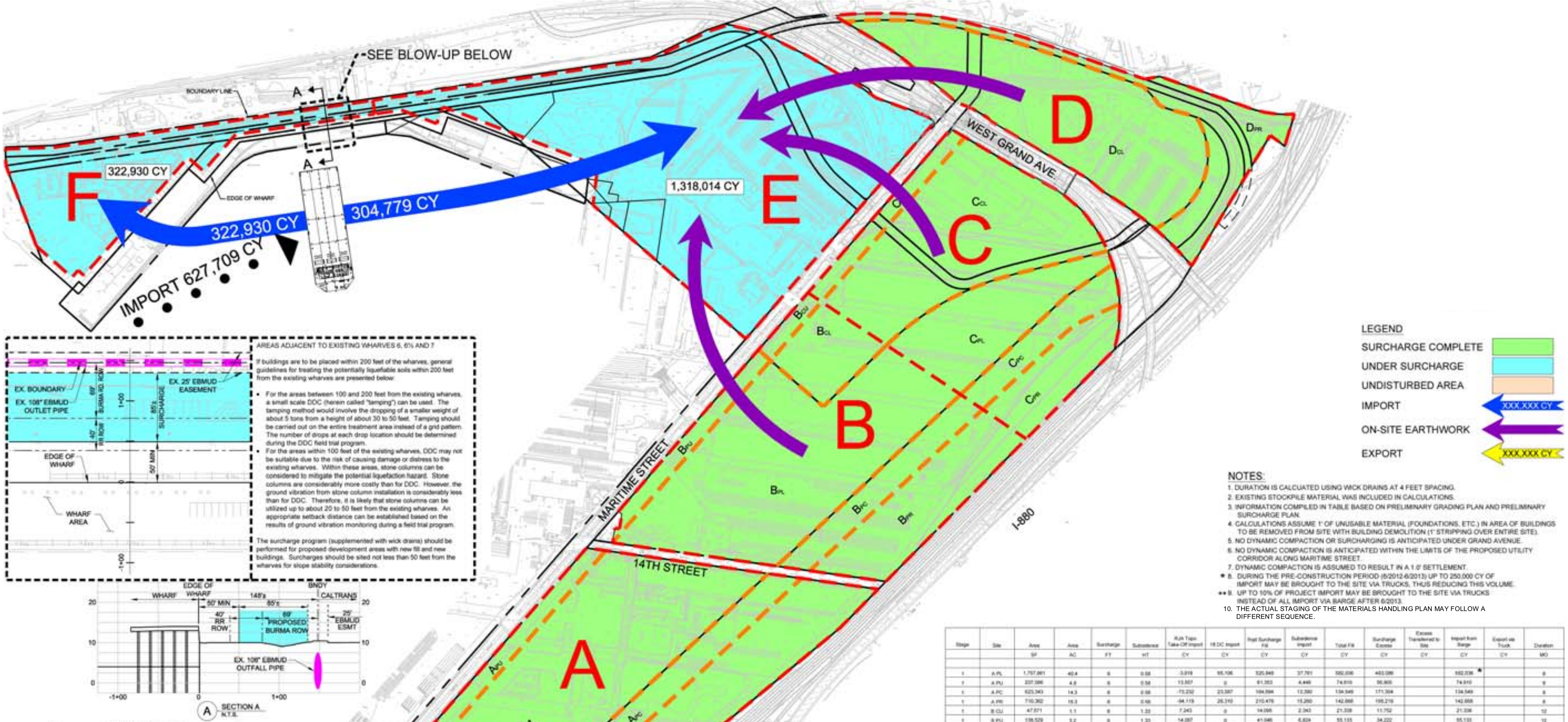

AREAS ADJACENT TO EXISTING WHARVES 6, 6½ AND 7

If buildings are to be placed within 200 feet of the wharves, general guidelines for treating the potentially liquefiable soils within 200 feet from the existing wharves are presented below:

- For the areas between 100 and 200 feet from the existing wharves, a small scale DDC (herein called "tamping") can be used. The tamping method would involve the dropping of a smaller weight of about 5 tons from a height of about 30 to 50 feet. Tamping should be carried out on the entire treatment area instead of a grid pattern. The number of drops at each drop location should be determined during the DDC field trial program.
- For the areas within 100 feet of the existing wharves, DDC may not be suitable due to the risk of causing damage or distress to the existing wharves. Within these areas, stone columns can be considered to mitigate the potential liquefaction hazard. Stone columns are considerably more costly than for DDC. However, the ground vibration from stone column installation is considerably less than for DDC. Therefore, it is likely that stone columns can be utilized up to about 20 to 50 feet from the existing wharves. An appropriate setback distance can be established based on the results of ground vibration monitoring during a field trial program.

The surcharge program (supplemented with wick drains) should be performed for proposed development areas with new fill and new buildings. Surcharges should be sited not less than 50 feet from the wharves for slope stability considerations.

SITE DEFINITIONS

SITE ABBREVIATION	AREA NAME	JURISDICTION	DESCRIPTION
A PU	A	PORT	UTILITY CORRIDOR
A PL	A	PORT	LOGISTICS
A PC	A	PORT	CONTAINER AREA
A PR	A	PORT	RAIL YARD
B PU	B	PORT	UTILITY CORRIDOR
B PL	B	PORT	LOGISTICS
B PC	B	PORT	CONTAINER AREA
B PR	B	PORT	RAIL YARD
B CU	B	CITY	UTILITY CORRIDOR
B CL	B	CITY	LOGISTICS
C PU	C	PORT	UTILITY CORRIDOR
C PL	C	PORT	LOGISTICS
C PC	C	PORT	CONTAINER AREA
C PR	C	PORT	RAIL YARD
C CU	C	CITY	UTILITY CORRIDOR
C CL	C	CITY	LOGISTICS
D CL	D	CITY	LOGISTICS
D PR	D	PORT	RAIL YARD
E	E	CITY	-
F	F	CITY	-

NOTES:

1. DURATION IS CALCUATED USING WICK DRAINS AT 4 FEET SPACING.
2. EXISTING STOCKPILE MATERIAL WAS INCLUDED IN CALCULATIONS.
3. INFORMATION COMPILED IN TABLE BASED ON PRELIMINARY GRADING PLAN AND PRELIMINARY SURCHARGE PLAN.
4. CALCULATIONS ASSUME 1' OF UNUSABLE MATERIAL (FOUNDATIONS, ETC.) IN AREA OF BUILDINGS TO BE REMOVED FROM SITE WITH BUILDING DEMOLITION (1' STRIPPING OVER ENTIRE SITE).
5. NO DYNAMIC COMPACTION OR SURCHARGING IS ANTICIPATED UNDER GRAND AVENUE.
6. NO DYNAMIC COMPACTION IS ANTICIPATED WITHIN THE LIMITS OF THE PROPOSED UTILITY CORRIDOR ALONG MARITIME STREET.
7. DYNAMIC COMPACTION IS ASSUMED TO RESULT IN A 1.0' SETTLEMENT.
8. (*) DURING THE PRE-CONSTRUCTION PERIOD (6/2012-6/2013) UP TO 250,000 CY OF IMPORT MAY BE BROUGHT TO THE SITE VIA TRUCKS, THUS REDUCING THIS VOLUME.
9. (**) UP TO 10% OF PROJECT IMPORT MAY BE BROUGHT TO THE SITE VIA TRUCKS INSTEAD OF ALL IMPORT VIA BARGE AFTER 6/2013.
10. THE ACTUAL STAGING OF THE MATERIALS HANDLING PLAN MAY FOLLOW A DIFFERENT SEQUENCE.

Stage	Site	Area	Area	Surcharge	Subsidence	RJA Topo Take-Off Import	18 DC Import	Final Surcharge Fill	Subsidence Import	Total Fill	Surcharge Excess	Excess Transferred to Site	Import from Barge	Export via Truck	Duration
		SF	AC	FT	HT	CY	CY	CY	CY	CY	CY	CY	CY	CY	MO
1	A PL	1,757,861	40.4	8	0.58	-3,819	55,106	525,849	37,761	582,036	403,086		582,036 *		8
1	A PU	207,086	4.8	8	0.58	13,507	0	61,353	4,449	74,810	56,905		74,810		8
1	A PC	623,343	14.3	8	0.58	-73,232	23,387	184,894	13,390	134,549	171,304		134,549		8
1	A PR	710,362	16.3	8	0.58	-94,119	26,310	210,476	15,260	142,868	195,216		142,868		8
1	B CU	47,871	1.1	8	1.33	7,243	0	14,095	2,343	21,338	11,752		21,338		12
1	B PU	138,529	3.2	8	1.33	14,087	0	41,046	6,824	55,133	34,222		55,133		12
1	B PC	244,758	5.6	8	1.33	-1,962	9,366	72,530	12,058	80,034	60,472		80,034		12
1	B PR	469,385	10.8	8	1.33	-6,959	17,385	139,077	23,122	149,503	115,955		149,503		12
1	C CU	135,083	3.1	8	1.82	15,227	0	40,025	9,006	55,252	30,419		55,252		12
1	C PC	204,885	4.7	8	1.82	5,731	7,580	60,641	14,554	73,953	46,088		73,953		12
1	C PR	273,339	6.3	8	1.82	7,094	10,134	80,989	19,437	98,207	61,552		98,207		12
1	D PR	456,880	10.5	8	1.67	35,306	16,921	135,372	28,256	187,599	107,173		187,599		12
STAGE 1		5,268,871	121			-81,545	175,579	1,881,147	187,062	1,858,181	1,374,080	1,374,080	1,858,181	0	
2	D CL	1,146,308	26.3	8	1.67	-24,001	42,478	339,825	70,939	356,302	268,886		215,886		12
2	B CL	234,414	5.4	8	1.33	21,162	8,682	69,408	11,547	99,330	57,908		0		12
2	B PL	1,403,414	32.2	8	1.33	68,808	51,979	415,826	69,131	536,413	346,695		0		12
2	C CL	1,029,103	23.6	8	1.82	70,288	38,115	304,919	73,181	413,322	231,738		0		12
2	C PL	479,830	11.0	8	1.82	22,797	17,764	142,113	34,107	182,674	108,006		0		12
STAGE 2		4,293,469	99			158,994	159,017	1,272,138	258,904	1,590,040	1,013,235	1,013,235	215,886	0	
3	E	2,797,879	64.2	8	2.75	388,798	100,284	828,342	388,886	1,318,014	440,373		304,779		12
3	F	720,860	16.5	8	3.75	87,458	21,884	213,988	100,119	322,930	113,469		322,930		12
STAGE 3		3,518,539	81			476,246	122,168	1,042,330	488,586	1,640,944	553,844	0	627,709	553,844	
TOTALS		13,080,879	300.3			553,595	456,764	3,875,816	934,552	4,886,165	2,941,163	2,387,316	2,496,845 **	553,844	

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FIGURE 2-12c

2012 Oakland Army Base Project
Earthwork Sequencing Plan - Import/Surcharge/Export Plan - Stage 3

SOURCE: BKF ENGINEERS, JANUARY 2012.

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LEGEND

- SURCHARGE COMPLETE
- UNDER SURCHARGE
- UNDISTURBED AREA
- IMPORT (XXX,XXX CY)
- ON-SITE EARTHWORK
- EXPORT (XXX,XXX CY)

NOTES:

1. DURATION IS CALCUATED USING WICK DRAINS AT 4 FEET SPACING.
2. EXISTING STOCKPILE MATERIAL WAS INCLUDED IN CALCULATIONS.
3. INFORMATION COMPILED IN TABLE BASED ON PRELIMINARY GRADING PLAN AND PRELIMINARY SURCHARGE PLAN.
4. CALCULATIONS ASSUME 1' OF UNUSABLE MATERIAL (FOUNDATIONS, ETC.) IN AREA OF BUILDINGS TO BE REMOVED FROM SITE WITH BUILDING DEMOLITION (1' STRIPPING OVER ENTIRE SITE).
5. NO DYNAMIC COMPACTION OR SURCHARGING IS ANTICIPATED UNDER GRAND AVENUE.
6. NO DYNAMIC COMPACTION IS ANTICIPATED WITHIN THE LIMITS OF THE PROPOSED UTILITY CORRIDOR ALONG MARITIME STREET.
7. DYNAMIC COMPACTION IS ASSUMED TO RESULT IN A 1.0' SETTLEMENT.

★ 8. DURING THE PRE-CONSTRUCTION PERIOD (6/2012-6/2013) UP TO 250,000 CY OF IMPORT MAY BE BROUGHT TO THE SITE VIA TRUCKS, THUS REDUCING THIS VOLUME.

★★ 9. UP TO 10% OF PROJECT IMPORT MAY BE BROUGHT TO THE SITE VIA TRUCKS INSTEAD OF ALL IMPORT VIA BARGE AFTER 6/2013.

10. **THE ACTUAL STAGING OF THE MATERIALS HANDLING PLAN MAY FOLLOW A DIFFERENT SEQUENCE.**

Stage	Site	Area	Area	Surcharge	Subsidence	KJA Topo Take-Off Import	18 DC Import	Post Surcharge Fill	Subsidence Import	Total Fill	Surcharge Excess	Excess Transferred to Site	Import from Barge	Export via Truck	Duration
		SF	AC	FT	HT	CY	CY	CY	CY	CY	CY	CY	CY	CY	MO
1	A PL	1,757,861	40.4	6	0.56	-3,818	85,108	520,846	37,701	582,036	463,085		582,036 ★		6
1	A PU	207,066	4.8	6	0.56	13,557	0	91,353	4,446	74,810	56,905		74,810		6
1	A PC	625,343	14.3	6	0.56	-73,232	23,087	184,894	13,390	134,549	171,304		134,549		6
1	A PR	710,362	16.3	6	0.56	-84,119	26,310	210,478	15,260	142,868	195,218		142,868		6
1	B CU	47,571	1.1	6	1.33	7,243	0	14,095	2,343	21,338	11,752		21,338		12
1	B PU	138,529	3.2	6	1.33	14,087	0	41,046	6,824	55,133	34,222		55,133		12
1	B PC	244,768	5.6	6	1.33	-1,562	9,065	72,530	12,058	80,034	60,472		80,034		12
1	B PR	469,385	10.8	6	1.33	-6,859	17,365	139,077	23,122	149,503	115,955		149,503		12
1	C CU	135,083	3.1	6	1.92	15,227	0	40,025	9,606	55,252	30,416		55,252		12
1	C PC	204,665	4.7	6	1.92	5,731	7,580	60,641	14,554	73,953	46,085		73,953		12
1	C PR	273,338	6.3	6	1.92	7,094	10,124	80,989	19,437	98,207	61,552		98,207		12
1	D PR	456,680	10.5	6	1.87	35,308	16,921	135,372	28,209	187,598	107,113		187,598		12
STAGE 1		5,268,871	121			-81,540	175,575	1,561,147	187,062	1,655,181	1,374,085	1,374,085	1,655,181	0	
2	D CL	1,146,906	26.3	6	1.87	-24,001	42,478	339,825	70,838	308,302	268,986		215,956		12
2	B CL	234,414	5.4	6	1.33	21,152	8,682	69,456	11,547	89,330	57,909		0		12
2	B PL	1,403,414	32.2	6	1.33	69,606	51,979	415,826	69,121	536,413	346,695		0		12
2	C CL	1,029,103	23.6	6	1.92	75,208	38,115	304,916	73,181	413,322	231,735		0		12
2	C PL	479,630	11.0	6	1.92	22,797	17,764	142,113	34,107	182,674	108,006		0		12
STAGE 2		4,293,469	99			158,584	159,017	1,272,138	258,904	1,590,040	1,013,236	1,013,236	215,956	0	
3	E	2,797,878	64.2	6	3.75	366,798	100,284	828,942	388,586	1,316,014	440,375		304,775		12
3	F	720,960	16.5	6	3.75	87,459	21,884	213,588	100,119	322,930	113,469		322,930		12
STAGE 3		3,518,838	81			476,246	122,168	1,042,530	488,686	1,640,944	553,844	0	627,706	553,844	
TOTALS		13,080,878	300.3			553,580	456,764	3,875,816	934,652	4,886,165	2,941,163	2,387,319	2,498,845 ★★	553,844	

SITE DEFINITIONS

SITE ABBREVIATION	AREA NAME	JURISDICTION	DESCRIPTION
A PU	A	PORT	UTILITY CORRIDOR
A PL	A	PORT	LOGISTICS
A PC	A	PORT	CONTAINER AREA
A PR	A	PORT	RAIL YARD
B PU	B	PORT	UTILITY CORRIDOR
B PL	B	PORT	LOGISTICS
B PC	B	PORT	CONTAINER AREA
B PR	B	PORT	RAIL YARD
B CU	B	CITY	UTILITY CORRIDOR
B CL	B	CITY	LOGISTICS
C PU	C	PORT	UTILITY CORRIDOR
C PL	C	PORT	LOGISTICS
C PC	C	PORT	CONTAINER AREA
C PR	C	PORT	RAIL YARD
C CU	C	CITY	UTILITY CORRIDOR
C CL	C	CITY	LOGISTICS
D CL	D	CITY	LOGISTICS
D PR	D	PORT	RAIL YARD
E	E	CITY	-
F	F	CITY	-

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FIGURE 2-12d

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SOURCE: BKF ENGINEERS, JANUARY 2012.

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2012 Oakland Army Base Project

Earthwork Sequencing Plan - Import/Surcharge/Export Plan - Stage 4

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*Utility Relocation or Protection***.** Throughout the project site there is a myriad of underground and overhead utilities, main services and branch lines that serve individual buildings. Some of the services are inactive, or would no longer be used following building demolition. These "dead" services, while inactive, remain buried in the ground and would require, in most cases, removal during grading and trenching operations for new improvements on the project.

As part of the proposed project there would be two components of utility relocation: (1) to move utilities out of the way of new construction, and (2) to move or replace utilities permanently. The first effort is to move utilities out of the way of new construction. Examples of this are movement of existing overhead utilities from 14th Street where there would be new construction of a rail yard under the overhead utilities and relocation of utilities immediately adjacent to the 7th Street reconstruction site. In most cases, the first effort would drive to relocate utilities to their future, permanent locations but there would be instances where utilities would have to be relocated "temporarily" then relocated again permanently. An example is moving a water line feed to an existing building to make way for a new, crossing utility before the permanent water line is installed, after which a new feed to the existing building can be installed. The types of utilities that may be affected include water, sewer, storm drains, fuel, telecommunications, security, gas, and electrical.

Wherever possible, new utilities would be installed before demolishing old ones. The project anticipates installation of new utilities that would be activated before removal of old ones, allowing continuous operation of existing facilities without interruption of services.

2.3.4 PERMITS AND APPROVALS

The City, Port and/or Developer may be required to obtain permits or approvals or engage in consultation with other public, quasi-public and jurisdictional agencies. Table 2-7 identifies agencies along with potential discretionary regulatory requirements, permits, approvals or consultations. This list may be modified from time to time and the absence of an activity or an agency from the list does not preclude use of this environmental document for purposes of providing CEQA clearance for such permits, approvals or for engaging in consultation.

Table 2-7: List of Agencies Involved and Approvals, Consultations and Permits That May Be Required to Implement the Activities Contemplated in the Project Description

Agency	Permits, Approvals, Consultation Regulatory Trigger
Local	
City of Oakland	• Development Agreement (DA) • Planned Unit Development (PUD) • Subdivision Map • Conditional Use Permit (CUP) • Demolition Permits • Encroachment Permits • Excavation Permits • Grading Permits • P-Job Permit • Other Various Building-Related Permits • Possible clarifying General Plan amendment and rezoning • Lease Disposition and Development and Franchise Agreement (LDDA) • Possible City and Port land exchanges

Table 2-7 *Continued*

Agency	Permits, Approvals, Consultation Regulatory Trigger
Local *Continued*	
Port of Oakland	• Development Permit for any improvements in the Port Area, as defined in the City Charter • Possible City and Port land exchanges
Alameda-Contra Costa Transit District (AC Transit)	Funding and oversight
Alameda County Transportation Commission (ACTC)	Funding and oversight
Federal	
U.S. Army Corps of Engineers (ACOE)	• Section 404 Permit (Clean Water Act) for grading and excavation in certain areas of the site • Section 404 (Clean Water Act) and Section 10 of the Rivers and Harbors Act of 1899 for berth maintenance dredging at proposed bulk terminal • Wetland delineation and possible permits
Federal Railroad Administration	Inspection
Federal Aviation Administration	Notice of Proposed Construction or Alterations (required for cranes or structures that my affect navigable airspace)
Federal Transportation Agency (FTA)	Funding and oversight
Environmental Protection Agency (EPA)	Oversight
National Maritime Fisheries Service (NMFS)	Consultation for ACOE permits
Federal Highway Administration (FHWA)	Funding and oversight
United States Department of Transportation (U.S. DOT)	Funding and oversight
United States Fish and Wildlife Service (FWS)	Consultation for ACOE permits
Western Area Power Administration (WAPA)	Consultation and agreements
State and Regional	
California Department of Fish and Game (CDFG)	• Review under CEQA pertaining to potential effects to state protected species • Consultation on possible state regulatory permits
SF Bay Conservation and Development Commission (BCDC)	• Permit for any activity within BCDC jurisdictional area (normally 100 feet inland from mean high water level or edge of wharf), including dredging • Review of Seaport Plan and potential amendments • Review BCDC Bay Plan and proposed improvements
State Department of Transportation (Caltrans)	• Review under CEQA pertaining to potential effects to State transportation facilities and obtaining grant funds for infrastructure • Possible encroachment permits and/or easements • Billboard permits • Review and approval of under freeway construction plans and possible maintenance agreement
California Public Utilities Commission	Rail at-grade crossings
Regional Water Quality Control Board – San Francisco (RWQCB)	• Stormwater Pollution Prevention Plan (SWPPP) • Municipal Separate Stormwater Program Phase II (MS4) (administered by the RWQCB and EPA) • National Pollution Discharge Elimination System Permit (Waste Discharge Requirements – WDR's) • Discharge of treated ground water (if required) • Effects to surface water quality from discharge of site run-off • General Permit for construction on site of 5 acres or more • Authorizations for discharges of fill and dredged material under Clean Water Act Section 401 and the Porter-Cologne Water Quality Control Act • Wetland delineation and possible permits

Table 2-7 *Continued*

Agency	Permits, Approvals, Consultation Regulatory Trigger
State and Regional *Continued*	
State Lands Commission (SLC)	• Compliance with 2006 Tidelands Trust Exchange Agreement restrictions • Possible approval of City-Port Tidelands Trust land exchange
California Department of Toxic Substances Control (DTSC)	• Comply and/or modify Remedial Action Plan (RAP) and accompanying Risk Management Plan (RMP), Consent Agreement, FOSET, oversee post-compliance remediation program
East Bay Regional Park District (EBRPD)	• Transfer of West Gateway waterfront access land from City • Consultation on proposed lands for park and conceptual design concepts
Bay Area Air Quality Management District (BAAQMD)	• Demolition permits, stationary source permits
East Bay Municipal Utilities District (EBMUD)	• Confirmation of 2002 Water Supply Assessment per CEQA Guidelines • Consultation/coordination regarding water infrastructure planning • Consultation/coordination and possible Agreement for relocating Wake Avenue and Engineers Road
Pacific Gas and Electric (PGE)	• Consultation regarding connections to main lines, electric service • Consultation regarding solar installation
American Telegraph and Telephone (AT&T)	Agreements, design and approval
California Transportation Commission (CTC)	Oversight and funding
California Air Resources Board (ARB)	Consultation
Metropolitan Transportation Commission (MTC)	Oversight and funding
Bay Area Rapid Transit (BART)	• Permit to enter • Construction Permit
Bay Area Toll Authority (BATA)	Consultation and oversight
Other	
City and County of San Francisco	Possible consultation regarding impacts to power lines (from Davis Substation to Treasure Island)
Union Pacific, BNSF & OTR (private)	Consultations/coordination and possible agreements for relocating and connections to rail lines and new crossings
Chubb Insurance	Consultation and funding

Source: LSA Associates, Inc., 2012.

The Port of Oakland currently holds permits that provide authorization on Port-owned property for specified shoreline maintenance activities and for berth maintenance dredging in the vicinity of the project area:

Shoreline Maintenance

1. US Army Corps of Engineers, Permit No. 27531s, 2003-2013
2. SF Bay Conservation and Development Commission, Permit No. M1989.075.09, last amendment dated 9/16/2011
3. Regional Water Quality Control Board, 10 year Conditional Water Quality Certification for Port Maritime Maintenance Activities, dated Oct. 2, 2003

Berth Maintenance Dredging

1. US Army Corps of Engineers, Permit No. 27629S, through 2013
2. SF Bay Conservation and Development Commission, Permit No. M92-41, through 2018
3. Regional Water Quality Control Board, Water Quality Certification, Maintenance Dredging at the Port of Oakland from 2008 through 2013

2.3.5 IMPLEMENTATION TO DATE OF THE OARB REDEVELOPMENT PLAN

Since July 2002, when the *Final Environmental Impact Report of the Oakland Army Base Area Redevelopment Plan* was certified and a Final Reuse Plan was adopted, the City of Oakland and the Port have taken a number of actions to carry out the Redevelopment Plan, including without limitation the following:

- In July 2003, the U.S. Army completed transfer of their former land ownerships within the former OARB to the Oakland Base Reuse Authority (OBRA), the local reuse authority charged with planning and implementing the conversion of the closed military bases in Oakland, California.
- The City, the City of Oakland Redevelopment Agency, OBRA and the Port entered into the Army Base Memorandum of Agreement (ARMOA) to convey certain parcels of Army Base property and adjacent Port-owned property to each other.[30]
- The City of Oakland and State Lands Commission negotiated and settled issues related to the designation of lands subject to Tidelands Trust through the recordation of the Oakland Army Base Title Settlement and Exchange Agreement dated August 7, 2006.
- The City and Port worked with BCDC to amend the Bay Plan and Seaport Plan, as necessary, to implement development envisioned by the OARB Reuse Plan and Redevelopment Plans.
- Hazardous materials clean-up operations have been conducted in several portions of the OARB, pursuant to the approved OARB Remedial Action Plan/Risk Management Plan (RAP/RMP). The Army Base Remediation Action Plan/Risk Management Program (RAP/RMP) consists of 167 site-specific locations (7 RAP and 160 RMP) on City- and Port-owned portions of the Army Base. As of February 2012, a majority of these sites (144 of 167) have been closed or are near closure.[31] In addition, there are 5 "categorical" RMPs which are site-wide areas of concern such as storm drains and sanitary sewers that are expected to be addressed during development.
- Although neither of these projects were ultimately pursued for a variety of reasons, the City of Oakland amended the Reuse Plan and completed three other environmental documents related to potential redevelopment of portions of the OARB including a 2006 Supplemental EIR and 2007 Addendum for a proposed Auto Mall, and a 2009 Addendum for a proposed aggregate recycling and fill project, both on portions of the Gateway Development Area.
- The Port completed a 2006 Addendum that looked at the impacts of not relocating Maritime Street to the east onto OARB property.
- Three buildings have been demolished in the City-owned portion of the Army Base. Building 1 was demolished by the Army before the property was transferred to OBRA/City of Oakland Redevelopment Agency/City.[32]
- Thirty buildings were demolished in the Port portion of the Army Base in 2006-2007, with another building demolition planned for late Spring 2012.

[30] As of February 1, 2012, the City of Oakland has acquired the Redevelopment Agency's interest in the former Oakland Army Base.

[31] The closed sites have been investigated and cleaned, and the Agency and/or Port has received documentation from the state of California Department of Toxic Substance Control ("DTSC") and/or the Regional Water Quality Control Board ("RWQCB") verifying the regulatory closure. The near closure sites have been investigated and cleaned if necessary, and are awaiting closure documentation from the DTSC and/or RWQCB.

[32] Buildings 4 and 5 were demolished after 2006 when the Agency became the property owner. Building 5 was demolished as part of a rail removal and building reuse project. Building 4 was demolished because it was a red-tagged building that posed a safety hazard.

- Property on the OARB was leased for interim maritime support activities, and approximately 30 acres of truck parking was provided.
- Container cargo throughput at the Port has increased from 1.7 million twenty-foot equivalent units (TEUs) to 2.3 million TEUs in 2011.
- In 2008, the Port was given an allocation of $242 million in Prop 1B Trade Corridor Improvement Funds (TCIF) to fund the Oakland Outer Harbor Inter-Modal Terminal (OHIT) and the 7th Street Grade Separation. The TCIF funds require matching funds from private or other public sources. Since the original award, the Port applied to the California Transportation Commission (CTC) to reallocate all the $242 million in TCIF funds into the OHIT and to amend the OHIT project scope to include the infrastructure improvements on the City's portion of the OARB, as well as the Port's OHIT rail yard. The Port anticipates that the CTC will consider the Port's application in late June, 2012.
- In 2008, the City of Oakland conducted a national solicitation for qualifications for master developers for the City-owned site. In 2009, the City of Oakland solicited proposals from the qualified respondents and selected the joint venture between Prologis and California Capital and Investment Group (Prologis/CCIG), including their identified Developer Team.
- In 2010, an Exclusive Negotiating Agreement (ENA) was executed with Prologis/CCIG as the master developer, which is heading the master planning effort currently underway, and the subject of this Initial Study/Addendum; subsequently, the City and the master developer entered into a Second Amendment to the ENA, whereby the City agreed to fund up to $14.1 million towards the necessary planning and engineering studies to create a master plan, which is the subject of this Initial Study/Addendum and to subsequently proceed to construction documents, with a goal of being under construction in June 2013.
- In July 2011, the City of Oakland Redevelopment Agency and the Port of Oakland executed a Cost Sharing Agreement for the development of infrastructure, the Port's OHIT rail yard, public utilities, and public streets in and around the Former OARB, committing the and City to up to $32,000,000 and the Port to invest the entire $242,000,000 of the TCIF allocation towards those purposes. In this Agreement, the City's Developer Team was authorized, with Port and City oversight, to produce a Master Plan and preliminary design for the entire site, including the Port-controlled OARB lands. These planning and engineering studies are the subject of this Initial Study/Addendum.
- In March 2012, the Port applied for a $20 million TIGER 2012 grant to go towards funding its Phase 1 rail yard.
- Subject to the findings of this Initial Study/Addendum, lease and purchase documents are being negotiated with the previously selected mater developer Prologis/CCIG, the two recycling operations California Waste Solutions (CWS) and Custom Alloy Scrap Sales (CASS), and the truck facilities developer Oakland Maritime Support Services (OMSS).
- Mitigation measures identified in the 2002 MMRP were undertaken, including those addressing cultural resources and air quality issues (see Section 3.3, Air Quality, and Section 3.5, Cultural Resources). Measures pertaining to construction impacts were incorporated in specifications for Port demolition contracts.

2.3.6 COMPARISON OF THE 2012 OARB AND 2002 OARB PROJECTS

As noted above, the 360.5-acre 2012 Project site is almost entirely located in the OARB sub-district of the 1800-acre Oakland Redevelopment Area. The primary difference between the 2012 Project and what was proposed for the same geographic location in the 2002 Project is a shift from office/R&D to a greater amount of warehouse/distribution and maritime-related logistics uses as the predominant use. The 2012 Project proposes up to approximately 2.5 million square feet of warehouse/distribution and maritime-related logistics uses and 175,000 square feet of office/R&D, as compared to 300,000 square feet of warehouse/distribution and approximately 1.5 million square feet of office/R&D in the 2002 Project.[33]

Additional components of the 2002 Project and the 2012 Project are summarized in Table 2-8 and listed below:[34]

- Approximately 20 to 24 acres north of Grand Avenue for 379,610 square feet of indoor recycling facilities are proposed to be located in the North Gateway, as compared to 494,000 square feet proposed for light industrial uses in the 2002 Project.
- Both the 2002 and 2012 Projects include the BCDC-required acreage for Ancillary Maritime Services (AMS) for the City and Port; however, in the 2012 Project, the 15-acres of BCDC-required AMS in the City-owned portion of the OARB is now being provided in a different location, split in three different locations in the Project Area; as part of the proposed truck parking facilities, there would be fueling services, some of which are anticipated to be biodiesel; the BCDC-required fifteen (15) acres of AMS for the Port are now being provided as part of the 2012 Project Area as truck parking.
- As an implementation of Mitigation Measure 4.6-2 in the 2002 EIR, a Commemorative Area is proposed within the Central Gateway, in the vicinity of the intersection of Maritime Street and Burma Road to memorialize the contributions of civilians and the military in the Bay Area to World War II, and Korean and Vietnam Wars.
- Demolition, site preparation, and remediation are generally the same in both the 2002 and 2012 Projects.
- Up to nine billboards are proposed to the north of West Burma Road, along Grand Avenue and along I-880 (Figure 2-6) as part of the 2012 Project; no billboards were contemplated as part of the 2002 Project.
- The Port-owned Joint Intermodal Terminal (JIT) would remain in operation as a rail yard.
- The railroad intermodal terminal in the OARB sub-district Port Development Area and associated right-of-way to support maritime uses that was proposed in the 2002 project will be constructed as part of the 2012 project, but will be smaller (approximately 61 acres);

[33] The *Final Reuse Plan for the Oakland Army Base* (as amended in July 2002) put forth a "Conceptual Reuse Strategy" and a preferred "Flexible Alternative" that identified a menu of intended land uses for future reuse of the former OARB or "Gateway Development Area" and stated that actual development with the Gateway Development Area could change over time to reflect the prevalent market conditions and demands, in order to achieve the broader goals and objectives of the *Reuse Plan* and *Redevelopment Plan.* Moreover, two of the alternatives studied in the 2002 *OARB Redevelopment Area Plan EIR* would result in more and greater impacts than the 2012 Project: the "High Intensity" alternative that proposed the upper range of potential development for land uses identified as the preferred scenario, and the "Full Maritime" alternative that proposed development of the OARB and Maritime sub-districts solely for Port use and Port-supportive industries and businesses, similar to the 2012 Project but at greater intensities.

[34] The areas proposed by the 2002 Project for Gateway Park and Berth 21 are not part of the 2012 Project.

- Berth/Wharf 7 will remain in operation as a bulk terminal under Variant A.
- In the 2012 Project, Maritime Street is proposed to be improved with intersection controls, bicycle and pedestrian paths, and repaving and landscaping with minor reconfiguration; the street would not be relocated 400-600 feet to the East as was proposed in the 2002 Project (see Port's 2006 Addendum that looked at the impacts of not relocating Maritime Street to the East onto OARB property); roadway improvements also include options to improve Burma Road, Engineers Road, relocate Wake Avenue, and rebuild and grade separate 7th Street west of I-880.
- Installation of new utility systems that meet current standards, such as water distribution (both domestic and reclaimed water), wastewater collection, stormwater collection/discharge, gas distribution, electrical systems, security, telecommunication and similar systems.[35]

[35] No new connections will be made to EBMUD's existing 15" sewer line. Please see Section 3.17, Utilities and Service Systems, for additional descriptions.

Table 2-8: Comparison of 2002 EIR and 2012 Project

OARB Sub-District	Land Use	2002 Project[1]		2012 Project			
				Variant A Working Waterfront		Variant B R&D/Open Space	
		Square Feet	Acres[2]	Square Feet	Acres	Square Feet	Acres
Gateway Development Area (GDA)	Light Industry	494,000		-	-	Same as Variant A	
	Recycling Facilities	-	-	379,605	25		
	Retail	25,000		-	-		
	Ancillary Maritime Services[3]	n/a	15	37,673	15		
	Office, R&D	1,528,000		-	-	175,000	11
	Warehouse/Distribution	300,000		1,089,223	94	942,763	82
	Five (5) Billboards	-	-	n/a	Included	Same as Variant A	
	Building Development Subtotal	**2,347,000**	**183**	**1,506,501**	**133**	**1,535,041**	**133**
	Roadways[4]	n/a	Included	864,450	20	Same as Variant A	
	Rail Right-of-Way	-	-	124,200	3		
	Utilities	n/a	Included	n/a	Included		
	Wharf Reuse/Repair[5]	n/a	Included	504,600	13.1	91,100	2.1
	Infrastructure Subtotal[6]	**-**	**-**	**124,200**	**23**	**124,200**	**23**
	Public Access or Park[7]	n/a	10	n/a	3	n/a	12
	GDA Subtotal[6]	**2,347,000**	**193**	**1,506,501**	**159**	**1,535,041**	**168**
Port Development Area	Warehouse/Distribution	-	-	882,88	97	Same as Variant A	
	Ancillary Maritime Services	n/a	2	n/a	Included		
	Four (4) Billboards	-	-	n/a	Included		
	Building Development Subtotal	**-**	**2**	**882,881**	**97**	**882,881**	**97**
	Port Rail Terminal[9]	n/a	130	2,664,400	61	Same as Variant A	
	Roadways[4]	n/a	Included	657,550	15		
	Utilities	n/a	Included	n/a	Included		
	Marine Terminals and Cargo Throughput[8]	n/a	55	Not included as part of this project			
	Infrastructure Subtotal[6]	**n/a**	**185**	**2,664,400**	**76**	**2,664,400**	**76**
	Port Development Area Subtotal[6]	n/a	**187**	**3,547,281**	**173**	**3,547,281**	**173**
TOTAL		**2,347,000**	**380**	**2,389,382**	**332**	**2,417,922**	**341**

Note: All property and building measurements are approximate.

[1] The approximately 360-acre 2012 Project is almost entirely on the Oakland Army Base portion of the Oakland Army Base Redevelopment Area. What is shown under the 2002 Project only includes the development that was proposed in the same geographic area of the 2012 Project.

[2] Acres refers to total land area occupied by this use, not proposed building square footage.

[3] Ancillary Maritime Services (AMS) uses may include a variety of port-related transportation supporting facilities, including and not limited to: truck parking; cargo storage and other maritime support services. The 2012 Project does not include a change in AMS uses but does include a change in location.

Table notes continued on next page.

[4] Includes the following changes: 1) Maritime Street will not be relocated and will be improved in same general location through the Gateway Development Area to the Gateway Peninsula; Burma Road (West Burma) will be relocated south of its current alignment in the Central Gateway, and connect to a new Access Roadway (East Burma) east of Maritime; 2) Under the highway there will be no change from what was studied in the 2002 EIR; 3) changes proposed to Grand Avenue at-grade were required mitigation as part of the 2002 EIR at Grand Avenue/Maritime Street; 4) two variants for 7th Street grade-separation are included.

[5] As noted in Footnote 17 (p.3-29 of the 2002 EIR), Wharf 7 and the majority of Wharf 6 ½ would remain and be reused.

[6] Wharf repair/reuse and roadways are not included in the calculations for any of the building or infrastructure subtotals or total development

[7] The 2002 EIR included 29 acres of park/public access which consisted of 10 acres of shoreline access and 19 acres for a Gateway Park to be developed by EBRPD. The 2012 Project area does not include the 19-acre Gateway Park. Gateway Park is in the early planning stages being led by EBRPD and a consortium of agencies.

[8] The new marine terminal in the OARB Sub-district and the Maritime Sub-district ("New Berth 21") studied in the 2002 EIR continue to be part of the Port's development plan. However, these improvements will not be constructed as part of the 2012 Project, but are considered a cumulative project. 4.05 TEUs of container cargo throughput was cleared through the 2002 OARB EIR.

[9] The Port's Joint Intermodal Terminal, which is not located on the OARB property, will be retained; the 2002 EIR considered demolishing that rail yard.

Source: City of Oakland, Port of Oakland, CCIG 2012.

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