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# INTRODUCTION AND EXECUTIVE SUMMARY

## INTRODUCTION

### PURPOSE OF THE DRAFT SUPPLEMENTAL EIR

An Environmental Impact Report for the Oakland Army Base (OARB) Area Redevelopment Plan and Reuse Plan (OARB Redevelopment EIR) was certified by the City of Oakland in July of 2002 (SCH# 2001082058). That EIR described and disclosed the potential environmental consequences associated with adoption by the City of Oakland, the Oakland Base Reuse Authority (OBRA) and the Port of Oakland of a Redevelopment Plan for an area comprising about 1,800 acres, including and surrounding the 430-acre former OARB. The Redevelopment Plan as evaluated in the 2002 OARB Redevelopment EIR anticipated redevelopment throughout the entire approximately 1,800-acre Redevelopment Area, including:

1. The approximately 430-acre former Oakland Army Base sub-district. The OARB sub-district is further subdivided into two development areas;
  - the 170-acre City of Oakland's Gateway Development Area, and
  - the 235-acre Port of Oakland's Port Development Area
2. The approximately 1,290-acre Maritime sub-district, and
3. The approximately 41-acre 16<sup>th</sup>/Wood sub-district.

The City is now considering implementation of a portion of the OARB Redevelopment Plan and Reuse Plan on an approximately 30 acre site within the Oakland Gateway Development Area with construction of an auto mall (the Project). The auto mall consists of five separate automobile dealerships plus associated roadways and infrastructure improvements (the Project). The City has also elected to study a larger, 60-acre option consisting of a total of 8 automobile dealerships and a "big box" retail use (referred to herein as Option B). The land uses proposed under the Project or Option B were not specifically anticipated in the OARB Reuse Plan or the OARB Redevelopment EIR. These Project land uses could potentially result in different environmental impacts than were analyzed in the OARB Redevelopment EIR.

An Initial Study was prepared and distributed for this Project with a Notice of Preparation on January 19, 2006. The Initial Study evaluated potential environmental impacts associated with

the change in land uses proposed under the Project. The Initial Study determined that the previous OARB Redevelopment EIR analyzed, disclosed, and mitigated where possible the majority of environmental impacts that would result from the Project. However, because the proposed land uses could result in higher levels of traffic than assumed under the previous OARB Redevelopment EIR, and because some of the assumptions regarding development of the surrounding areas have changed, it was determined that a Supplemental or Subsequent EIR needed to be prepared, but that it only needed to address the environmental topics of air quality and transportation/circulation. Public comments on the NOP suggested that certain land use compatibility issues, adequacy of truck parking, and alternatives also be more fully explored in this SEIR.

This document is a Draft Supplemental Environmental Impact Report (SEIR). Pursuant to Public Resources Code Sections 21090 and 21166 and CEQA Guidelines sections 15180 and 15163, this Draft SEIR augments the previously certified OARB Redevelopment Plan EIR (OARB Redevelopment EIR, City of Oakland, 2002) to the extent necessary to address the changed conditions and circumstances of the Project, and to examine mitigation and project alternatives accordingly. With the exception of the supplemental chapters included in this Draft SEIR, the OARB Redevelopment EIR would wholly cover and fully apply to the Project. As such, all applicable mitigation measures from the OARB Redevelopment EIR would apply to the Project.

- The Traffic and Air Quality chapters of this Draft Supplemental EIR recommended additional or supplemental mitigation measures intended to reduce or avoid potentially significant impacts that could occur as a result of this specific Project (or Option B). These are summarized in Table 1-1 at the end of this Chapter.
- Appendix A includes a similar table, summarizing impacts and mitigation measures from the OARB Redevelopment EIR that are applicable to the Project (or Option B).

This Draft Supplemental EIR is intended to be used to provide decision makers and the general public with relevant environmental information to use in considering approval of the following anticipated implementation efforts:

- approval of an amendment to the OARB Reuse Plan,
- approval of re-designation or relocation of Ancillary Maritime Support uses from the location currently identified in the Reuse Plan,
- issuance of Disposition and Development Agreements for individual developments,
- approval of a tentative tract map,
- approval of subsequent demolition, grading and building permits, infrastructure improvements and environmental remediation activities.

## BACKGROUND AND CONTEXT

### Oakland Army Base Closure

During the late 1980s and the 1990s, the U.S. government closed and/or realigned (transferred the functions of) numerous military facilities. Through the closure process, all or a portion of these military bases were then made available to their respective local cities or counties for community reuse. In this manner, local communities are able to re-capture the loss of jobs that occurred when a base was closed. Planning for reuse of these bases generally occurs under the guidance of a Local Reuse Authority, an entity established specifically for the purpose of planning transitional and ultimate reuse, and managing the assets of the base during the military-to-community transitional or “interim” period. In 1995, the Base Realignment and Closure (BRAC) Commission recommended closure and realignment of the Oakland Army Base (OARB). In July 1995 the President of the United States approved the BRAC Commission’s recommendation, Congress reviewed the recommendation, and it became law on September 28, 1995. The Oakland Base Reuse Authority (OBRA) was formed and designated as the Local Reuse Authority primarily responsible for negotiating conveyance of the Base from the Department of the Army, and for implementing the activities highlighted above.

### Redevelopment Plan, Reuse Plan, and Previous EIR

On July 11, 2000, the City adopted and approved, via Ordinance No. 12259 C.M.S., the *Redevelopment Plan for the Oakland Base Redevelopment Project* (City of Oakland 2000), and established a redevelopment project area. The Redevelopment Plan provides the Oakland Redevelopment Agency (ORA) with powers, duties, and obligations to implement and further a program of redevelopment, rehabilitation, and revitalization of the redevelopment area as broadly defined in the Plan. The ORA is responsible for the project area’s redevelopment. As the Redevelopment Plan states:

Because of the long term nature of this Plan and the need to retain in the [ORA] the flexibility to respond to market and economic conditions, developer interests, and opportunities from time to time presented for redevelopment, this Plan does not present a precise plan or establish specific projects for the redevelopment, rehabilitation, and revitalization of any area within the Project Area, nor does this Plan present specific proposals in an attempt to solve or alleviate the concerns and problems of the community relating to the Project Area. Instead, this Plan presents a process and a basic framework within which specific plans will be presented, specific projects will be established, and specific solutions be proposed and by which tools are provided to the [ORA] to fashion, develop, and proceed with such specific plans, projects, and solutions. (Redevelopment Plan, p.1)

While the Redevelopment Plan includes the OARB, the OARB is only a part of the Redevelopment Area. As a separate component of the OARB Redevelopment Plan, the OBRA published the *Final Reuse Plan for the Oakland Army Base* (“Reuse Plan”, Oakland Base Reuse Authority April 2001, as amended in July 2002) as a plan for reuse of the base. The Reuse Plan is necessarily broad and flexible.

The Reuse Plan provides an estimate of buildout of the former OARB by 2020. This long term buildout horizon is coupled with the need of the OBRA to flexibly respond to fluctuating market and economic conditions. The Reuse Plan involves replacing existing uses within the

OARB, some in derelict condition, with a variety of new uses termed the “Flexible Alternative” which included office/R&D, light industry, warehouse/distribution and retail use.

An EIR for the Redevelopment Plan and Reuse Plan (OARB Redevelopment EIR) was certified in July of 2002 (SCH# 2001082058). That EIR described and disclosed the potential environmental consequences associated with adoption by the City of Oakland, the Oakland Base Reuse Authority (OBRA) and the Port of Oakland of a Redevelopment Plan for an area comprising about 1,800 acres (including the Reuse Plan for the 430-acre former OARB).

### **Changed Conditions**

The land uses currently proposed under the Project or Option B were not specifically anticipated in the OARB Reuse Plan or the OARB Redevelopment EIR. These Project land uses require amendments to the Reuse Plan and could potentially result in different environmental impacts than were analyzed in the OARB Redevelopment EIR.

This Draft Supplemental EIR evaluates the impact of changes as previously evaluated in the 2002 OARB Redevelopment Plan Area EIR. The Initial Study and this Draft Supplemental EIR considered the various changes since the certification of the OARB Redevelopment EIR:

The changed project characteristics which include:

- Changes in proposed land use for the Project site that may result in increased automobile trips; and

The changed circumstances of the project which include:

- A major portion of the OARB Redevelopment District, the 16<sup>th</sup> and Wood Street subarea, has since been approved for a development project known as the Wood Street Project.
- All portions of West Oakland not located in a previously established redevelopment area or the OARB Redevelopment Area have since been included into the West Oakland Redevelopment Area.
- Developers have expressed interest in developing projects in portions of the OARB Redevelopment Area other than at the project site. Although no final plans for these areas have been developed and no applications filed, the City does consider the potential for these projects as reasonable and feasible such that they should be included in a new cumulative projection of land uses for the area.
- The OBRA and the Port of Oakland have conducted minor land transfers in the vicinity of the Project for purposes of facilitating more accessible access and rail yard configurations.
- Realignment of Maritime Street as described in the OARB Redevelopment EIR may no longer be the preferred option for the Port of Oakland property so realignment cannot be assumed.
- Hazardous materials clean-up operations have been initiated in several portions of the OARB, including the removal of Building #1 and the hazardous substances at that site

pursuant to the approved OARB Remedial Action Plan/Risk Management Plan (RAP/RMP).

- The U.S. Army Reserves have completed transfer of their former land ownerships within the former OARB to OBRA.
- The OBRA, Port of Oakland, and the City of Oakland and State Lands Commission are in the process of exchanging the designation of lands subject to Tidelands Trust.

These changed circumstances are anticipated to change the projections for future growth and development as used in forecasting cumulative traffic and cumulative air quality conditions.

## **SCOPE OF THE SEIR**

Not all CEQA Checklist environmental topics will be discussed in this Supplemental EIR. Together, the OARB Redevelopment EIR (April 2002), and the Initial Study for this Project (January 2006), evaluated all of the potential environmental topic areas as required by CEQA. The OARB Redevelopment EIR evaluated these topic areas for the entire Redevelopment Area, while the 2006 Initial Study evaluated the topic areas for the 30-acre Project site and the 60-acre Option B site. The OARB Redevelopment EIR included mitigation measures for environmental impacts that retain relevance and would be required under implementation of the proposed Project; these were included in the Initial Study and are included for reference in Appendix A of this document. Certain topic areas have undergone additional analysis due to the nature of the proposed Project and its potential to incur environmental impacts that were not evaluated in the OARB Redevelopment EIR. The City of Oakland determined that a Supplemental EIR needed to be prepared to fully evaluate the impacts on the following topic areas:

- Traffic and Circulation, and
- Air Quality.

This Draft Supplemental EIR does not further evaluate topic areas including: aesthetics, agricultural resources, biological resources, cultural resources, geology and soils, hazardous materials, hydrology, land use, mineral resources, noise, population, public services, and utilities. The Initial Study determined these topic areas were adequately analyzed in the OARB Redevelopment EIR. However, this Draft Supplemental EIR does respond to Planning Commission and Public comments made during the scoping session which requested more information on land use compatibility, truck parking, and alternatives.

## **EIR REVIEW PROCESS**

This document is a Draft Supplemental EIR and as such references and relies upon analysis contained in the OARB Redevelopment EIR. The Draft and Final OARB Redevelopment EIR is available at the City of Oakland Planning Division office and at the following website link:

<http://www.oaklandnet.com/government/ceda/revised/planningzoning/MajorProjectsSection/environmentaldocuments.html>

This Draft Supplemental EIR is intended to enable City decision makers, public agencies and interested citizens to evaluate the specific environmental issues associated with the project revisions and changed circumstances of the proposed Project in the impacted topic areas of Traffic and Air Quality. In accordance with California law, the Supplemental EIR on the Project must be certified before any action on the Project can be taken. During the review period for this Draft Supplemental EIR, interested individuals, organizations and agencies may offer their comments on its evaluation of project impacts. The comments received during this public review period will be compiled and presented together with responses to these comments in a forthcoming Final Supplemental EIR. The Draft Supplemental EIR and the Final Supplemental EIR (including the response to comments) together will constitute the SEIR for the Project. The Oakland Planning commission will review the Supplemental EIR documents, and will determine whether or not the Supplemental EIR provides a full and adequate appraisal of the Project and its alternatives.

In reviewing the Draft Supplemental EIR, readers should focus on the sufficiency of the document in identifying and analyzing the possible Traffic and Air Quality impacts associated with the revisions and changed circumstances of the Project, as well as the potential future impacts associated with these changes. Readers are also encouraged to review and comment on ways in which significant impacts associated with the changes might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate significant environmental impacts. Reviewers should explain the basis for their comments and, whenever possible, should submit data or references in support of their comments.

## **EXECUTIVE SUMMARY**

### **SUMMARY OF PROJECT**

#### **Project Overview, Location, and Existing Uses**

The Oakland Redevelopment Agency (as the Project Sponsor) and the City of Oakland (as the Lead Agency) have identified one Project for review, as well as one additional Project option, referred to in this document as Option B, that the City wished to also be evaluated:

- The Project generally consists of redevelopment of approximately thirty (30) acres of land in the North Gateway portion of the former Oakland Army Base to provide space for 4 to 5 (4-5) automobile dealerships on five (5) separate parcels of approximately 4 to 5 acres each, plus associated roadways and infrastructure improvements.
- Option B is a larger redevelopment effort on a total of approximately sixty (60) acres of land in the North Gateway and East Gateway portions of the former Oakland Army Base, including the Project as described above plus three (3) additional 5-acre automobile dealerships and one (1) approximately 12 to 15-acre site for “big box” retail use and associated roadways and infrastructure improvements.

The Project is located on a 30-acre site at the former Oakland Army Base and within the OARB Redevelopment Area, bounded by West Grand Avenue on the south, by the Union Pacific

Railroad right-of-way on the east, and by an East Bay Municipal Utility District (EBMUD) wastewater treatment facility to the north. Option B includes the Project site as described above plus approximately 30 acres of additional land, referred to in this document as the expanded Option B area or site, located to the south of West Grand Avenue and east of Maritime Street. This expanded Option B site is also a portion of the former Oakland Army Base and within the OARB Redevelopment Area.

The western portion of the Project site is currently being used for outdoor sorting and storage of gravel and other rock. The eastern portion of the Project site is currently unused and fenced although it had been temporarily leased on an earlier occasion to truck parking tenants. On the expanded Option B site, the former Army Base buildings are being used on a temporary interim basis primarily for Port-related storage and logistics activities.

Land uses to the north of the Project site include the EBMUD Wastewater Treatment Plant and the Interstate-80 approach to the San Francisco Bay Bridge. Land uses on the west side of Maritime Street and to the south are comprised largely of Port-related activities such as cargo ship berths and container storage. Land uses on the east consist of a series of railroad tracks principally used by the Port for cargo distribution. The Port of Oakland plans to continue to use and expand these tracks along the site's eastern boundary for railroad car storage and a turnaround facility, consistent with the use of these lands as envisioned under the OARB Redevelopment Plan and as analyzed in the OARB Redevelopment EIR.

A more detailed Project Description can be found in Chapter 2: Project Description of this document.

### **Project Objectives**

The applicant's stated Project Objectives are:

- Implement the adopted OARB Redevelopment Plan in the North Gateway (Project) and East Gateway (expanded Option B area)
- Alleviate economic and social degradation due to closure of OARB
- Eliminate blighting influences
- Strengthen retail and economic base
- Maintain and increase sales tax revenue
- Allow for job creation
- Allow for the retention of automobile sales and service uses, and attraction of new automobile sales and service uses
- Attract Big Box retail

## **CONTENT AND ORGANIZATION OF THE EIR**

This document is a Draft Supplemental EIR to the 2002 OARB Redevelopment EIR and as such focuses on changed conditions and circumstances and the identified impacted topic areas of Traffic and Air Quality. Following this brief description of the proposed Project, the document's ensuing chapters include the following:

- Chapter 2: Project Description
- Chapter 3: Traffic and Circulation
- Chapter 4: Air Quality
- Chapter 5: Other CEQA Issues
- Chapter 6: References
- Appendix A: Summary Table A-1 of Applicable OARB Redevelopment EIR Significant Impacts and Mitigation Measures
- Appendix B: Notice of Preparation, Initial Study, Comments on Notice of Preparation
- Appendix C: Traffic Analysis

## **SUMMARY OF TRAFFIC AND AIR QUALITY IMPACTS AND MITIGATION MEASURES**

The Traffic and Air Quality analyses in Chapters 3 and 4 of this document provide a description of the existing setting, potential impacts of Project implementation, and recommended mitigation measures to reduce or avoid potentially significant impacts that could occur as a result of Project implementation. The following Table 1-1 lists a summary statement of each impact and corresponding mitigation measure(s), as well as the level of significance after mitigation. Refer to Chapters 3 and 4 of this document for more detailed discussion of these impacts and mitigation measures.

Appendix A includes a similar summary table, listing impacts and mitigation measures from the OARB Redevelopment EIR that are applicable to the Project (or Option B).

Because Option B wholly incorporates the Project, mitigation measures for the Project would also apply to Option B, with the exception of Impact Traf-4 and Mitigation Measure Traf-4 which discuss the access road cul-de-sac that would instead become continuation of that road under Option B. A number of impacts and mitigation measures apply only to the larger Option B and are signified by shading of the row in the table below.

Significant impacts require the implementation of mitigation measures, or alternatives, or a finding by the Lead Agency that the measures are infeasible for specific reasons. For some of the Significant Impacts, mitigation measures may not be effective in reducing the impacts to a less than significant level. These impacts are designated Significant and Unavoidable.

**TABLE 1-1  
EXECUTIVE SUMMARY OF IMPACTS AND MITIGATION MEASURES  
FOR THE PROJECT AND OPTION B<sup>1</sup>**

<b>Potential Project Impact</b>	<b>Mitigation Measure</b>	<b>Resulting Level of Significance</b>
<b>SIGNIFICANT AND UNAVOIDABLE</b>		
<b>Cumulative Impact Traf-6:</b> At the West Grand Avenue / Maritime Street intersection, Option B would increase traffic in 2025 and would cause the average vehicle delay to increase by more than two (2) seconds where the future baseline level of service would be LOS F during the p.m. peak and Saturday peak hours.	<b>Cumulative MM Traf-6:</b> As part of the cumulative growth of the OARB Area Redevelopment Plan, the Project Sponsors shall fund a fair share of the following modifications at the West Grand Avenue / Maritime Street intersection: <ul style="list-style-type: none"> <li>• Revise the northbound Maritime Street lanes to provide one left turn lane, one combination left-through lane, and two right turn lanes with overlap signal phasing (green arrow)</li> <li>• Revise the southbound Maritime Street lanes to provide one left turn lane, one combination through-right lane, and one right turn lane</li> <li>• Revise eastbound West Grand Avenue exit ramp to provide one left turn lane, two through lanes, and one right turn lane with a receiving third southbound lane south of the intersection (free right)</li> <li>• Revise westbound West Grand Avenue to provide one left turn lane, one combination left-through lane, and one combination through-right lane</li> <li>• Provide split signal phasing for east and westbound traffic movements on West Grand Avenue</li> </ul> Design plans for all public facilities shall be consistent with City standards and are subject to the approval of the City of Oakland Public Works Agency.	<b>Option B: Significant and Unavoidable</b>

<sup>1</sup> Option B includes the Project in its entirety, therefore, all the impacts and mitigation measures for the Project would also apply to Option B. Because Option B is a larger project on a larger area, there are additional impacts and mitigation measures that would apply only to Option B and not to the smaller Project.

Shaded impacts and mitigation measures denote those that apply to Option B only, and not to the Project.

**TABLE 1-1  
EXECUTIVE SUMMARY OF IMPACTS AND MITIGATION MEASURES  
FOR THE PROJECT AND OPTION B<sup>1</sup>**

Potential Project Impact	Mitigation Measure	Resulting Level of Significance
<p><b>Cumulative Impact Traf-7:</b> At the West Grand Avenue / I-880 Frontage Road intersection, both the Project and Option B would increase traffic in 2025 and both development options would cause the average vehicle delay to increase by more than two (2) seconds where the future baseline level of service would be LOS F during the a.m. peak, p.m. peak, and Saturday peak hours.</p>	<p>This cumulative impact was considered <i>significant but mitigated</i> in the OARB Redevelopment Plan EIR. However, subsequent City of Oakland EIRs (Uptown and Wood Street Project) have re-examined the feasibility of the mitigation necessary at this location and concluded that costs of the identified improvements were so prohibitively high that the mitigation was not feasible and the impacts was considered <i>significant and unavoidable</i>.</p>	<p><b>Significant and Unavoidable (NEW)</b></p>
<p><b>Cumulative Impact Traf-10:</b> At the 7th Street / Maritime Street intersection, both the Project and Option B would increase traffic in 2025 and would cause the average vehicle delay to increase by more than two (2) seconds where the future baseline level of service would be LOS F during both the a.m. and p.m. peak hours.</p>	<p><b>Cumulative MM Traf-10:</b> As part of the cumulative growth of the OARB Area Redevelopment Plan, the Project Sponsors shall fund a fair share of the following modifications at the 7th Street / Maritime Street intersection:</p> <ul style="list-style-type: none"> <li>• Revise the northbound Maritime Street lanes to provide one left turn lane, one combination left-through lane, one through lane, and one right turn lane with overlap signal phasing (green arrow)</li> <li>• Revise the southbound Maritime Street lanes to provide one left turn lane, one combination left-through lane, and one combination through-right turn lane</li> <li>• Revise the eastbound 7th Street lanes to provide one left turn lane, two through lanes, and one right turn lane with overlap signal phasing (green arrow)</li> <li>• Revise the westbound 7th Street lanes to provide two left turn lanes, two through lanes and one right turn lane with overlap signal phasing (green arrow)</li> <li>• Provide split phasing for the north and southbound traffic movements.</li> </ul> <p>Design plans for all public facilities shall be consistent with City standards and are subject to the approval of the City of Oakland Public Works Agency.</p>	<p><b>Significant and Unavoidable (NEW)</b></p>

**TABLE 1-1  
EXECUTIVE SUMMARY OF IMPACTS AND MITIGATION MEASURES  
FOR THE PROJECT AND OPTION B<sup>1</sup>**

<b>Potential Project Impact</b>	<b>Mitigation Measure</b>	<b>Resulting Level of Significance</b>
<p><b>Cumulative Impact Traf-17:</b> Both the Project and Option B would increase traffic on study area freeways in 2025 and would cause freeway segments to operate at LOS F.</p>	<p><b>MM Traf-17:</b> As part of the cumulative growth of the OARB Area Redevelopment Plan, the Project Sponsors shall fund a fair share of a transportation demand management program established by the City for the Redevelopment Area to reduce the demand for single-occupant, peak hour trips, and to increase access to transit opportunities.</p>	<b>Significant and Unavoidable</b>
<p><b>Impact Air-1: Permanent Regional Impacts.</b> Additional trips to and from the project would result in new air pollutant emissions within the air basin.</p> <p>This would be a less than significant impact for the Project which would result in emissions below significance thresholds, and significant for Option B.</p>	<p><b>MM Air-1: Transportation Control Measures.</b> If Option B is developed, major developers shall fund on a fair share basis BAAQMD-recommended feasible Transportation Control Measures (TCMs) for reducing vehicle emissions from commercial, institutional, and industrial operations, as well as all CAP TCMs the BAAQMD has identified as appropriate for local implementation.</p>	Option B: <b>Significant and Unavoidable</b>
<p><b>Cumulative Impact Air-5:</b> As part of the cumulative growth of the OARB Area Redevelopment Plan, the Project or Option B, together with anticipated future development in the area, could result in long-term traffic increases and could cumulatively increase regional air pollutant emissions.</p> <p>This would be a less than significant impact for the Project which would result in emissions below significance thresholds, and significant for Option B.</p>	<p>Mitigation Measure Air-1, requiring fair share funding of feasible Transportation Control Measures (TCMs) would apply to the Project and Option B.</p>	<b>Significant and Unavoidable</b>

**TABLE 1-1  
EXECUTIVE SUMMARY OF IMPACTS AND MITIGATION MEASURES  
FOR THE PROJECT AND OPTION B<sup>1</sup>**

Potential Project Impact	Mitigation Measure	Resulting Level of Significance
<b>LESS THAN SIGNIFICANT WITH MITIGATION</b>		
<p><b>Impact Traf-3:</b> At the N. Access Road / EBMUD Driveway intersection, both the Project and Option B would substantially increase traffic hazards to motor vehicles and perhaps bicyclists and pedestrians due to the configuration of the intersection.</p>	<p><b>MM Traf-3:</b> The Project Sponsors shall work with the property owners to develop an access design that provides adequate levels of safety. One option would be to relocate the EBMUD driveway to connect as the north leg of the N. Access Road / E. Access Road intersection. If the driveway were relocated, the N. Access Road / E. Access Road intersection would operate in compliance with the City's level of service standards with all-way stop traffic control. Design plans for the project and all public facilities shall be consistent with City standards and are subject to the approval of the City of Oakland Public Works Agency.</p>	<b>Less than Significant</b>
<p><b>Impact Traf-4:</b> Construction of the access road from the northern extension of Maritime Street would end in a cul-de-sac for the Project and could result in less than two emergency access routes for streets exceeding 600 feet in length.</p> <p><b>(Project only impact, not Option B)</b></p>	<p><b>MM Traf-4:</b> Construct an emergency vehicle access to the east end of the Project.</p> <p><b>(Project only mitigation measure, not Option B)</b></p>	<b>Less than Significant</b>
<p><b>Cumulative Impact Traf-11:</b> At the 7th Street / I-880 Northbound Ramp intersection, both the Project and Option B would increase traffic in 2025 and would cause the average vehicle delay to increase by more than four (4) seconds where the future baseline level of service would be LOS E during the p.m. peak hour. Option B would add more than five (5) percent of the cumulative traffic increase as measured by the difference between existing and cumulative (with Project) conditions.</p>	<p><b>Cumulative MM Traf-11:</b> If Option B is developed, the Project Sponsors shall fund a fair share of the following modifications at the West Grand Avenue / I-880 Northbound Ramp intersection:</p> <ul style="list-style-type: none"> <li>• Revise the eastbound 7th Street lanes to provide one left turn lane, one combination left-through lane, and one through lane.</li> <li>• Provide split signal phasing for east and westbound traffic movements on 7th Street.</li> </ul> <p>Design plans for all public facilities shall be consistent with City standards and are subject to the approval of the City of Oakland Public Works Agency.</p>	Option B: <b>Less than Significant</b>

**TABLE 1-1  
EXECUTIVE SUMMARY OF IMPACTS AND MITIGATION MEASURES  
FOR THE PROJECT AND OPTION B<sup>1</sup>**

<b>Potential Project Impact</b>	<b>Mitigation Measure</b>	<b>Resulting Level of Significance</b>
<p><b>Cumulative Impact Traf-15:</b> At the S. Access Road / Maritime Street intersection, Option B would increase traffic in 2025 and would cause the future baseline LOS to operate at below LOS D at this new intersection.</p>	<p><b>Cumulative MM Traf-15:</b> If Option B is developed, the Project Sponsors shall fund a fair share of the modifications at the S. Access Road / Maritime Street intersection to add a southbound right turn lane with southbound right turn overlap phasing (green arrow). Design plans for all public facilities shall be consistent with City standards and are subject to the approval of the City of Oakland Public Works Agency.</p>	<p>Option B: <b>Less than Significant</b></p>
<p><b>Cumulative Impact Traf-16:</b> At the Parcel I / Maritime Street intersection, Option B would increase traffic in 2025 and would cause the future baseline LOS to operate at below LOS D at this new intersection.</p>	<p><b>Cumulative MM Traf-16:</b> If Option B is developed, the Project Sponsors shall fund a fair share of the modifications at the Parcel I / Maritime Street intersection to add a southbound right turn lane with southbound right turn overlap phasing (green arrow). Design plans for all public facilities shall be consistent with City standards and are subject to the approval of the City of Oakland Public Works Agency.</p>	<p>Option B: <b>Less than Significant</b></p>

**TABLE 1-1  
EXECUTIVE SUMMARY OF IMPACTS AND MITIGATION MEASURES  
FOR THE PROJECT AND OPTION B<sup>1</sup>**

<b>Potential Project Impact</b>	<b>Mitigation Measure</b>	<b>Resulting Level of Significance</b>
<b>LESS THAN SIGNIFICANT (NO MITIGATION WARRANTED)</b>		
<p><b>Impact Traf-1:</b> The Project and Option B would increase traffic at study area intersections but would not substantially impact access or traffic load and capacity of the street system.</p> <p>For both project options, the project would not cause significant impacts either because the level of service would comply with City standards or the project would not add enough new traffic to cause a significant increase in average vehicle control delay.</p>	Mitigation not warranted	<b>Less than Significant</b>
<p><b>Impact Traf-2:</b> The Project and Option B would increase traffic at study area freeway segments but would not substantially impact traffic operations and level of service of the freeway system.</p> <p>For both project options, the project would not cause significant impacts either because the level of service would remain at LOS E or better, or the V/C ratio would increase by less than three (3) percent for a freeway segment that would operate at LOS F without the project.</p>	Mitigation not warranted	<b>Less than Significant</b>
<p><b>Impact Traf-5:</b> The Project would increase the average ridership on AC Transit lines by more than three percent on transit lines serving the Project Area, but the average load factor with the Project would not exceed 125 percent over a peak 30-minute period.</p>	Mitigation not warranted	<b>Less than Significant</b>

**TABLE 1-1  
EXECUTIVE SUMMARY OF IMPACTS AND MITIGATION MEASURES  
FOR THE PROJECT AND OPTION B<sup>1</sup>**

<b>Potential Project Impact</b>	<b>Mitigation Measure</b>	<b>Resulting Level of Significance</b>
<p><b>Cumulative Impact Traf-8:</b> At the West Grand Avenue / Mandela Parkway intersection, both the Project and Option B would increase traffic in 2025 and both development options would cause the average vehicle delay to increase by more than four (4) seconds where the future baseline level of service would be LOS E during the a.m. peak hour; and where both development options would cause the average vehicle delay to increase by more than two (2) seconds where the future baseline level of service would be LOS F during the p.m. peak hour.</p> <p>The Project and Option B would each add less than five (5) percent of the cumulative traffic increase as measured by the difference between existing and cumulative (with project) conditions. Therefore, the contribution of the Project or Option B to the cumulative impact at the West Grand Avenue / Mandela Parkway intersection would not be cumulatively considerable, and the incremental effect of the Project or Option B is considered a less-than-significant impact.</p>	Mitigation not warranted	<b>Less than Significant</b>
<p><b>Cumulative Impact Traf-9:</b> At the West Grand Avenue / Market Street intersection, the level of service was shown to operate in compliance with City standards in 2025; however, in the Oak to Ninth Project DEIR, the intersection was shown to operate at an unacceptable level of service. Both the Project and Option B would increase traffic in 2025, but both the Project and Option B would add less than five (5) percent of the cumulative traffic increase as measured by the difference between existing and cumulative (with project) conditions. Therefore, the contribution of the Project or Option B</p>	Mitigation not warranted	<b>Less than Significant</b>

**TABLE 1-1  
EXECUTIVE SUMMARY OF IMPACTS AND MITIGATION MEASURES  
FOR THE PROJECT AND OPTION B<sup>1</sup>**

<b>Potential Project Impact</b>	<b>Mitigation Measure</b>	<b>Resulting Level of Significance</b>
<p>to a potential cumulative impact at the West Grand Avenue / Market Street intersection would not be cumulatively considerable, and the incremental effect of the Project or Option B is considered a less-than-significant impact.</p>		
<p><b>Cumulative Impact Traf-12:</b> At the 7th Street / Mandela Parkway intersection, both the Project and Option B would increase traffic in 2025 and would cause an increase in the average delay for a critical movement of four (4) seconds where the future baseline level of service would be LOS F during the p.m. peak hour.</p> <p>Both the Project and Option B would add less than five (5) percent of the cumulative traffic increase as measured by the difference between existing and cumulative (with project) conditions. Therefore, the contribution of the Project or Option B to the cumulative impact at the 7th Street / Mandela Parkway intersection would not be cumulatively considerable, and the incremental effect of the Project or Option B is considered a less-than-significant impact.</p>	Mitigation not warranted	<b>Less than Significant</b>
<p><b>Cumulative Impact Traf-13:</b> At the 5th Street / Broadway intersection, both the Project and Option B would increase traffic in 2025 and would cause an increase in the average delay for a critical movement of four (4) seconds where the future baseline level of service would be LOS F during the p.m. peak hour.</p> <p>Both the Project and Option B would add less than five (5) percent of the cumulative traffic increase as measured by the difference between existing and cumulative (with project) conditions. Therefore, the contribution of the Project or Option B to the cumulative impact at the 5th Street / Broadway intersection would not be cumulatively considerable, and the incremental effect of the Project or Option B is considered a less-than-significant impact.</p>	Mitigation not warranted	<b>Less than Significant</b>

**TABLE 1-1  
EXECUTIVE SUMMARY OF IMPACTS AND MITIGATION MEASURES  
FOR THE PROJECT AND OPTION B<sup>1</sup>**

<b>Potential Project Impact</b>	<b>Mitigation Measure</b>	<b>Resulting Level of Significance</b>
<p><b>Cumulative Impact Traf-14:</b> At the Powell Street / I-80 Northbound Ramps intersection, both the Project and Option B would increase traffic in 2025 and would cause an increase in the average delay for a critical movement of four (4) seconds where the future baseline level of service would be LOS F during the p.m. peak hour.</p> <p>Both the Project and Option B would add less than five (5) percent of the cumulative traffic increase as measured by the difference between existing and cumulative (with project) conditions. Therefore, the contribution of the Project or Option B to the cumulative impact at the Powell Street / I-80 Northbound Ramps intersection would not be cumulatively considerable, and the incremental effect of the Project or Option B is considered a less-than-significant impact.</p>	Mitigation not warranted	<b>Less than Significant</b>
<p><b>Cumulative Impact Traf-18:</b> The Project and Option B would increase the average ridership on AC Transit lines in 2025 by more than three percent on transit lines serving the Project Area, but the average load factor with the Project would not exceed 125 percent over a peak 30-minute period.</p> <p>Although the Project and Option B would increase bus ridership on some routes, there would be enough available capacity on the AC Transit routes to accommodate the additional demand. Because the average load factor with the Project would not exceed 125 percent over a 30-minute period, this impact would be less than significant. Neither the Project nor Option B would generate BART ridership and would not affect BART line capacity or fare gate demand in 2025. There would be no impact with regard to BART operations.</p>	Mitigation not warranted	<b>Less than Significant</b>

**TABLE 1-1  
EXECUTIVE SUMMARY OF IMPACTS AND MITIGATION MEASURES  
FOR THE PROJECT AND OPTION B<sup>1</sup>**

<b>Potential Project Impact</b>	<b>Mitigation Measure</b>	<b>Resulting Level of Significance</b>
<p><b>Impact Air-2: Permanent Local Impacts.</b> Project and Option B traffic would add to carbon monoxide concentrations near streets and intersections providing access to the site.</p> <p>Since neither Project traffic nor traffic from Option B would not cause any new violations of the 8-hour standards for carbon monoxide, nor contribute substantially to an existing or projected violation, project impacts on local carbon monoxide concentrations are considered to be less-than-significant.</p>	Mitigation not warranted	<b>Less than Significant</b>
<p><b>Impact Air-3:</b> The proposed project could result in a substantial increase in diesel emissions.</p> <p>The Project or Option B would contribute, however minimally, to the area diesel emissions. The incremental cancer risk from exposure to the concentrations generated by project-related truck diesel emissions are less than the BAAQMD significance threshold of 10 in a million, therefore, project impacts on increased diesel emissions are considered to be less-than-significant.</p>	Mitigation not warranted	<b>Less than Significant</b>
<p><b>Impact Air-4: Gasoline Fueling Station Emissions.</b> The project could contain a gasoline fueling station, which would be a new source of a Toxic Air Contaminants.</p> <p>Existing regulations and procedures, already established and enforced as part of the permit review process, would ensure that any potential impacts due to gasoline vapor emissions would be less-than-significant.</p>	Mitigation not warranted	<b>Less than Significant</b>

<sup>1</sup> Option B includes the Project in its entirety, therefore, all the impacts and mitigation measures for the Project would also apply to Option B. Because Option B is a larger project on a larger area, there are additional impacts and mitigation measures that would apply only to Option B and not to the smaller Project.

Shaded impacts and mitigation measures denote those that apply to Option B only, and not to the Project.