

APPENDIX A

SUMMARY TABLE A-1 OF APPLICABLE OARB REDEVELOPMENT EIR SIGNIFICANT IMPACTS AND MITIGATION MEASURES

TABLE A-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES
AS ANALYZED IN THE 2002 REDEVELOPMENT EIR¹ AND APPLICABLE TO THE PROJECT AND OPTION B²

Potential Project Impact	Mitigation Measure	Resulting Level of Significance
AESTHETICS		
Impact 4.11-3: New security lighting and/or lighting for night time operations would alter current patterns of light or glare, and could alter nighttime views in the area.	MM 4.11-1: New lighting shall be designed to minimize off-site light spillage; “stadium” style lighting shall be prohibited.	Less than Significant
Impact 4.11-4: New construction could introduce building or landscaping elements that would now or in the future cast shadow on existing collectors or photovoltaic cells, or a building using passive solar heat collection.	MM 4.11-3: New active or passive solar systems within or adjacent to the project area shall be set back from the property line a minimum of 25 feet.	Less than Significant
	MM 4.11-4: New construction within the Gateway development area adjacent to a parcel containing permitted or existing active or passive solar systems shall demonstrate through design review that the proposed structures shall not substantially impair operation of existing solar systems.	

¹ This table contains **summaries** of the mitigation measures from the 2002 OARB Redevelopment EIR. The detailed mitigation measures are contained in the adopted Mitigation Monitoring and Reporting Program.

² 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.

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AIR QUALITY		
<p>Impact 4.4-1: PM as fugitive dust would be emitted during construction and remediation activities.</p> <p>Impact 5.4-1: Redevelopment would result in significant cumulative air quality impacts associated with emissions of nitrogen oxides (NO_x), reactive organics gases (ROG), carbon monoxide (CO), particulate matter less than 10 microns in diameter (PM₁₀), and diesel exhaust (almost entirely particulate matter less than 2.5 microns in diameter [PM_{2.5}]), the latter defined as a toxic air contaminant by the California Air Resources Board (CARB).</p>	<p>MM 4.4-1: Contractors shall implement all BAAQMD “Basic” and “Optional” PM₁₀ (fugitive dust) control measures at all sites, and all “Enhanced” control measures at sites greater than four acres.</p>	Less than Significant
<p>Impact 4.4-2: Construction equipment exhaust could increase levels of NO_x, ROG, CO, and PM₁₀ (the latter primarily as diesel PM) that could exceed 15 tons per year, or result in substantial increase in diesel emissions.</p>	<p>MM 4.4-2: Contractors shall implement exhaust control measures at all construction sites.</p> <p>MM 4.4-4: The City and the Port shall jointly create, maintain, and fund on a fair share basis, a truck diesel emission reduction program. The program shall be sufficiently funded to strive to reduce and/or off-set redevelopment related contributions to local West Oakland diesel emissions to less than significant levels, consistent with applicable federal, state and local air quality standards and shall continually reexamine potential reductions toward achieving less than significant impacts as new technologies emerge. The adopted program shall define measurable reductions within specific time periods.</p>	Significant and Unavoidable

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<p>Impact 4.4-4: Passenger vehicles and delivery trucks associated with redevelopment would emit NO_x, ROG, CO, and PM in excess of 15 tons per year or 80 pounds per day.</p>	<p>MM 4.4-5: 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>	<p>Significant and Unavoidable</p>
<p>This impact and MM have been analyzed in this Draft SEIR and are incorporated by impacts Air-1 and Air-2 and MM Air-1, summarized in Table 1-1.</p>		
<p>Impact 4.4-5: Space and water heating as well as routine maintenance of office buildings, warehouses, retail stores, and live-work space, could emit NO_x, ROG, CO and PM₁₀ in quantities that could exceed thresholds.</p>	<p>MM 4.4-6: Title 24 of the Uniform Building Code (UBC) requires that new construction include energy-conserving fixtures and designs. Additionally, the City and Port shall implement sustainable development policies and strategies related to new development design and construction.</p>	<p>Less than Significant</p>
<p>BIOLOGICAL RESOURCES</p>		
<p>Impact 4.12-9: Loss of up to approximately 0.5 acre of isolated, urban wetlands.</p>	<p>MM 4.12-13: Contractors and developers shall comply with all conditions imposed by the RWQCB for fill of wetlands.</p>	<p>Less than Significant</p>
<p>Impact 5.12-2: Loss of protected wetlands and waters of the U.S.</p>	<p>This has been accomplished and is no longer applicable to the project. See the Initial Study, pp.38 and 39 (included in Appendix B).</p>	
<p>CULTURAL RESOURCES</p>		
<p>Impact 4.6-1: Redevelopment has the potential to encounter previously unknown subsurface cultural resources during ground-disturbing activities.</p>	<p>MM 4.6-1: Should previously unidentified cultural resources be encountered during redevelopment, work in that vicinity shall stop immediately, until an assessment of the finds can be made by an archaeologist. If the resource is found to be significant under CEQA, an appropriate mitigation plan must be developed.</p>	<p>Less than Significant</p>

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<p>Impact 4.6-2: Redevelopment would remove all resources contributing to the OARB Historic District.</p> <p>Impact 4.6-3: Redevelopment would render the OARB Historic District no longer eligible to the National and/or California Registers of Historic Places or Local Register.</p> <p>Impact 4.11-2: Redevelopment would remove buildings contributing to a historic district, including visually striking warehouse structures visible from I-80, a locally designated scenic route, and a portion of the state scenic highway system.</p> <p>Impact 5.6-1: Loss of historic resources.</p>	<p>MM 4.6-2: The City, Port and OARB sub-district developers shall fund on a fair-share basis development of a commemoration site, including preparation of a Master Plan for such a site, at a public place located within the Gateway development area. The City shall ensure that the scale and scope of the commemoration site reflects the scale of the actual loss of historic resources.</p> <p>MM 4.6-3: The City shall ensure the commemoration site is linked to the Gateway Park and the Bay Trail via a public access trail.</p> <p>MM 4.6-4: The City, Port and OARB sub-district developers shall fund on a fair-share basis collection and preservation of oral histories from OARB military and civilian staff.</p> <p>MM 4.6-5: The City, Port, and OARB sub-district developers shall fund on a fair share basis collaboration with “military.com” or a similar military history web site.</p> <p>MM 4.6-6: The City, Port, and OARB sub-district developers shall fund on a fair share basis distribution of copies of the complete OARB HABS/HAER documentation prepared by the Army to: Oakland History Room, Oakland Public Library; Bancroft Library, University of California; and Port of Oakland Archives for the purpose of added public access to these records.</p> <p>MM 4.6-7: If determined of significant historical educational value by the Oakland Landmarks Preservation Advisory Board and the Oakland Heritage Alliance, the City, Port, and OARB sub-district developers shall fund on a fair share basis distribution of copies of “A Job Well Done” documentary video published by the Army.</p> <p>MM 4.6-8: The City, Port, and OARB sub-district developers shall fund on a fair share basis preservation and long-term curation of murals from OARB</p>	<p>Less than Significant</p>

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	<p>Building No. 1, and OBRA shall either donate the murals to the Oakland Museum of California, or provide a permanent location elsewhere.</p> <p>MM 4.6-10: The City, Port, and OARB sub-district developers shall fund on a fair share basis production of a brochure describing history and architectural history of the OARB.</p> <p>MM 4.6-11: The City, Port, and OARB sub-district developers shall fund on a fair share basis acquisition of copies of construction documentation and photographs of historic buildings currently in the OARB files and transfer the copies to the Oakland History Room files and Port historic archives, including funding to cover costs of archiving and cataloging these materials, as well as curator costs at the Oakland History Room. While select photos and information may be exhibited at the commemoration site, the Oakland History Room is the most appropriate location for this archive.</p> <p>MM 4.6-16: The City, Port, and OARB sub-district developers shall fund on a fair share basis preparation of an Historical Resource Documentation Program. This program shall consist of a coordinated effort of primary research and documentation, with a substantial scholarly input and publicly available products. The first product of this program shall include a coordinated effort to conduct the research, writing, photo documentation, assembly and publication efforts needed to prepare a comprehensive book on the history of the Oakland Army Base. The book shall document the important contribution the Base has had to the U.S. military, to Oakland and to the nation at large.</p>	
Impact 4.6-2: Redevelopment would remove all resources contributing to the OARB Historic District.	MM 4.6-9: The City, Port, and OARB sub-district developers shall fund on a fair share basis a program to salvage as whole timber posts, beams, trusses and siding of warehouses to be deconstructed. These materials shall be used on site if deconstruction is the only option. Reuse of a warehouse	Significant and Unavoidable
Impact 4.6-3: Redevelopment would render the OARB Historic District no longer eligible to the National and/or		

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<p>California Registers of Historic Places or Local Register.</p> <p>Impact 4.11-2: Redevelopment would remove buildings contributing to a historic district, including visually striking warehouse structures visible from I-80, a locally designated scenic route, and a portion of the state scenic highway system.</p> <p>Impact 5.6-1: Loss of historic resources.</p>	<p>building or part of a warehouse building at its current location, or relocated to another Gateway location is preferable.</p> <p>MM 4.6-14: No demolition or deconstruction of contributing structures to the OARB Historic District shall occur until necessary. All efforts shall be made to retain as much of Building 1 as possible while still achieving remediation goals.</p> <p>Building 1 has been demolished.</p> <p>MM 4.6-15. As part of the deconstruction and salvaging requirements for demolition of any contributing structure within the OARB Historic District (see Mitigation Measure 4.6-9), specific architectural elements, building components or fixtures should be salvaged. A professional architectural historian shall determine which, if any of such elements, components or fixtures should be retained.</p>	<p>Less than Significant</p>

GEOLOGY, SEISMICITY, AND SOILS

<p>Impact 4.13-1: Redevelopment could expose increased numbers of people and structures to strong seismic ground shaking.</p> <p>Impact 4.13-2: Redevelopment could expose increased numbers of people or structures to seismic related ground failure, including liquefaction, lateral spreading, subsidence, or collapse.</p> <p>Impact 4.13-5: Redevelopment could occur on expansive soils.</p> <p>Impact 4.13-6: Redevelopment elements may be located above a well, pit, sump, mound, tank vault, unmarked sewer line, landfill, or unknown fill soils.</p>	<p>MM 4.13-1: Redevelopment elements shall be designed in accordance with criteria established by the UBC, soil investigation and construction requirements established in the Oakland General Plan, the Bay Conservation and Development Commission Safety of Fill Policy, and wharf design criteria established by the Port or City of Oakland (depending on the location of the wharf).</p> <p>MM 4.13-2: Redevelopment elements shall be designed and constructed in accordance with requirements of a site-specific geotechnical evaluation.</p>	<p>Less than Significant</p>
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Potential Project Impact	Mitigation Measure	Resulting Level of Significance
Impact 5.13-1: Exposure of persons or property to seismic risk.		
Impact 4.13-4: Under certain conditions, disturbance of soils during construction or remediation could result in erosion.	MM 4.13-3: Prior to ground-disturbing activities, the contractor shall develop and implement a Regional Water Quality Control Board (RWQCB)-acceptable Stormwater Pollution Prevention Plan (SWPPP) that includes erosion control measures.	Less than Significant
Impact 4.13-6: Redevelopment elements may be located above a well, pit, sump, mound, tank vault, unmarked sewer line, landfill, or unknown fill soils.	MM 4.13-4: The project applicant shall thoroughly review available building and environmental records.	Less than Significant
	MM 4-13.5: The developer shall perform due diligence, including without limitation, retaining the services of subsurface utility locators and other technical experts prior to any ground-disturbing activities.	
GROUNDWATER AND SURFACE WATER		
Impact 5.14-1: Concurrent operation of multiple remediation wells or construction dewatering activities could further impair groundwater quality.	MM 4.14-1: Installation of groundwater extraction wells into the shallow water-bearing zone or Merritt Sand aquifer for any purpose other than construction de-watering and remediation, including monitoring, shall be prohibited.	Less than Significant
Impact 4.14-2: Operation of wells could cause contaminants to migrate to uncontaminated groundwater.	MM 4.14-2: Extraction of groundwater for construction de-watering or remediation, including monitoring, shall be minimized where practicable; if extraction will penetrate into the deeper aquifers, than a study shall be conducted to determine whether contaminants of concern could migrate into the aquifer; if so, extraction shall be prohibited in that location.	Less than Significant
Impact 4.15-1: Construction-related increases in erosion and sedimentation/turbidity.	MM 4.15-2: Contractors and developers shall comply with all permit conditions from the Corps, RWQCB, and BCDC.	Less than Significant
Impact 4.15-2: Under certain circumstances, disturbance of soils	MM 4.15-3: Prior to ground-disturbing activities, the contractor shall develop and	Less than

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<p>during construction and remediation could result in erosion, which in turn could increase sediment loads to receiving waters.</p> <p>Impact 4.15-1: Construction-related increases in erosion and sedimentation/turbidity.</p>	<p>implement a Stormwater Pollution Prevention Plan to be reviewed by the City or the Port, including erosion and sediment control measures.</p>	Significant
<p>Impact 4.15-3: During construction or remediation, shallow groundwater may be encountered that could be contaminated with sediment or chemicals, and could enter nearby receiving waters as could contaminated stormwater.</p> <p>Impact 5.15-2: Increases in 303(d) pollutants and toxics.</p>	<p>MM 4.15-4: Prior to construction or remediation, the contractor shall develop and implement a Stormwater Pollution Prevention Plan, including protocols for determining the quality and disposition of construction water which includes shallow groundwater encountered during construction/remediation; depending on the results of the testing, contaminated water shall be disposed of via standards of the applicable regulatory agency (RWQCB, DTSC, or EBMUD), as appropriate. In addition, the contractor shall comply with the requirements of NPDES Permit Nos. CAG912002 and CAG912003 if appropriate.</p>	Less than Significant
<p>Impact 4.15-4: Net changes in impervious surface could result in higher pollutant loads to receiving waters.</p>	<p>MM 4.15-5: Post-construction controls of stormwater shall be incorporated into the design of new redevelopment elements to reduce pollutant loads.</p>	Less than Significant
<p>Impact 4.15-5: Use of recycled water for non-potable purposes could lead to degradation of surface water quality.</p>	<p>MM 4.15-6: Site-specific design and best management practices shall be implemented to prevent runoff of recycled water to receiving waters.</p>	Less than Significant
<p>Impact 4.15-6: New construction could result in changes in localized flooding.</p>	<p>MM 4.15-7: New development shall conform with the policies of the City of Oakland's Comprehensive Plan Environmental Health Hazards Element regarding flood protection.</p>	Less than Significant
HAZARDOUS MATERIALS		
<p>Impact 4.7-2: Hazardous or acutely hazardous materials (AHMs) may be handled or emitted within ¼ mile of an existing or proposed school.</p>	<p>MM 4.7-1: For use of hazardous materials within ¼ mile of an existing or proposed school, business operators shall prepare a Business Plan, update annually, and keep on file with the Oakland Fire Department.</p>	Less than Significant

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	MM 4.7-2: For use of AHMs within ¼ mile of an existing or proposed school, in addition to a Business Plan, business operators shall prepare, implement, and update a Risk Management and Prevention Plan (RMPP) on at least an annual basis.	
Impact 4.7-4: Site preparation, remediation and development of areas that contain contaminated soil and groundwater could expose remediation and construction workers, and future utility workers, tenants, and visitors to soil and groundwater contamination conditions.	MM 4.7-3: Implement RAP/RMP as approved by DTSC, and if future proposals include uses not identified in the Reuse Plan and incorporated into the RAP/RMP, or if future amendments to the remediation requirements are proposed, obtain DTSC and, as required, City approval.	Less than Significant
Impact 4.7-5, see below.	MM 4.7-4: For the project area not covered by the DTSC-approved RAP/RMP, investigate potentially contaminated sites; if contamination is found, assess potential risks to human health and the environment, prepare and implement a clean-up plan for DTSC or RWQCB approval, prepare and implement a Risk Management Plan, and prepare and implement a Site Health and Safety Plan prior to commencing work.	
Impact 5.7-1: Increased exposure to hazardous wastes during construction.		
Impact 4.7-5: Potential exposure to contaminants in soil and groundwater remaining in place after remediation could be a hazard to future residents, employees and visitors.	MM 4.7-5: For the project areas not covered by the DTSC-approved RAP/RMP, remediate soil and groundwater contamination consistent with the City of Oakland ULR Program and/or other applicable laws and regulations.	Less than Significant
Impact 4.7-6: Workers and others could be exposed to LBP in buildings, ACM or PCBs during demolition, remediation, renovation and site work activities.	MM 4.7-6: Buildings and structures constructed prior to 1978 slated for demolition or renovation that have not previously been evaluated for the presence of LBP shall be sampled to determine whether LBP is present in painted surfaces, and the safety precautions and work practices as specified in government regulations shall be followed during demolition.	Less than Significant
Impact 5.7-1: Increased exposure to hazardous wastes during construction.	MM 4.7-7: Buildings, structures and utilities that have not been surveyed for ACM, shall be surveyed to determine whether ACM is present prior to demolition or renovation, and the safety precautions and work practices as specified in government regulations shall be followed during	

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	demolition. MM 4.7-8: Buildings and structures proposed for demolition or renovation shall be surveyed for PCBs-impacted building materials, and the safety precautions and work practices as specified in government regulations shall be followed during demolition.	
Impact 4.7-7: Workers or others could be exposed to hazardous materials and contamination in and around ASTs and USTs during remediation and redevelopment activities.	MM 4.7-9: For ASTs/USTs on the OARB, implement the RAP/RMP. MM 4.7-10: For the remainder of the redevelopment project area (non-OARB areas), if an AST or UST is encountered, it would be closed in place or removed and the soil would be tested and remediated, if necessary, pursuant to regulatory approvals and oversight.	Less than Significant
Impact 5.7-1: Increased exposure to hazardous wastes during construction.		
Impact 4.7-8: Workers or others could experience direct contact exposure to LBP-contaminated soil, concrete, and pavement surrounding buildings that have LBP.	MM 4.7-11: For LBP-impacted ground on the OARB, implementation of RAP/RMP to be approved by DTSC as part of the project will result in avoidance of this potentially significant impact. For the remainder of the redevelopment project area, sampling shall be performed on soil or paved areas around buildings that are known or suspected to have LBP, and the safety precautions and work practices specified in government regulations shall be followed.	Less than Significant
Impact 5.7-1: Increased exposure to hazardous wastes during construction.		
Impact 4.7-10: During interim or future use of existing buildings, people could be exposed to ACM or other environmental hazards.	MM 4.7-13: No future tenancies shall be authorized at the OARB for use categories that are inconsistent with the Reuse Plan without an updated environmental analysis and DTSC approval as provided for in the RAP/RMP.	Less than Significant
Impact 4.7-11: Workers could be exposed to polychlorinated biphenyls (PCBs) and PCB-contaminated equipment during remediation, construction and future operations.	MM 4.7-15: Known PCB transformers or PCB-contaminated transformers at the OARB shall be removed, monitored and/or maintained in accordance with applicable laws and regulations. MM 4.7-16: Oil-filled electrical equipment in the redevelopment project area that has	Less than Significant

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Impact 5.7-1: Increased exposure to hazardous wastes during construction.	not been surveyed shall be investigated prior to the equipment being taken out of service to determine whether PCBs are present. MM 4.7-17: PCB-containing or PCB-contaminated equipment taken out of service shall be handled and disposed in compliance with applicable laws and regulations.	
LAND USE		
Impact 4.2-1: Under proposed redevelopment, dissimilar land uses may be located proximate to one another.	MM 4.2-1: The City shall ensure that Gateway development area redevelopment activities adjacent to Port of Oakland industrial maritime facilities are designed to minimize any land use incompatibilities to the extent feasible.	Less than Significant
NOISE		
Impact 4.5-1: Construction, including remediation, could result in short-term noise levels in excess of established standards, or that violate the City of Oakland Noise Ordinance at and near the redevelopment project area, and along construction haul routes.	MM 4.5-1: Developers and/or contractors shall develop and implement redevelopment-specific noise reduction plans.	Less than Significant
PUBLIC SERVICES AND UTILITIES		
Impact 4.9-1: Construction activities and increases in employees and residents as well as increased building density would increase demand for fire, hazmat, and first responder	MM 4.9-1: The City and Port shall cooperatively investigate the need for, and if required shall fund on a fair-share basis ,development and operation of increased firefighting and medical emergency response services via	Less than Significant

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medical emergency services. Impact 5.9-1: Increased demand for fire-related services.	fireboat to serve the OARB sub-district.	
Impact 4.9-6: Redevelopment construction could interfere with operation of the Maritime Street emergency response staging area, or with the West Grand Avenue and 7 th Street evacuation routes.	MM 4.9-3: The Port and City shall require developers within their respective jurisdictions to notify OES of their plans in advance of construction or remediation activities.	Less than Significant
Impact 4.9-8: Redevelopment would increase potable water demand. Impact 5.9-5: Increased demand for water.	MM 4.9-4: Individual actions with landscaping requirements of one or more acres shall plumb landscape areas for irrigation with recycled water. * MM 4.9-5: Individual buildings with gross floor area exceeding 10,000 square feet shall install dual plumbing for both potable and recycled water, unless determined to be infeasible by the approving agency (City or Port). MM 4.9-6: Site design shall facilitate use of recycled water, and shall comply with requirements of CCR Title 22 regarding prohibitions of site run-off to surface waters.	Less than Significant

* As per the East Bay Municipal Utilities Agency (EBMUD) Response to the NOP (included in Appendix B of this document), , MM 4.9-4 above may not be feasible and should be checked with EBMUD at the time of project submittal.

As per the EBMUD letter, MM 4.9-5 is not feasible at this time.

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<p>Impact 4.9-10: Redevelopment would increase the quantity of solid waste, and demand for solid waste services.</p> <p>Impact 5.9-7: Increased demand for solid waste services.</p>	<p>MM 4.9-8: Concrete and asphalt removed during demolition/construction shall be crushed on-site or at a near-site location, and reused in redevelopment or recycled to the construction market.</p> <p>MM 4.9-9: The City and Port shall require developers to submit a plan that demonstrates a good faith effort to divert at least 50 percent of operations phase solid waste from landfill disposal. This measure shall reflect future increases in the City's or Port's waste diversion goals above the current 50 percent.</p>	<p>Less than Significant</p>
<p>Impact 4.9-12: Both construction/remediation vehicles and increased operations vehicle activity would accelerate or advance deterioration of local roadways and the timing and extent of roadway maintenance/repair.</p>	<p>MM 4.9-10: The Port and City of Oakland shall work cooperatively to develop an ongoing joint program to identify and evaluate impacted local roadways and identify required maintenance/repair activities. The agencies will fund needed repairs and maintenance on a fair-share basis.</p>	<p>Less than Significant</p>

TRANSPORTATION AND TRAFFIC

<p>Impact 4.3-1: Redevelopment would cause the level of service to degrade to worse than LOS D at three intersections located outside the Downtown area:</p> <ul style="list-style-type: none"> • West Grand Avenue/Maritime Street • West Grand Avenue/I-880 Frontage Road • 7th/Maritime Street <p>Impact 5.3-1: Increased congestion at Intersections exceeding the cumulatively significant threshold.</p>	<p>MM 4.3-1: West Grand Avenue/Maritime Street. As part of the design for the realignment of Maritime Street, project area developers shall fund on a fair share basis modifications to the West Grand Avenue/Maritime Street intersection.</p> <p>MM 4.3-2: West Grand Avenue/I-880 Frontage Road. Project area developers shall fund, on a fair share basis, modifications to the West Grand Avenue/I-880 Frontage Road intersection.</p> <p>MM 4.3-3: 7th/Maritime Street. As part of the design for the realignment of Maritime Street, project area developers shall fund on a fair share basis modifications to the 7th/Maritime Street intersection.</p>	<p>West Grand/Maritime cumulative: Significant and Unavoidable</p> <p>All others: Less than Significant</p>
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These impacts and MMs have been analyzed in this Draft SEIR and are incorporated and revised by Impacts and MMs Traf-6, Traf-7, and Traf-10, summarized in Table 1-1.

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<p>Impact 4.3-2: Redevelopment would cause some roadway segments on the MTS to operate at LOS F and increase the V/C ratio by more than three percent on segments that would operate at LOS F without redevelopment.</p> <p>Impact 5.3-2: Increased congestion on the Metropolitan Transportation System (MTS) exceeding the cumulatively significant threshold.</p>	<p>MM 4.3-4: The City and Port, in consultation with transit agencies, shall jointly create and maintain a transit access plan(s) for the redevelopment project area designed to reduce demand for single-occupant, peak hour trips, and to increase access to transit opportunities. Major project area developers shall fund on a fair share basis the plan(s).</p>	<p>Significant and Unavoidable</p>
<p>These impacts and MM have been analyzed in this Draft SEIR and are incorporated and revised by Impact and MM Traf-17, summarized in Table 1-1.</p>		
<p>Impact 4.3-3: Redevelopment could result in traffic hazards to motor vehicles, bicycles, or pedestrians due to inadequate design features or incompatible uses.</p> <p>Impact 5.3-3: Increase in traffic hazards.</p>	<p>MM 4.3-5: Redevelopment elements shall be designed in accordance with standard design practice and shall be subject to review and approval of the City or Port design engineer.</p>	<p>Less than Significant</p>
<p>Impact 4.3-5: Redevelopment could fundamentally conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).</p>	<p>MM 4.3-9: Redevelopment plans shall conform to City of Oakland or Port development standards with facilities that support transportation alternatives to the single-occupant automobile.</p>	<p>Less than Significant</p>
<p>Impact 4.3-6: Redevelopment could result in an inadequate parking supply at the Gateway development area, the 16th/Wood sub-district, or for trucks serving the Port of Oakland.</p> <p>Impact 5.3-5: Inadequate truck parking.</p>	<p>MM 4.3-10: The number of parking spaces provided in the project area shall comply with City code or Port requirements and/or with recommendations of a developer funded parking demand analysis.</p>	<p>Less than Significant</p>
<p>Impact 4.3-11: Remediation, demolition/deconstruction, and construction activities within the redevelopment project area would utilize a significant number of trucks and could cause significant circulation impacts on the street system.</p>	<p>MM 4.3-13: Prior to commencing hazardous materials or hazardous waste remediation, demolition, or construction activities, a Traffic Control Plan (TCP) shall be implemented to control peak hours trips to the extent feasible, assure the safety on the street system and assure that transportation activities are protective of human health, safety, and the environment.</p>	<p>Less than Significant</p>

TABLE A-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES
AS ANALYZED IN THE 2002 REDEVELOPMENT EIR¹ AND APPLICABLE TO THE PROJECT AND OPTION B²

Potential Project Impact	Mitigation Measure	Resulting Level of Significance
Impact 5.3-1: Increased congestion at intersections exceeding the cumulatively significant threshold.	<p>MM 5.3-1: <i>7th/Maritime Street.</i> Project area developers shall fund a fair share of additional modifications at the 7th/Maritime Street intersection.</p> <p>MM 5.3-2: <i>7th Street/I-880 Northbound Ramps.</i> Project area developers shall fund a fair share of modifications at the 7th Street/I-880 Northbound ramp.</p> <p>MM 5.3-3: <i>3rd/Adeline Street.</i> Project area developers shall fund a fair share of the modifications at the 3rd/Adeline Street intersection.</p> <p>MM 5.3-4: <i>3rd/Market Street.</i> Project area developers shall fund a fair share of modifications at the 3rd/Market Street intersection.</p> <p>MM 5.3-5: <i>12th/Brush Street.</i> Project area developers shall fund a fair share of modifications to the 12th/Brush Street intersection to increase the signal cycle length to 102 seconds.</p> <p>MM 5.3-6: <i>Powell Street/I-80 Northbound Ramps.</i> Project area developers shall fund a fair share of modifications at the Powell Street/I-80 northbound ramps intersection.</p>	Less than Significant

The impacts and MMs in strikeout above have been analyzed in this Draft SEIR and are incorporated and revised by Impacts and MMs Traf-10 and Traf-11, summarized in Table 1-1.

¹ This table contains **summaries** of the mitigation measures from the 2002 OARB Redevelopment EIR. The detailed mitigation measures are contained in the adopted Mitigation Monitoring and Reporting Program.

² 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 A-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES
AS ANALYZED IN THE 2002 REDEVELOPMENT EIR¹ AND APPLICABLE TO THE PROJECT AND OPTION B²

Potential Project Impact	Mitigation Measure	Resulting Level of Significance
<p>The following list of mitigation measures are those from the 2002 OARB Redevelopment EIR that do not apply directly to the current Project developers, but do apply to the City and the ORA, who are responsible for their implementation. The detailed mitigation measures are contained in the adopted Mitigation Monitoring and Reporting Program.</p>		
	Mitigation 4.1.1: Bay/Seaport Plan Amend	
	Mitigation 4.2-3: Land Use Coordination	
	Mitigation 4.3-7: Truck Management Plan	
	Mitigation 4.3-8: Emergency Evacuation Plan	
	Mitigation 4.3-12: BART Capacity Assessment	
	Mitigation 5.3-7: Truck Impact Reduction Program	
	Mitigation 5.3-8: BART Capacity Improvements	
	Mitigation 5.4-1: Emission Reduction Projects	
	Mitigation 4.9-2: OES Coordination	
	Mitigation 4.9-3: OES Notification	
	Mitigation 4.15-8: Flood Hazard Mapping	