

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Transportation and Circulation (cont.)		
Impact TRANS-7 (cont.)	of-way and would require additional right-of-way, and/or loss of bicycle lanes, and are considered to be infeasible. Therefore, the impact is considered significant and unavoidable.	
Impact TRANS-8: The development under the Specific Plan would increase the total intersection v/c ratio by 0.03 or more and increase the v/c ratio for a critical movement by 0.05 or more (Significant Threshold #5) during the weekday PM peak hour which would operate at LOS F under 2020 conditions at the <i>Lake Park Avenue/Lakeshore Avenue</i> intersection (Intersection #17). (Significant and Unavoidable)	Mitigation: None feasible. No feasible mitigation measures are available that would mitigate the Project impacts at the Lake Park Avenue/Lakeshore Avenue (Intersection #17) intersection. Traffic operations at the intersection can be improved by providing additional automobile travel lanes, such as a third lane on eastbound Lake Park Avenue, or a third left-turn lane on northbound Lakeshore Avenue. However, these modifications cannot be accommodated within the existing automobile right-of-way and would require additional right-of-way, and/or loss of medians and/or on-street parking, and are considered to be infeasible. Therefore, the impact is considered significant and unavoidable.	Significant and Unavoidable
Impact TRANS-9: The development under the Specific Plan Project would add more than 10 peak-hour trips to <i>24th Street/Broadway</i> intersection (Intersection #36) which would meet peak-hour signal warrant (Significant Threshold #6) under 2020 Plus Project conditions. (Significant)	Mitigation Measure TRANS-9: Implement Mitigation Measure TRANS-4. After implementation of this measure, the intersection would improve to LOS B during both weekday PM and Saturday peak hours. No secondary impacts would result from implementation of this measure.	Less than Significant
Impact TRANS-10: The development under the Specific Plan would increase the total intersection v/c ratio by 0.03 or more and increase the v/c ratio for a critical movement by 0.05 or more (Significant Threshold #5) at an intersection operating at LOS F during the weekday AM and PM peak hours at the <i>27th Street/24th Street/Bay Place/Harrison Street</i> intersection (Intersection #37) under 2020 conditions. (Significant and Unavoidable)	Mitigation Measure TRANS-10: Implement the following measures at the 27th Street/24th Street/Bay Place/Harrison Street intersection: <ul style="list-style-type: none"> • Reconfigure the 24th Street approach at the intersection to restrict access to 24th Street to right turns only from 27th Street and create a pedestrian plaza at the intersection approach. • Convert 24th Street between Valdez and Harrison Streets to two-way circulation and allow right turns from 24th Street to southbound Harrison Street south of the intersection, which would require acquisition of private property in the southwest corner of the intersection. • Modify eastbound 27th Street approach from the current configuration (one right-turn lane, two through lanes, and one left-turn lane) to provide one right-turn lane, one through lane, and two left-turn lanes. • Realign pedestrian crosswalks to shorten pedestrian crossing distances. • Reduce signal cycle length from 160 to 120 seconds, and optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection). • Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group. 	Significant and Unavoidable

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

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

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

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Transportation and Circulation (cont.)		
Impact TRANS-11: The development under the Specific Plan Project would add more than 10 peak-hour trips to <i>23rd Street/Broadway</i> intersection (Intersection #39) which would meet peak-hour signal warrant (Significant Threshold #6) under 2020 Plus Project conditions. (Significant)	Mitigation Measure TRANS-11: Implement Mitigation Measure TRANS-5. After implementation of this measure, the intersection would improve to LOS B during both weekday PM and Saturday peak hours. No secondary impacts would result from implementation of this measure.	Less than Significant
Impact TRANS-12: The development under the Specific Plan Project would add more than 10 peak-hour trips to <i>23rd Street/Harrison Street</i> intersection (Intersection #40) which would meet peak-hour signal warrant (Significant Threshold #6) under 2020 Plus Project conditions. (Significant and Unavoidable)	Mitigation Measure TRANS-12: Implement Mitigation Measure TRANS-6. After implementation of this measure, the intersection would improve to LOS B during the weekday PM peak hour and LOS A during the Saturday peak hour. This intersection is about 150 feet north of the Grand Avenue/Harrison Street intersection (Intersection #52). Considering the proximity of the two intersections, signalization of the 23rd Street/Harrison Street intersection may adversely affect traffic operations at the Grand Avenue/Harrison Street intersection. Because the improvement may result in potential secondary impacts, this EIR conservatively identifies the impact as significant and unavoidable.	Conservatively Significant and Unavoidable
Impact TRANS-13: The development under the Specific Plan would increase the v/c ratio for the total intersection by 0.03 or more and increase the v/c ratio for a critical movement by 0.05 or more (Significant Threshold #5) at the West <i>Grand Avenue/Northgate Avenue</i> intersection (Intersection #47) which would operate at LOS F during the PM peak hour in 2020. (Significant and Unavoidable)	Mitigation: None feasible. No feasible mitigation measures are available that would mitigate the Project impacts at the West Grand Avenue/Northgate Avenue intersection (Intersection #47). Traffic operations at the intersection can be improved by providing additional automobile travel lanes, such as a third through lane on westbound Grand Avenue or a second left-turn lane on eastbound Grand Avenue. However, these modifications cannot be accommodated within the existing automobile right-of-way and would require additional right-of-way, and/or loss of medians, bicycle lanes, and/or on-street parking, and are considered to be infeasible. Therefore, the impact is considered significant and unavoidable.	Significant and Unavoidable.
Impact TRANS-14: The development under the Specific Plan would increase the v/c ratio for a critical movement by 0.05 or more (Significant Threshold #5) during the weekday PM and Saturday peak hours at the <i>51st Street/Pleasant Valley Avenue/Broadway</i> intersection (Intersection #7) under 2035 conditions. (Significant and Unavoidable)	Mitigation Measure TRANS-14: Implement the following measures at the 51st Street / Pleasanton Valley Avenue/Broadway intersection: <ul style="list-style-type: none"> • Modify southbound approach to provide two left-turn lanes, one through lane, and one shared through/right lane. • Modify northbound approach to provide one left-turn lane, one through lane, and one shared through/right lane. • Upgrade signal equipment to replace the existing split phasing in the north/south direction with protected left turns. • Eliminate the existing northbound and southbound slip right-turn lanes and "pork chop" islands. • Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group. 	Significant and Unavoidable

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

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

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

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Transportation and Circulation (cont.)		
<p>Impact TRANS-15: The development under the Specific Plan would increase the total intersection v/c ratio by 0.03 or more and increase the v/c ratio for a critical movement by 0.05 or more (Significant Threshold #5) during the weekday PM peak hour at the <i>40th Street/Telegraph Avenue</i> intersection (Intersection #8) under 2035 conditions. (Significant)</p>	<p>Mitigation Measure TRANS-15: Implement the following measures at the 40th Street / Telegraph Avenue intersection:</p> <ul style="list-style-type: none"> • Provide permitted-protected operations on the eastbound and westbound approaches • Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection). • Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group. <p>To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval:</p> <ul style="list-style-type: none"> • PS&E to modify intersection as detailed in Mitigation Measure TRANS-2. • Signal timing plans for the signals in the coordination group. <p>The project sponsor shall fund the cost of preparing and implementing these plans. However, if the City adopts a transportation impact fee program prior to implementation of this mitigation measure, the project sponsor shall have the option to pay the applicable fee in lieu of implementing this mitigation measure and payment of the fee shall mitigate the impact to less than significant.</p> <p>A straight line interpolation of intersection traffic volume between Existing and 2035 Plus Project conditions indicates that mitigation at this intersection may be required by 2034. Investigation of the need for this mitigation shall be studied at that time and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.</p> <p>After implementation of this measure, the intersection would continue to operate at LOS F during the weekday PM peak hour. However, the mitigation measure would reduce the total intersection v/c ratio during the weekday PM peak hour to less than 2035 No Project conditions and the increase in v/c ratio for a critical movement to 0.03 or less. No secondary impacts would result from implementation of this measure.</p>	Less than Significant
<p>Impact TRANS-16: The development under the Specific Plan would increase the total intersection v/c ratio by 0.03 or more and increase the v/c ratio for a critical movement by 0.05 or more (Significant Threshold #5) at an intersection operating at LOS F during the weekday PM peak hour at the <i>West MacArthur Boulevard/Telegraph Avenue</i> intersection (Intersection #11) under 2035 conditions. (Significant)</p>	<p>Mitigation Measure TRANS-16: Implement the following measures at the West MacArthur Boulevard/Telegraph Avenue intersection:</p> <ul style="list-style-type: none"> • Provide protected left-turn phase(s) for the northbound and southbound approaches. • Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection). 	Less than Significant

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

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Transportation and Circulation (cont.)		
Impact TRANS-16 (cont.)	<ul style="list-style-type: none"> Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group. <p>To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval:</p> <ul style="list-style-type: none"> PS&E to modify intersection as detailed in Mitigation Measure TRANS-2. Signal timing plans for the signals in the coordination group. <p>The project sponsor shall fund the cost of preparing and implementing these plans. However, if the City adopts a transportation impact fee program prior to implementation of this mitigation measure, the project sponsor shall have the option to pay the applicable fee in lieu of implementing this mitigation measure and payment of the fee shall mitigate the impact to less than significant.</p> <p>A straight line interpolation of intersection traffic volume between Existing and 2035 Plus Project conditions indicates that mitigation at this intersection may be required by 2030. Investigation of the need for this mitigation shall be studied at that time and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.</p> <p>After implementation of this measure, the intersection would continue to operate at LOS F during the weekday PM peak hour. However, the mitigation measure would reduce the total intersection v/c ratio to less than under 2035 No Project conditions and the increase in v/c ratio for a critical movement to 0.03 or less. No secondary impacts would result from implementation of this measure.</p>	
Impact TRANS-17: The development under the Specific Plan would increase the total intersection v/c ratio by 0.03 or more and increase the v/c ratio for a critical movement by 0.05 or more (Significant Threshold #5) at an intersection operating at LOS F during the weekday PM peak hour at the <i>Perry Place/I-580 Eastbound Ramps/ Oakland Avenue</i> intersection (Intersection #15) under 2035 conditions. (Significant and Unavoidable)	<p>Mitigation: None feasible. No feasible mitigation measures are available that would mitigate the Project impacts at the Perry Place/I-580 Eastbound Ramps/Oakland Avenue (Intersection #15) intersection. Traffic operations at the intersection can be improved by providing additional automobile travel lanes, such as a third lane on the Eastbound I-580 Off-Ramp, a third through lane on northbound Oakland Avenue, or a second lane on the Eastbound I-580 On-Ramp and conversion of the existing northbound through lane to a shared through/right-turn lane. However, these modifications cannot be accommodated within the existing automobile right-of-way and would require additional right-of-way, and/or loss of bicycle lanes, and are considered to be infeasible. Therefore, the impact would remain significant and unavoidable.</p>	Significant and Unavoidable

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

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Transportation and Circulation (cont.)		
Impact TRANS-18: The development under the Specific Plan would increase the total intersection v/c ratio by 0.03 or more (Significant Threshold #5) at an intersection operating at LOS F during the Saturday peak hour at the <i>Grand Avenue/Lake Park Avenue/Santa Clara Avenue</i> intersection (Intersection #16) under 2035 conditions. (Significant and Unavoidable)	Mitigation: None feasible. No feasible mitigation measures are available that would mitigate the Project impacts at the Grand Avenue/Lake Park Avenue/Santa Clara Avenue intersection (Intersection #16). Traffic operations at the intersection can be improved by providing additional automobile travel lanes, such as a third through lane on northbound or southbound Grand Avenue. However, these modifications cannot be accommodated within the existing automobile right-of-way and would require additional right-of-way, and/or loss of on-street parking sidewalks, and/or bulbouts, and are considered to be infeasible. Therefore, the impact would remain significant and unavoidable. Therefore, the impact would remain significant and unavoidable.	Significant and Unavoidable
Impact TRANS-19: The development under the Specific Plan would increase the total intersection v/c ratio by 0.03 or more and increase the v/c ratio for a critical movement by 0.05 or more (Significant Threshold #5) at the <i>Lake Park Avenue/Lakeshore Avenue</i> intersection (Intersection #17) during the weekday PM and Saturday peak hours which would operate at LOS F under 2035 conditions. (Significant and Unavoidable)	Mitigation: None feasible. No feasible mitigation measures are available that would mitigate the Project impacts at the Lake Park Avenue/Lakeshore Avenue (Intersection #17) intersection. Traffic operations at the intersection can be improved by providing additional automobile travel lanes, such as a third lane on eastbound Lake Park Avenue, or a third left-turn lane on northbound Lakeshore Avenue. However, these modifications cannot be accommodated within the existing automobile right-of-way and would require additional right-of-way, and/or loss of medians and/or on-street parking, and are considered to be infeasible. Therefore, the impact would remain significant and unavoidable.	Significant and Unavoidable
Impact TRANS-20: The development under the Specific Plan would degrade overall intersection operations from LOS E to LOS F and increase intersection average delay by four seconds or more (Significant Threshold #2) during the weekday PM peak hour at the <i>Piedmont Avenue/Broadway and Hawthorne Avenue/Brook Street/Broadway</i> intersection (Intersections #20 and #21) under 2035 conditions. (Significant and Unavoidable)	No feasible mitigation measures are available that would mitigate the Project impacts at the Piedmont Avenue/Broadway and Hawthorne Avenue/Brook Street/Broadway intersection (Intersections #20 and #21). Traffic operations at the intersection can be improved by providing additional automobile travel lanes, such as a third through lane on northbound or southbound Broadway. However, these modifications cannot be accommodated within the existing automobile right-of-way and would require additional right-of-way, and/or loss of bicycle lanes, medians, and/or on-street parking, and are considered to be infeasible. Therefore, the impact would remain significant and unavoidable.	Significant and Unavoidable
Impact TRANS-21: The development under the Specific Plan would increase the v/c ratio for the total intersection by 0.03 or more and increase the v/c ratio for a critical movement by 0.05 or more (Significant Threshold #5) at the <i>27th Street/Telegraph Avenue</i> intersection (Intersection #29) which would operate at LOS F during the weekday PM peak hour under 2035 conditions. (Significant and Unavoidable)	Mitigation Measure TRANS-21: Implement the following measures at the 27th Street/ Telegraph Avenue intersection: <ul style="list-style-type: none"> • Provide protected left-turn phases for the northbound and southbound approaches. • Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection). 	Significant and Unavoidable

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

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

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

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Transportation and Circulation (cont.)		
Impact TRANS-22 (cont.)	<p>To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval:</p> <ul style="list-style-type: none"> PS&E to modify intersection as detailed in Mitigation Measure TRANS-2. Signal timing plans for the signals in the coordination group. <p>The project sponsor shall fund the cost of preparing and implementing these plans. However, if the City adopts a transportation impact fee program prior to implementation of this mitigation measure, the project sponsor shall have the option to pay the applicable fee in lieu of implementing this mitigation measure and payment of the fee shall be considered the equivalent of implementing the mitigation measure, which would still result in significant unavoidable impacts.</p> <p>A straight line interpolation of intersection traffic volume between Existing and 2035 Plus Project conditions indicates that mitigation at this intersection may be required by 2024. Investigation of the need for this mitigation shall be studied at that time and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.</p> <p>After implementation of this measure, the intersection would continue to operate at LOS F during the weekday PM peak hour. Traffic operations at the intersection can be further improved by providing additional automobile travel lanes, such as a third through lane on northbound or southbound Broadway. However, these modifications cannot be accommodated within the existing automobile right-of-way and would require additional right-of-way, and/or loss of bicycle lanes, medians, and/or on-street parking, and are considered to be infeasible. Therefore, the impact would remain significant and unavoidable. No other secondary impacts would result from implementation of this measure.</p>	
Impact TRANS-23: The development under the Specific Plan Project would add more than 10 peak-hour trips to <i>24th Street/Broadway</i> intersection (Intersection #36) which would meet peak-hour signal warrant (Significant Threshold #6) under 2035 Plus Project conditions. (Significant)	<p>Mitigation Measure TRANS-23: Implement Mitigation Measure TRANS-4.</p> <p>After implementation of this measure, the intersection would improve to LOS B during both the weekday PM and Saturday peak hours. No secondary impacts would result from implementation of this measure.</p>	Less than Significant
Impact TRANS-24: The development under the Specific Plan would increase the total intersection v/c ratio by 0.03 or more and increase the v/c ratio for a critical movement by 0.05 or more (Significant Threshold #5) at an intersection operating at LOS F during the weekday AM and PM peak hours and degrade overall intersection operations from LOS E to LOS F and increase intersection average delay by four seconds or more (Significant Threshold #2) during the Saturday peak hour at the <i>27th Street/24th Street/Bay Place/Harrison Street</i> intersection (Intersection #37) under 2035 conditions. (Significant and Unavoidable)	<p>Mitigation Measure TRANS-24: Implement Mitigation Measure TRANS-10.</p> <p>After implementation of this measure, the intersection would continue to operate at LOS F during the AM and PM peak hours and improve to LOS D during the Saturday peak hour. Although the mitigation measure would reduce the total intersection v/c ratio during the weekday AM and PM peak hours, it would not reduce the v/c ratio for critical movements to 0.02 or less. Therefore, the impact would remain significant and unavoidable.</p>	Significant and Unavoidable

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

Environmental Impact	Standard Conditions of Approval and Mitigation Measures	Level of Significance after application of Mitigation
Transportation and Circulation (cont.)		
Impact TRANS-25: The development under the Specific Plan Project would add more than 10 peak-hour trips to <i>23rd Street/Broadway</i> intersection (Intersection #39) which would meet peak-hour signal warrant (Significant Threshold #6) under 2035 Plus Project conditions. (Significant)	Mitigation Measure TRANS-25: Implement Mitigation Measure TRANS-5. After implementation of this measure, the intersection would improve to LOS B during both weekday PM and Saturday peak hours. No secondary impacts would result from implementation of this measure.	Less than Significant
Impact TRANS-26: The development under the Specific Plan Project would add more than 10 peak-hour trips to <i>23rd Street/Harrison Street</i> intersection (Intersection #40) which would meet peak-hour signal warrant (Significant Threshold #6) under 2035 Plus Project conditions. (Significant and Unavoidable)	Mitigation Measure TRANS-26: Implement Mitigation Measure TRANS-6. After implementation of this measure, the intersection would improve to LOS B during the weekday PM peak hour and LOS A during the Saturday peak hour. This intersection is about 150 feet north of the Grand Avenue/Harrison Street intersection (Intersection #52). Considering the proximity of the two intersections, signalization of the 23rd Street/Harrison Street intersection may adversely affect traffic operations at the Grand Avenue/Harrison Street intersection. Because the improvement may result in potential secondary impacts, this EIR conservatively identifies the impact as significant and unavoidable.	Conservatively Significant and Unavoidable
Impact TRANS-27: The development under the Specific Plan would increase the v/c ratio for the total intersection by 0.03 or more and increase the v/c ratio for a critical movement by 0.05 or more (Significant Threshold #5) at the West <i>Grand Avenue/Northgate Avenue</i> intersection (Intersection #47) which would operate at LOS F during the weekday PM peak hour in 2035. (Significant and Unavoidable)	Mitigation: None feasible. No feasible mitigation measures are available that would mitigate the Project impacts at the West Grand Avenue/Northgate Avenue intersection (Intersection #47). Traffic operations at the intersection can be improved by providing additional automobile travel lanes, such as a third through lane on westbound Grand Avenue or a second left-turn lane on eastbound Grand Avenue. However, these modifications cannot be accommodated within the existing automobile right-of-way and would require additional right-of-way, and/or loss of medians, bicycle lanes, and/or on-street parking, and are considered to be infeasible. Therefore, the impact is considered significant and unavoidable.	Significant and Unavoidable
Impact TRANS-28: The development under the Specific Plan would degrade intersection operations from LOS D to LOS F and increase intersection average delay by four seconds or more (Significant Threshold #2) during the weekday PM peak hour at the <i>Grand Avenue/Broadway</i> intersection (Intersection #49) in 2035. (Significant and Unavoidable)	Mitigation Measure TRANS-28: Implement the following measures at the Grand Avenue/ Broadway intersection: <ul style="list-style-type: none"> • Provide permitted-protected left-turn phasing for the northbound and southbound approaches. • Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection). • Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group. To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval: <ul style="list-style-type: none"> • PS&E to modify intersection as detailed in Mitigation Measure TRANS-2. Signal timing plans for the signals in the coordination group. 	Significant and Unavoidable

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

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

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

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

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

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