

<b>Location:</b>	The Lake Merritt Station Area Plan Area is generally bounded by 14 <sup>th</sup> Street to the north, I-880 to the south, Broadway to the west and 5 <sup>th</sup> Avenue to the east.
<b>Proposal:</b>	The City is preparing a Lake Merritt Station Area Plan for the generally half-mile area surrounding the Lake Merritt BART Station that will provide a roadmap for how the area develops over the next 25 years. The purpose of this public hearing is to solicit comments from the public and the Planning Commission on the Draft Environmental Impact Report (DEIR) associated with the Draft Lake Merritt Station Area Plan (Draft Plan), Draft Design Guidelines, and Draft General Plan and Planning Code Amendments (text and map changes).
<b>Applicant:</b>	City of Oakland
<b>Case File Number:</b>	ZS11225, ER110017, GP13287, ZT13288, RZ13289
<b>General Plan:</b>	Land Use and Transportation Element (LUTE) Areas: Central Business District, Institutional, Urban Open Space, Urban Residential, Business Mix, Community Commercial, Neighborhood Center Mixed Use. Estuary Policy Plan Areas: Planned Waterfront Development 1, Mixed Use District.
<b>Zoning:</b>	CBD-X, CBD-P, CBD-P/CH, CBD-R, CBD-C, OS-(SU), OS-(LP), OS-(NP), OS-(RCA), S-2, RU-4, RU-5, M-40/S-4
<b>Environmental Determination:</b>	An Environmental Impact Report is being prepared for the Lake Merritt Station Area Plan. The DEIR was released on October 31, 2013, and the 45-day public review period ends on December 16, 2013.
<b>Historic Status:</b>	The Plan area includes Areas of Primary Importance (API); Areas of Secondary Importance (ASI); properties individually rated A, B, C, D; and Landmark properties. Many of these properties are considered CEQA Historic Resources in the DEIR, since they may be eligible for, or are on an historical resource list (including the California Register of Historic Resources, the National Register of Historical Resources, and/or the Local Register).
<b>Service Delivery District:</b>	Metro, 3
<b>City Council District:</b>	2, and a small portion of 3
<b>Action to be Taken:</b>	Receive public and Planning Commission comments on the DEIR associated with the Draft Plan and related documents. No decisions will be made on the project at this hearing.
<b>For Further Information:</b>	Christina Ferracane at 510-238-3903 or <a href="mailto:cferracane@oaklandnet.com">cferracane@oaklandnet.com</a> Project website: <a href="http://www.business2oakland.com/lakemerrittsap">http://www.business2oakland.com/lakemerrittsap</a>

## SUMMARY

The City of Oakland has prepared a Draft Environmental Impact Report (DEIR) on the Draft Lake Merritt Station Area Plan (Draft Plan) that evaluates the potential environmental impacts of the Draft Plan and its concurrent components, including Design Guidelines, General Plan and Planning Code Amendments (text and map), which collectively constitute the Project, as defined by the California Environmental Quality Act (CEQA). The Draft Plan and concurrent components will provide a roadmap

for how the generally half-mile area surrounding the Lake Merritt BART Station develops over the next 25 years.

The purpose of this public hearing is to solicit comments from the Planning Commission and the public on the adequacy of the information, issues and analysis contained in the DEIR. No decisions will be made on the DEIR or Draft Plan at this hearing. Specifically, comments on the DEIR should focus on:

- 1) the adequacy of the DEIR in discussing the potential impacts on the physical environment,
- 2) ways in which potential adverse effects might be minimized, and
- 3) alternatives to the Project in light of the DEIR's purpose to provide useful and accurate information about such factors.

The City of Oakland is both the applicant and lead agency for the Project, represented by the Department of Planning and Building. Under CEQA, a lead agency may proceed directly with EIR preparation, without an Initial Study, if it is clear that an EIR will be required. As the City has made such a determination for this project, no Initial Study has been prepared. A Notice of Availability (NOA) of the DEIR was published on Thursday, October 24, 2013 (see *Attachment A*). However, due to publishing difficulties, the DEIR was not published until Monday, November 4, 2013. As a result, the public comment period has been extended accordingly to Friday, December 20, 2013 (exceeding the required 45-day comment period).

The DEIR on the Draft Plan covers the following topic areas: Land Use, Planning, Population, and Housing; Transportation and Traffic; Air Quality; Climate Change and Greenhouse Gases; Parks and Recreation; Public Services; Utilities and Service Systems; Cultural and Historic Resources; Aesthetics; Biological Resources; Geology and Soils; Hazards and Hazardous Materials; Hydrology and Water Quality. The DEIR addresses each environmental topic at a level of detail warranted by each topic, and identifies significant and unavoidable impacts related to Transportation/Traffic (roadway levels of service), Air Quality (exposure to toxic air contaminants and odors), and Cultural Resources (historically significant structures).

The complete DEIR may be viewed on the City's "Current Environmental Review Documents" webpage: <http://www2.oaklandnet.com/Government/o/PBN/OurServices/Application/DOWD009157>

Information regarding the Project, including the Draft Plan and other related draft documents, can be viewed online at [www.business2oakland.com/lakemerrittsap](http://www.business2oakland.com/lakemerrittsap) (under the section called 'Reports').

Documents are also available for review at the Oakland Asian Cultural Center (388 9th Street #290), the Oakland Main Public Library's Social Science and Documents section (125 14th Street), and the City of Oakland Planning Department (250 Frank Ogawa Plaza, Suite 3315).

## **BACKGROUND**

The Lake Merritt Station Area Plan is funded in part through a grant the City of Oakland received from the Metropolitan Transportation Commission's (MTC)<sup>1</sup> Station Area Planning program. The impetus for the Station Area Planning grant program is MTC's Transit-Oriented Development (TOD) policy, reaffirmed in 2006. MTC's TOD policy is meant to provide guidance on how the Bay Area's projected future growth of two million more people by 2030 can be accommodated in a way that is sustainable and preserves the quality of life in the region. The basic principle behind TOD is that the more people who live, work and study in close proximity to public transit stations and corridors, the more likely they are to use the transit systems; and more transit riders means fewer vehicles competing for valuable road space. MTC's TOD policy is meant to ensure that transportation agencies, local jurisdictions, members of the

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<sup>1</sup> MTC is the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area, created by the State Legislature in 1970 (California Government Code § 66500 et seq.)

public and the private sector work together to create development patterns that are more supportive of transit.

The Station Area Planning grant the City Of Oakland received from MTC is intended to assist the City in preparing a local land use plan for the area surrounding the Lake Merritt BART station that increases transit ridership by creating a complete community and encouraging intensification of land uses near the transit station. To that end, the City of Oakland, Bay Area Rapid Transit (BART) and the Peralta Community College District, in collaboration with community stakeholders, have come together to comprehensively plan for the future growth of the generally half-mile area surrounding the Lake Merritt BART Station.

The Lake Merritt Station Plan Area (Plan Area) is generally bounded by 14<sup>th</sup> Street to the north, I-880 to the south, Broadway to the west and 5<sup>th</sup> Avenue to the east. In addition to the Lake Merritt BART Station itself, the Plan Area includes Chinatown's commercial and residential areas, Laney College, Alameda County civic buildings, City of Oakland's Main Public Library and Museum of California, various schools, recreation centers and parks, the southern edge of Lake Merritt, the channel connecting Lake Merritt to the estuary, and portions of the Eastlake mixed use neighborhood. Many diverse residents, merchants, workers, and students make up the community in this area, and Chinatown functions as a citywide center for the Asian community.

An intensive community-based planning process—including ongoing participation by a Community Stakeholders Group (CSG); numerous well-attended, multi-lingual community workshops; focus groups; charettes; surveys; and personal interviews—has been a crucial component of the development of the Draft Plan and related documents. Most recently, the Draft Plan was reviewed at a joint meeting of the Planning Commission and the Landmarks Preservation Advisory Board on January 30, 2013. Draft Zoning and General Plan amendments associated with the Draft Plan were discussed at a Zoning Update Committee meeting of the Planning Commission on May 15, 2013, and the Draft Design Guidelines were reviewed by the Design Review Committee on April 3, 2013.

## **PROJECT DESCRIPTION**

The DEIR evaluates the potential environmental impacts of the Draft Plan and its concurrent components, including Design Guidelines, and General Plan and Planning Code amendments (text and map), which collectively constitute the Project. The concurrent Plan components would provide the regulatory framework to guide future land use and development decisions in Plan Area, and are described further in the sections below. It should be noted that the Draft Plan and the proposals for the concurrent components have not yet been approved or adopted by the City's various advisory boards and elected bodies, and are, therefore, subject to change. Also, recommendations and analysis included in the Draft Plan document (published in December 2012), have been updated and clarified in the DEIR, as noted below.

### ***Draft Plan's Vision and Goals***

The Draft Plan looks at ways in which land use, streets, open spaces, and other infrastructure in the Plan Area (which includes portions of Downtown, Chinatown, and Eastlake) can be improved to further the area's vitality.

The Draft Plan's Vision and Goals provide an important framework for its policies and actions, and are summarized here:

- Create an active, vibrant and safe district;
- Encourage services and retail;
- Encourage equitable, sustainable and healthy development;
- Encourage non-automobile transportation;
- Increase and diversify housing;

- Encourage job creation and access;
- Provide services and retail options;
- Identify additional open space and recreation opportunities;
- Celebrate and enhance Chinatown as an asset and a destination;
- Maximize opportunities for preservation and re-use of historic buildings;
- Model progressive innovations (i.e., economic, environmental, social).

### ***Draft Plan's Policies***

The Draft Plan contains policies that identify priorities and actions for supporting the vision described above, such as enhancing the Chinatown neighborhood as a vibrant cultural asset and destination. The policies are collected at the end of each topical chapter.

### ***Draft General Plan Amendments***

The Lake Merritt Station Area Plan is intended to be adopted concurrently with amendments to the General Plan's Land Use and Transportation Element to reflect new policy direction. The Draft General Plan text and map amendments are included in ***Attachment B***, and are described below.

Various areas in the Plan Area would be given new General Plan land use classifications to implement the vision of the Draft Plan, with proposed *map* changes as follows:

- *Lake Merritt Open Space*. The draft General Plan amendment changes the area along Lake Merritt, where Measure DD improvements are underway, from Central Business District, Institutional, and Urban Residential to Urban Park and Open Space.
- *Kaiser Auditorium*. The draft General Plan amendment changes the Kaiser Auditorium from Institutional to Central Business District.
- *Laney College*. The draft General Plan amendment slightly expands the institutional area, replacing some Urban Park and Open Space area.
- *Eastlake*. The draft General Plan amendment changes areas in Eastlake—including State and County office sites, along with the newly created parcel from excess right of way—from Institutional to Urban Residential.
- *Peralta Community College District Administration*. The draft General Plan amendment changes the Peralta Community College District Administration parcels to Community Commercial.
- *Lake Merritt Channel*. The draft General Plan amendment changes the southern edges of the Lake Merritt Channel from Planned Waterfront Development and Mixed Use District in the Estuary Policy Plan to Parks.

General Plan *text* amendments are also included for the proposed Urban Residential land use classification in the Eastlake area, where the Plan envisions development intensities higher than currently prescribed for that General Plan land use classification. Rather than creating a new land use classification that includes higher intensities, the proposal is to amend text in the General Plan to specify that unique densities apply in the Plan Area. The Urban Residential land use classification in the Plan Area would have a maximum allowable residential density of 205 units per gross acre, which translates into approximately one unit for every 160 square feet of lot area.

It should be noted that the draft General Plan map amendments for the area that includes the Peralta Administration Building have been updated since publication of the Draft Plan in 2012, and the most recent

proposal (for classification of this area as Community Commercial), analyzed in the DEIR, is reflected in ***Attachment B***.

#### ***Draft Planning Code Amendments***

The Lake Merritt Station Area Plan will also include regulatory actions to update the Planning Code (Zoning regulations) to reflect new policy direction. New Zoning will provide specific regulations, such as allowed activities, buildings heights and tower design, required parking and open space for new development. Draft Zoning proposals, as presented to the Planning Commission's Zoning Update Committee on May 15, 2013, are included as ***Attachment C***. As noted earlier, these proposals have not been approved or adopted by the City's various advisory boards and elected bodies, and are, therefore, subject to change. It is expected that the draft Zoning proposals will be further refined to reflect stakeholder and advisory board feedback, but those refinements would remain within the envelope of the type and amount of foreseeable maximum development described below.

#### ***Draft Design Guidelines***

New Design Guidelines for the Lake Merritt Station Area Plan will cover a wide range of topics, including guidelines for building design, streetscapes and open space, and will complement new Zoning regulations to provide certainty and predictability in the design review process.

City staff is currently working on refinements to the Draft Design Guidelines to include more guidance on development of and near historic properties. A preliminary draft of that work is included as ***Attachment D***.

#### ***Reasonably Foreseeable Maximum Development Program***

The Draft Plan's "Development Program"—the amount of development that can reasonably be expected to occur in the Plan Area over the 25-year planning period—includes the addition of up to 4,900 new housing units; 4,100 new jobs; 404,000 new square feet of retail; 1,229,000 new square feet of office uses, and 108,000 new square feet of institutional uses in the next 25 years. These development numbers in the Draft Plan are consistent with the total amount of growth assigned to the overall geographic area by the Association of Bay Area Governments (ABAG). However, the Draft Plan's projections redistribute the growth within the Plan Area, so that more residential development is projected to occur in the central portion of the Plan Area (near the Lake Merritt BART Station) and in the Eastlake area (near the new parcel created by excess right-of-way following recent improvement to the southern end of Lake Merritt), and a reduced level of growth is projected to occur in the northern and southwestern portions of the Plan Area.

New development is assumed to occur on "Opportunity Sites," as shown in ***Attachment E***. These are sites which are currently vacant, underutilized or have been identified by property owners as likely to change in the future. The amount and type of development projected to occur on these Opportunity Sites—based on market dynamics, site size and location, and Draft Plan policies—constitutes the Development Program.

The Draft Plan's Development Program is not intended as a development cap that would restrict development in the Plan Area, but rather the amount of reasonably foreseeable development that will be studied for the purpose of environmental analysis. The Draft Plan allows for flexibility in the quantity and profile of future development, as long as it conforms to the general traffic generation parameters established by the Draft Plan.

It should be noted that the location of Opportunity Sites has been updated since publication of the Draft Plan in 2012. Specifically, the most recent proposal removes Opportunity Site #11 (development associated with Alameda County) from a particular site on the map, so that the DEIR more accurately reflects Alameda County's Facilities Master Plan, which includes various location options for new

facilities (within the nearby County-owned properties), including re-use of existing buildings. The maximum foreseeable development analyzed in the DEIR accounts for new development associated with Alameda County in this general geographic area, but does not specify that it will occur on any specific block. This updated Opportunity Sites map is reflected in the DEIR, as shown in ***Attachment E***.

### ***Transportation Improvements***

The Draft Plan recommends transportation improvements in the Plan Area that focus on establishing interconnected and safe travel for people walking, riding bicycles, taking transit, or driving. The overall circulation improvement strategy is split into two phases. Phase I includes short-term actions that are studied in this Draft EIR, including implementation of bicycle lanes on portions of 8<sup>th</sup>, 9<sup>th</sup>, 10<sup>th</sup>, Oak and Madison Streets; streetscape improvements such as pedestrian-scaled lighting, corner bulbouts and street trees. Phase II includes long-term actions not evaluated in this EIR that will be subject to future technical and/or feasibility studies, and include the recommendation to study the feasibility of converting many of the Plan Area's one-way streets to two-way traffic.

### ***Other Implementation Measures***

The Draft Plan also discusses the possibility of creating a Developer Incentive Program, which would require developers to provide community benefits in exchange for exceeding a lowered development threshold and/or the relaxation of certain development requirements. A Development Incentive Program could be implemented within the framework of this DEIR, as long as the type and amount of foreseeable maximum development would remain within the envelope described below. The initial Development Incentive Program to be considered is likely to focus on the relaxation of certain development requirements, such as parking or private open space in exchange for the provision of certain public amenities, such as publicly accessible open space or community centers.

## **ENVIRONMENTAL REVIEW**

This section of the staff report describes the environmental review included in the DEIR.

### ***Scope***

On March 1, 2012, the City of Oakland issued a Notice of Preparation (NOP) to inform agencies and interested parties of its intent to prepare and distribute a "Draft EIR for the Lake Merritt Station Area Plan." The NOP was distributed to governmental agencies, organizations, and persons interested in the Station Area Plan. The City sent the NOP to agencies with statutory responsibilities in connection with the Plan and requested their input on the scope and content of the environmental information that should be addressed in the EIR. The Landmarks Preservation Advisory Board and the City of Oakland Planning Commission held Scoping Meetings on March 12 and March 14, 2012, respectively, to accept comments regarding the scope of the EIR for the Lake Merritt Station Area Plan. The NOP and comments that the City received in response to the NOP are included as *Appendix A* in the DEIR, which addresses all comments received in response to the NOP that are relevant to environmental issues.

The following environmental topics are addressed in the DEIR:

- 3.1 Land Use, Planning, Population and Housing
- 3.2 Transportation and Traffic
- 3.3 Air Quality
- 3.4 Climate Change and Greenhouse Gases
- 3.5 Parks and Recreation
- 3.6 Public Services
- 3.7 Utilities and Service Systems
- 3.8 Cultural and Historic Resources
- 3.9 Aesthetics
- 3.10 Noise

- 3.11 Biological Resources
- 3.12 Geology and Soils
- 3.13 Hazards and Hazardous Materials
- 3.14 Hydrology and Water Quality

### ***Analysis of Potential Impacts***

A complete list of potential environmental impacts in all topic areas, City Standard Conditions of Approval (SCAs) and mitigation measures are summarized in *Table ES-3* in the DEIR (see ***Attachment F***). The section below discusses the potential environmental impacts that are considered significant and unavoidable, even with adherence to the existing policies in the Oakland General Plan, the City's SCAs and new policies in the Draft Plan.

### **Transportation and Traffic**

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

**Impact TRAN-2:** The Project would degrade the intersection of 1st Avenue and International Boulevard (Intersection #15) from LOS E to LOS F and increase the average delay by four or more seconds during the AM peak hour in Existing Plus Project conditions.

*No feasible mitigation measures are available. The Level of Service (LOS) can be improved by significantly increasing the signal cycle length or providing additional auto lanes (which would require additional right of way), but those changes would conflict with City policy concerning pedestrian and bicyclist safety and comfort. Therefore, the impact would remain significant and unavoidable.*

**Impact TRAN-4:** The Project would degrade the intersection of Oak Street and 10th Street (Intersection #21) from LOS B to LOS F and increases the average delay by four or more seconds during the AM peak hour in Existing Plus Project conditions.

*No feasible mitigation measures are available. The Level of Service can be improved by significantly increasing the signal cycle length or providing additional auto lanes (which would require additional right of way), but those changes would conflict with City policy concerning pedestrian and bicyclist safety and comfort. Therefore, the impact would remain significant and unavoidable.*

**Impact TRAN-6:** The Project would degrade the intersection of Oak Street and 6th Street (Intersection #38) from LOS A to LOS F and increases the average delay by four or more seconds during the PM peak hour in Existing Plus Project conditions.

*No feasible mitigation measures are available. The Level of Service can be improved by significantly increasing the signal cycle length or providing additional auto lanes (which would require additional right of way), but those changes would conflict with City policy concerning pedestrian and bicyclist safety and comfort. Therefore, the impact would remain significant and unavoidable.*

**Impact TRAN-7:** The Project would degrade the intersection of Jackson Street and 5th Street (Intersection #39) from LOS C to LOS F and increases the average delay by four or more seconds during the PM peak hour in Existing Plus Project conditions.

*No feasible mitigation measures are available. The Level of Service can be improved by significantly increasing the signal cycle length or providing additional auto lanes (which would require additional right of way), but those changes would conflict with City policy concerning pedestrian and bicyclist safety and comfort. Therefore, the impact would remain significant and unavoidable.*

**Impact TRAN-8:** The Project would degrade from LOS E to LOS F and/or cause an increase in the Volume to Capacity (V/C) ratio of 0.03 or greater in both directions of the I-880 freeway segments between Oak Street and 5<sup>th</sup> Avenue under Existing Plus Project conditions.

*This elevated segment of I-880 is over capacity and the required mitigation to achieve the County's LOS standards (the addition of freeway lanes) would extend the freeway structure and its elevated on and off-ramps over private property and property owned by other municipalities over which Caltrans lacks the right to build. Regardless, the mitigation is within Caltrans' jurisdiction and therefore outside of the City's control. Because the City cannot assure implementation of any mitigation to the freeway, the impact remains significant and unavoidable.*

#### **Interim Year 2020 Plus Project Conditions:**

**Impact TRAN-9:** The Project would degrade the intersection of Brush Street and 12th Street (Intersection #10) from LOS E to LOS F and increase the average delay by four or more seconds during the AM peak hour in Interim 2020 Plus Project conditions.

*No feasible mitigation measures are available. The Level of Service can be improved by significantly increasing the signal cycle length or providing additional auto lanes (which would require additional right of way), but those changes would conflict with City policy concerning pedestrian and bicyclist safety and comfort. Therefore, the impact would remain significant and unavoidable.*

**Impact TRAN-10:** The Project would degrade the intersection of Jackson Street and 6<sup>th</sup> Street (Intersection #36) during the AM peak hour in Interim 2020 Plus Project conditions by increasing the v/c ratio by 0.03 or more; during the PM peak hour in Interim 2020 Plus Project conditions it would degrade the intersection from LOS E to LOS F and increase the average delay by four or more seconds.

*The proposed mitigation measure is able to reduce the impact during the PM to a less than significant level. However, there are no feasible mitigation measures that would reduce the impact during the AM hour. The Level of Service can be improved by significantly increasing the signal cycle length or providing additional auto lanes (which would require additional right of way), but those changes would conflict with City policy concerning pedestrian and bicyclist safety and comfort. Therefore, the impact would remain significant and unavoidable.*

**Impact TRAN-11:** The Project would degrade the intersection of Oak Street and 6<sup>th</sup> Street (Intersection #38) from LOS B to LOS F in the AM peak hour and from LOS D to LOS F in the PM peak hour and increases the average delay by four or more seconds during both peak hours in Interim 2020 Plus Project conditions.

*After implementation of the proposed mitigation measure, the coordination of traffic signals would improve traffic flow for vehicles on Oak Street. However, this intersection would still experience high levels of delay and impacts remain significant and unavoidable.*

**Impact TRAN-12:** The Project would degrade the intersection of Oak Street and 5<sup>th</sup> Street (Intersection #41), which is currently operating at LOS F, by increasing the total intersection v/c ratio by 0.03 or more during the PM peak hour in Interim 2020 Plus Project conditions.

*After implementation of the proposed mitigation measure, the coordination of traffic signals would improve traffic flow for vehicles on Oak Street. However, this intersection would still experience high levels of delay and impacts remain significant and unavoidable.*

#### **Cumulative Year 2035 Plus Project Conditions:**

**Impact TRAN-14:** The Project would degrade the intersection of Madison Street and 14<sup>th</sup> Street (Intersection #5) from LOS C to LOS F and increases the average delay by four or more seconds



during the PM peak hour in the Cumulative 2035 Plus Project Conditions.

*After implementation of the proposed mitigation measure, the coordination of traffic signals would improve traffic flow for vehicles on Madison Street. However, this intersection would still experience high levels of delay and impacts remain significant and unavoidable.*

**Impact TRAN-15:** The Project would degrade the intersection of Madison Street and 11<sup>th</sup> Street (Intersection #19) from LOS C to LOS F and increases the average delay by four or more seconds during the PM peak hour under Cumulative 2035 Plus Project conditions.

*After implementation of the proposed mitigation measure, the coordination of traffic signals would improve traffic flow for vehicles on Madison Street. However, this intersection would still experience high levels of delay and impacts remain significant and unavoidable.*

**Impact TRAN-16:** The Project would degrade the intersection of Madison Street and 10<sup>th</sup> Street (Intersection #20) from LOS B to LOS F and increases the average delay by four or more seconds during the AM and PM peak hours under Cumulative 2035 Plus Project conditions.

*After implementation of the proposed mitigation measure, the coordination of traffic signals would improve traffic flow for vehicles on Madison Street. During the AM peak hour, and reduce the impact to a less than significant level. However, this intersection would still experience high levels of delay and impacts remain significant and unavoidable in the PM peak hour.*

**Impact TRAN-17:** The Project would degrade the intersection of Oak Street and 10<sup>th</sup> Street (Intersection #21) from LOS D to LOS F during the AM peak hour and from LOS B to LOS F during the PM peak hour, and increases the average delay by four or more seconds during the AM and PM peak hours under Cumulative 2035 Plus Project conditions.

*After implementation of the proposed mitigation measure, the coordination of traffic signals would improve traffic flow for vehicles on Oak Street. However, this intersection would still experience high levels of delay and impacts remain significant and unavoidable.*

**Impact TRAN-18:** The Project would degrade the intersection of Harrison Street and 8<sup>th</sup> Street (Intersection #26) by increasing the V/C ratio by 0.03 or more during the AM peak hour under Cumulative 2035 Plus Project conditions.

*No feasible mitigation measures are available. The Level of Service can be improved by significantly increasing the signal cycle length or providing additional auto lanes (which would require additional right of way), but those changes would conflict with City policy concerning pedestrian and bicyclist safety and comfort. Therefore, the impact would remain significant and unavoidable.*

**Impact TRAN-19:** The Project would degrade the intersection of Jackson Street and 8<sup>th</sup> Street (Intersection #27) by increasing the V/C ratio by 0.03 or more during the AM and PM peak hours under Cumulative 2035 Plus Project conditions.

*There is no feasible mitigation measure for the PM peak hours. For the AM peak hour, after implementation of the proposed mitigation measure, although the delay is slightly reduced, this intersection would still experience high levels of delay. Therefore, impacts remain significant and unavoidable in the AM and PM peak hour conditions.*

**Impact TRAN-20:** The Project would degrade the intersection of Oak Street and 8<sup>th</sup> Street (Intersection #29) during the AM peak hour by increasing the V/C ratio by 0.03 or more, and during the PM peak hour from LOS D to LOS F and increases the average delay by four or more seconds under Cumulative 2035 Plus Project conditions.

*After implementation of the proposed mitigation measure, the coordination of traffic signals would improve traffic flow for vehicles on Oak Street. However, this intersection would still experience high levels of delay and impacts remain significant and unavoidable.*

**Impact TRAN-21:** The Project would degrade the intersection of Jackson Street and 7<sup>th</sup> Street (Intersection #32) by increasing the V/C ratio by 0.03 or more during the PM peak hour under Cumulative 2035 Plus Project conditions.

*No feasible mitigation measures are available. The Level of Service can be improved by significantly increasing the signal cycle length or providing additional auto lanes (which would require additional right of way), but those changes would conflict with City policy concerning pedestrian and bicyclist safety and comfort. Therefore, the impact would remain significant and unavoidable.*

**Impact TRAN-22:** The Project would degrade the intersection of Oak Street and 7<sup>th</sup> Street (Intersection #34) from LOS E to LOS F and increases the average delay by four or more seconds during the PM peak hour under Cumulative 2035 Plus Project conditions.

*After implementation of the proposed mitigation measure, the coordination of traffic signals would improve traffic flow for vehicles on Oak Street. However, this intersection would still experience high levels of delay and impacts remain significant and unavoidable.*

**Impact TRAN-23:** The Project would degrade the intersection of 5<sup>th</sup> Avenue and 7<sup>th</sup> Street/8<sup>th</sup> Street (Intersection #35) by increasing the V/C ratio by 0.03 or more during the AM and PM peak hours under Cumulative 2035 Plus Project conditions.

*No feasible mitigation measures are available. The Level of Service can be improved by significantly increasing the signal cycle length or providing additional auto lanes (which would require additional right of way), but those changes would conflict with City policy concerning pedestrian and bicyclist safety and comfort. Therefore, the impact would remain significant and unavoidable.*

**Impact TRAN-24:** The Project would degrade the intersection of Jackson Street and 6<sup>th</sup> Street (Intersection #36) by increasing the V/C ratio by more than 0.03 during the AM and PM peak hours under Cumulative 2035 Plus Project conditions.

*No feasible mitigation measures are available. The Level of Service can be improved by significantly increasing the signal cycle length or providing additional auto lanes (which would require additional right of way), but those changes would conflict with City policy concerning pedestrian and bicyclist safety and comfort. Therefore, the impact would remain significant and unavoidable.*

**Impact TRAN-25:** The Project would degrade the intersection of Oak Street and 6<sup>th</sup> Street (Intersection #38) from LOS D/E to LOS F and increases the average delay by four or more seconds during the AM and PM peak hours, respectively, under Cumulative 2035 Plus Project conditions.

*After implementation of the proposed mitigation measure, the coordination of traffic signals would improve traffic flow for vehicles on Oak Street. However, this intersection would still experience high levels of delay and impacts remain significant and unavoidable.*

**Impact TRAN-26:** The Project would degrade the intersection of Oak Street and 5<sup>th</sup> Street (Intersection #41) by increasing the V/C ratio by more than 0.03 during the AM and PM peak hours under Cumulative 2035 Plus Project conditions.

*After implementation of the proposed mitigation measure, the coordination of traffic signals would improve traffic flow for vehicles on Oak Street. However, this intersection would still experience high levels of delay and impacts remain significant and unavoidable.*

**Impact TRAN-27:** Traffic generated by the Project would affect the Level of Service on the roadway segments under Cumulative 2035 Plus Project conditions. The segment of Oak Street between 2nd Street and Embarcadero exceeds the standard of LOS E in the PM peak hour.

**Impact TRAN-28:** At Constitution Way and Marina Village Parkway (Intersection #43), the Project could cause increases in pedestrian delay in the Existing Plus Project Conditions.

*Implementation of City of Oakland SCA-25 and Plan Policy C-58 would reduce the number of vehicular trips, but this EIR conservatively assumes that there would be a significant impact to pedestrian Level of Service.*

**Impact TRAN-29:** At the actuated signal at Constitution Way and Atlantic Avenue (Intersection #45), the Project would cause increases in pedestrian delay for the west leg of the intersection in the Existing Plus Project.

*Because the City of Oakland has no jurisdiction over the proposed mitigation, this impact is conservatively considered to be significant and unavoidable.*

#### Cultural and Historic Resources:

**Impact CUL-1:** Future development under the Draft Plan would cause a substantial adverse change in the significance of a historical resource.

*Two CEQA Historic Resources are identified as Opportunity Sites for redevelopment:*

- 125 2nd Avenue (OUSD Administration Building); and
- 121 East 11th Street (Ethel Moore Building).

*Existing City Standard Conditions of Approval (SCAs) and regulations protecting historical resources, as well as the Draft Plan policies and design guidelines, would mitigate any potential impact of overall redevelopment in the Plan Area, but will not be able to reduce the potential impact of demolition of these two buildings to a level that is less than significant.*

**Cumulative Impact CUL-5:** The Draft Plan would contribute to a *cumulative* impact on historic resources.

*Cumulative analysis includes a review of the Draft Station Area Plan and its relationship with past, present, and reasonably foreseeable maximum development in the Plan Area and vicinity. The overall cumulative impact of active development projects and projected development under the Station Area Plan is expected to be significant and the Draft Plan's contribution to the impact is cumulatively considerable.*

#### Air Quality:

**Impact AQ-3 – Toxic Air Contaminants:** Development facilitated by the Draft Plan would potentially expose sensitive receptors to substantial health risks from Toxic Air Contaminants (TACs) from sources including both Diesel Particulate Matter (DPM) and gaseous emissions. While compliance with the City's Standard Conditions of Approval would entail the preparation of site-specific Health Risk Assessments (HRAs) which would reduce DPM exposure to a less-than-significant level, SCA adherence would not with certainty reduce risk from gaseous TACs to a less-than-significant level.

*The TAC analysis is conducted at the plan and project level. At the plan-level of analysis, City SCA B addresses the need for goals, policies and objectives to minimize potential impacts; these are noted in the Draft Plan and described in greater detail below for the project-level analysis.*

*At the project-level, this DEIR finds that development projects facilitated by the Draft Plan could generate TACs during construction and could locate new residences or other sensitive receptors near existing mobile and stationary TAC sources. Further, new residential and office development may include emergency diesel generators, gasoline dispensing facilities, or boilers; however, these uses would be subject to BAAQMD's New Source Review regulations. For DPM-borne TACs, implementation of City of Oakland SCA B can reduce risk of exposure to an acceptable level through the combination of HRA followed by implementation of appropriate design measures to improve*

interior air quality. Therefore, at both the plan- and project-levels of evaluation, impacts related to DPM-borne TACs would be less than significant.

However, for TACs originating from gaseous sources, implementation of City of Oakland SCA B cannot with certainty reduce risks to an acceptable level. While the site planning and filtration methods noted within SCA B can capture/screen out airborne particulate matter, these methods do not reduce risks from gaseous TACs. There are no known feasible technologies or site planning considerations that have been shown to reduce risks of gaseous TACs. Therefore, impacts related to gaseous TACs would be significant and unavoidable.

**Impact AQ-4 – Odors:** Implementation of the Draft Plan would not identify existing and planned sources of odors with policies to reduce potential odor impacts and would frequently and for a substantial duration, create or expose sensitive receptors to substantial objectionable odors affecting a substantial number of people.

The odor analysis is conducted at the plan and project level. While development facilitated by the Draft Station Area Plan would not include new sources of odors, numerous odor sources exist in and around the Planning Area, such that the entire Planning Area is within areas potentially subject to odors. Because the Draft Station Area Plan proposes new sensitive receptors within the Planning Area, and there are no available mitigation measures other than distance between sources and sensitive receptors (which is not feasible given the existing odor sources), a significant and unavoidable impact is found in relation to odors.

#### **Impact AQ-5 – Cumulative Air Quality Impacts**

The cumulative air quality analysis finds no significant cumulative impact related to fundamental conflicts with the 2010 Bay Area Clean Air Plan. However, per City guidelines, a project-level significant impact is also considered to be cumulatively significant. Therefore, because impacts related to siting new sensitive receptors near sources of gaseous TACs are significant and unavoidable at the project-level, it is determined that impacts related to gaseous TACs and odors are significant and unavoidable cumulative impacts. Furthermore, although project-level impacts related to siting new sources of TACs in the Planning Area are considered less-than-significant due to compliance with BAAQMD's New Source Review regulations as explained above, the potential exists for multiple new sources to result in significant and unavoidable cumulative impacts.

#### Cultural and Historic Resources:

**Impact CUL-1:** Future development under the Draft Plan would cause a substantial adverse change in the significance of a historical resource.

Two CEQA Historic Resources are identified as Opportunity Sites for redevelopment:

- 125 2nd Avenue (OUSD Administration Building); and
- 121 East 11th Street (Ethel Moore Building).

Existing City Standard Conditions of Approval (SCAs) and regulations protecting historical resources, as well as the Draft Plan policies and design guidelines, would mitigate any potential impact of overall redevelopment in the Plan Area, but will not be able to reduce the potential impact of demolition of these two buildings to a level that is less than significant.

**Cumulative Impact CUL-5:** The Draft Plan would contribute to a cumulative impact on historic resources. (**Cumulatively Considerable**)

Cumulative analysis includes a review of the Draft Station Area Plan and its relationship with past, present, and reasonably foreseeable maximum development in Plan Area and the vicinity, taken as the five-block radius around the Plan Area. The overall cumulative impact of active development projects and projected development under the Station Area Plan is expected to be significant and the Draft Plan's contribution to the impact is cumulatively considerable.

*Project Alternatives*

Chapter 4 of the DEIR includes the analysis of five alternatives to the proposed project that meet the requirements of CEQA, which include a reasonable range of alternatives to the Project that would feasibly attain most of the Project's basic objectives, yet generally avoid or substantially lessen many of the Project's significant environmental effects. These alternatives include:

- **Alameda County Transportation Commission (ACTC) Defined No Project Alternative:** This is one of two "No Project" alternatives, required by CEQA. It assumes continuation of the current General Plan and zoning regulations and a similar amount of growth as the Draft Plan, since both scenarios are consistent with ACTC/ABAG projections. The primary difference between them being the location of growth and in the amount and distribution of types of jobs.
- **Plan Area Trends-Based No Project:** This is a low growth scenario that evaluates future growth in the Plan Area consistent with recent trends, which results in just under half the amount of residential and office growth, and about 20 percent of the retail growth, compared to the Draft Plan.
- **Reduced Scope Alternative:** This alternative assumes reduced allowable height for key height areas, thereby reducing the overall development potential in the Plan Area— 1,000 fewer units and 2,100 fewer residents than the Draft Plan, a 20 percent reduction.
- **Enhanced Transportation Demand Management (TDM) Alternative:** This alternative identifies a range of TDM policies the City could consider to reduce future trip generation, such as eliminating minimum parking requirements and adding maximum parking requirements. This alternative assumes the same level of growth as the Draft Plan.
- **Theoretical Maximum Build-out Alternative:** Because the Station Area Plan's regulations would be applicable to every parcel within the Plan Area, this alternative evaluates the theoretical possibility that every parcel would be built out to the maximum level permissible under the Draft Plan's policies.

The CEQA "Environmentally Superior Alternative" is determined through a comparison of the impacts associated with each alternative to the proposed project. Based on a thorough comparison of all five alternatives above, the Reduced Scope Alternative is considered environmentally superior. The Reduced Scope's smaller amount of development would result in less traffic generation, and consequently reduce significant mitigable traffic impacts (though not avoiding significant and unavoidable impacts), while minimizing potential greenhouse gases and noise impacts. The smaller population would also mean that fewer people would be affected by Toxic Air Contaminants (TACs) and odor impacts. While the Reduced Scope Alternative is identified in the DEIR as the environmentally superior alternative, it would not reduce any significant and unavoidable impacts—including for traffic, TACs, odors, or historic resources—to less than significant.

*Publication and Distribution of the DEIR*

The DEIR for the Draft Lake Merritt Station Area Plan was published on Monday, November 4, 2013, and the public review period extends to December 20, 2013. The Notice of Availability (NOA) for the DEIR was mailed to interested parties, responsible agencies and local planning agencies. The NOA was also posted in the office of the County Clerk, and published in the Oakland Tribune. Copies of the DEIR have been distributed to City officials, including the Landmarks Preservation Advisory Board and Planning Commission, and are available electronically on the City's website and in printed form at the Department of Planning and Building (250 Frank Ogawa Plaza, Suite 3315) and the City's website.

## **KEY ISSUES**

While there is agreement on most of the concepts in the Draft Plan, stakeholders have made numerous recommendations for additional Plan refinements to strengthen and clarify policies in the Draft Plan. In addition, there remain differing opinions on issues related to overall height limits and mechanisms to achieve public amenities.

Refinements and changes to the Draft Plan and accompanying proposals (Draft Zoning, General Plan, and Design Guidelines) can be implemented without additional environmental analysis, as long as the general project description, as described earlier in this report, is maintained. However, any refinements would need to be within the parameters established by the *Reasonably Foreseeable Maximum Development Program*.

A list of recommended further changes to the Draft Plan (along with refinements to the Draft Zoning regulations, General Plan amendments, and design guidelines) will be presented to the Planning Commission for public review and comment, following this round of public hearings.

## **NEXT STEPS**

Additional public hearings will be held to review the DEIR on the following dates:

- **November 13, 2013** – Parks and Recreation Advisory Commission (PRAC)
- **November 18, 2013** – Landmarks Preservation Advisory Board (LPAB)
- **November 21, 2013** – Bicycle and Pedestrian Advisory Committee (BPAC)

A summary of comments received at the above LPAB and PRAC meetings will be provided to the Planning Commission at the November 20, 2013 public hearing, since those meetings had not yet occurred at the time this staff report was finalized.

It is anticipated that in early 2014, there will be additional public hearings and Community Stakeholder Group meetings to refine proposals for the new Plan Area Zoning regulations. Comments received during this and next year's round of public hearings will help further shape the preparation of the final documents, including the (Final) Lake Merritt Station Area Plan, Design Guidelines, Zoning and General Plan amendments, and the Final EIR. Once final documents are prepared, the formal adoption process will commence beginning with the Planning Commission and continuing onto the Community and Economic Development (CED) Committee of the City Council and full City Council.

**RECOMMENDATIONS**

1. Take public testimony and provide comments to staff on the Draft Environmental Impact Report (DEIR) for the Draft Lake Merritt Station Area Plan (Draft Plan) and its concurrent components.
2. Close the public hearing with respect to receipt of oral comments; written comments on the above will be accepted until 4:30 pm on Friday, December 20, 2013.

Prepared by:

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CHRISTINA FERRACANE  
Planner II

Reviewed by:

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ED MANASSE  
Strategic Planning Manager

Approved for forwarding to the  
Landmarks Preservation Advisory Board:

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RACHEL FLYNN  
Director of Planning and Building

**ATTACHMENTS:**

- A. Notice of Availability – Lake Merritt Station Area Plan DEIR
- B. Draft General Plan Amendments
- C. Draft Planning Code Amendments (as presented to Zoning Update Committee on May 15, 2013)
- D. Draft Supplemental Design Guidelines
- E. Opportunity Sites and Foreseeable Maximum Development (table and map)
- F. Executive Summary of Impacts – Lake Merritt Station Area Plan DEIR

CITY OF OAKLAND



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

Department of Planning and Building  
Strategic Planning Division

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

**NOTICE OF AVAILABILITY/RELEASE OF A  
DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR THE  
LAKE MERRITT STATION AREA PLAN AND  
NOTICE OF PUBLIC HEARINGS ON DEIR**

**TO:** All Interested Parties

**SUBJECT:** Notice of Availability/Release of Draft Environmental Impact Report for the Lake Merritt Station Area Plan, and Notice of Public Hearing on the same.

**REVIEW PERIOD:** November 1, 2013 through December 16, 2013

**CASE NO.:** ZS11225, ER110017, GP13287, ZT13288, RZ13289 (CEQA State Clearinghouse Number 2012033012)

**PROJECT SPONSOR:** City of Oakland

**PROJECT LOCATION:** The Lake Merritt Station Area encompasses approximately 315 acres generally bound by 14<sup>th</sup> Street to the north, I-880 to the south, Broadway to the west, and 5<sup>th</sup> Avenue to the east. The Planning Area includes the Lake Merritt BART Station, Oakland Chinatown business and residential districts, Laney College and Peralta facilities, the Oakland Public Library, the Oakland Museum of California, the Alameda County Courthouse and other County offices, the building currently occupied by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC), the Lake Merritt Channel, and a portion of the East Lake district.

**PROJECT DESCRIPTION:**

With a planning horizon to 2035, the Plan builds on extensive community feedback to articulate a roadmap for future development, continued revitalization and economic growth, and community enhancement in the Station Area. The Plan seeks to achieve the vision and goals established by the community and key stakeholders. This vision includes several statements, which are summarized here:

- Create an active, vibrant and safe district;
- Encourage services and retail;
- Encourage equitable, sustainable and healthy development;
- Encourage non-automobile transportation;
- Increase and diversify housing;
- Encourage job creation and access;
- Identify additional open space and recreation opportunities;
- Celebrate and enhance Chinatown as an asset and a destination;
- Model progressive innovations (i.e., economic, environmental, social).

The Plan consists of written text and diagrams that express how the Planning Area should develop into the future, and identifies key actions the City and other entities will take to improve the area. The Plan



covers land use, development density, circulation and infrastructure, and has legal authority as a regulatory document. It contains elements required of Specific Plans, such as:

- The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan;
- The distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities;
- Standards and criteria by which development will proceed; and
- A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out the proposed improvements.

The Plan includes land use changes that will reduce the barriers to increased transit use from both the immediate area and surrounding neighborhoods. The Plan seeks to create an activity core around a rejuvenated transit station. Simultaneously, the Plan seeks to reinforce and integrate the cultural and recreational resources that make this transit station unique. The Plan identifies ways in which streets, open spaces, and other infrastructure in the area can be improved, and establishes regulations for development projects that further the area's vitality and safety.

The Station Area Plan requires General Plan and Planning Code amendments (text and map changes) along with Design Guidelines to achieve the Plan's goals. For more information on the project, including draft documents, please visit the project website at: <http://www.business2oakland.com/lakemerrittsap>.

**ENVIRONMENTAL REVIEW:** A Notice of Preparation of an EIR was issued by the City of Oakland's Department of Planning and Building on March 1, 2012. A Draft Environmental Impact Report (DEIR) has now been prepared for the project under the requirements of the California Environmental Quality Act (CEQA) pursuant to Public Resources Code Section 21000 et. seq. The DEIR analyzes the potentially significant environmental impacts in the following environmental categories: Land Use, Planning, Population and Housing; Transportation and Traffic; Air Quality; Climate Change and Greenhouse Gases; Parks and Recreation; Public Services; Utilities and Service Systems; Cultural and Historic Resources; Aesthetics; Biological Resources; Geology and Soils; Hazards and Hazardous Materials; and Hydrology and Water Quality. The Draft EIR identifies significant and unavoidable environmental impacts related to: Transportation and Circulation; Air Quality; and Cultural Resources.

The City of Oakland's Department of Planning and Building is hereby releasing this DEIR, finding it to be accurate and complete and ready for public review. **Starting on Friday, November 1, 2013**, copies of the DEIR are available for review or distribution to interested parties at no charge at the Department of Planning and Building, 250 Frank Ogawa Plaza, Suite 3315, Oakland, CA 94612, Monday through Friday, 8:30 a.m. to 4:30 p.m. Additional copies are available for review at the Oakland Public Library, Social Science and Documents, 125 14th Street, Oakland, CA 94612 and at the Oakland Asian Cultural Center, 388 9<sup>th</sup> Street #290, Oakland, CA 94607. The Draft EIR may also be reviewed on the City's "Current Environmental Review Documents" webpage:  
<http://www2.oaklandnet.com/Government/o/PBN/OurServices/Application/DOWD009157>

**The City has scheduled two public hearings on the DEIR:**

**Landmarks Preservation Advisory Board**

Monday, November 18, 2013  
6:00 p.m.

Oakland City Hall, Hearing Room 1  
One Frank H. Ogawa Plaza  
Oakland, CA 94612

**City Planning Commission**

Wednesday, November 20, 2013  
6:00 p.m.

Oakland City Hall, Council Chambers  
One Frank H. Ogawa Plaza  
Oakland, CA 94612

Members of the public are welcome to attend these hearings and provide comments. Comments on the DEIR should focus on whether the DEIR is sufficient in discussing possible impacts to the physical environmental, ways in which potential adverse effects may be avoided or minimized through mitigation measures, and alternatives to the Station Area Plan in light of the EIR's purpose to provide useful and accurate information about such factors. Comments may be made at the public hearings described above or in writing. Please address all written comments to Christina Ferracane, Strategic Planning, City of Oakland, Planning and Building Department, 250 Frank H. Ogawa Plaza, Suite 3315, Oakland, CA 94612; 510-238-3903 (phone); 510-238-6538 (fax); or e-mailed to [cferracane@oaklandnet.com](mailto:cferracane@oaklandnet.com). Comments on the DEIR **must be received no later than 4:00 p.m. on December 16, 2013.**

After all comments have been received, a Final EIR will be prepared and the Planning Commission will consider certification of the EIR and rendering a decision on the Station Area Plan at a public hearing, date yet to be determined. All comments received will be considered by the City prior to finalizing the EIR and taking any further action pertaining to this EIR. If you challenge the environmental document or other actions pertaining to this Project in court, you may be limited to raising only those issues raised at the public hearings described above or written in correspondence received by December 16, 2013. For further information please contact Christina Ferracane at 510-238-3903 or [cferracane@oaklandnet.com](mailto:cferracane@oaklandnet.com).

October 24, 2013

A handwritten signature in black ink, appearing to read 'Rachel Flynn', is written over a horizontal line.

Rachel Flynn  
Environmental Review Officer

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Lake Merritt Station Area Plan – General Plan Amendments

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**GENERAL PLAN AMENDMENTS**

Implementation of the Lake Merritt Station Area Plan will require amendments to the General Plan and to the City of Oakland Planning Code (“Planning Code”) to ensure that broad City policy and specific development standards are tailored to be consistent with this Plan. These amendments will be adopted concurrently with the Plan. Upon adoption, the objectives and policies contained in this Plan will supersede goals and policies in the General Plan with respect to the Plan Area. In situations where policies or standards relating to a particular subject are not provided in the Station Area Plan, the existing policies and standards of the City’s General Plan and Planning Code will continue to apply. When future development proposals are brought before the City, staff and decision-makers will use the Station Area Plan as guide for project review. Projects will be evaluated for consistency with the intent of Plan policies and for conformance with development regulations and design guidelines.

**I. TEXT AMENDMENTS TO THE CITY OF OAKLAND GENERAL PLAN, LAND USE & TRANSPORTATION ELEMENT (LUTE)**

The following are proposed text changes to the General Plan, Land Use & Transportation Element. Additions to the Plan are underlined; deletions are in ~~strikeout~~.

**Oakland General Plan, Land Use & Transportation Element (LUTE)**

**Chapter 3: Policies in Action**

**The Land Use Diagram**

**Land Use Classifications**

**Urban Residential**

**Intent:** The Urban Residential classification is intended to create, maintain, and enhance areas of the City that are appropriate for multi-unit, mid-rise or high-rise residential structure in locations with good access to transportation and other services.

**Desired Character and Uses:** The primary future use in this classification is residential. Mixed use buildings that house ground floor commercial uses and public facilities of compatible character are also encouraged. If possible, where detached density housing adjoins urban residential the zoning should be structured to create a transition area between the two.

**Intensity/Density:** Except as indicated below, the maximum allowable density in these areas is 125 units per gross acre.

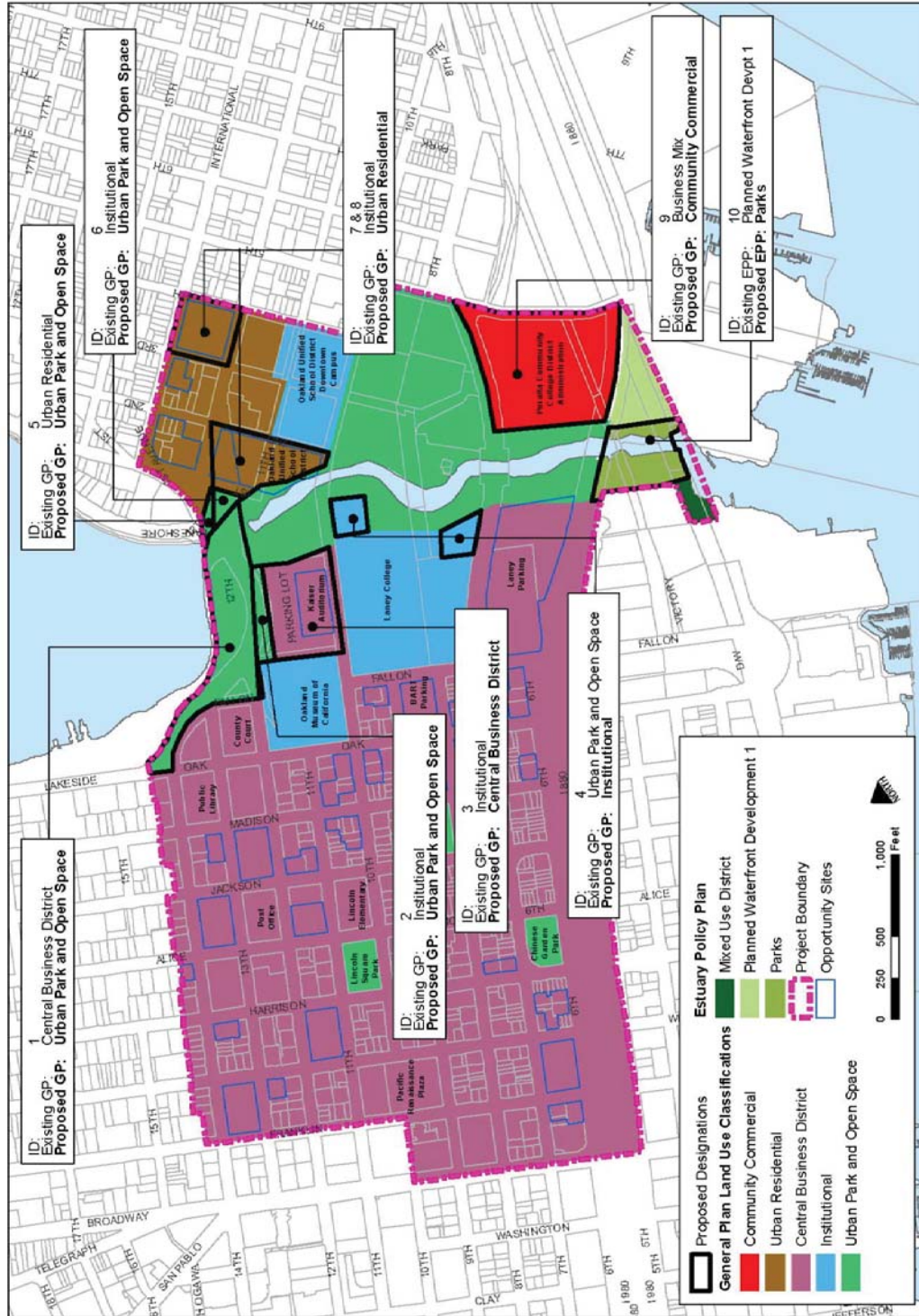
- Within the Lake Merritt Station Area Plan area, the maximum allowable density is 205 units per gross acre

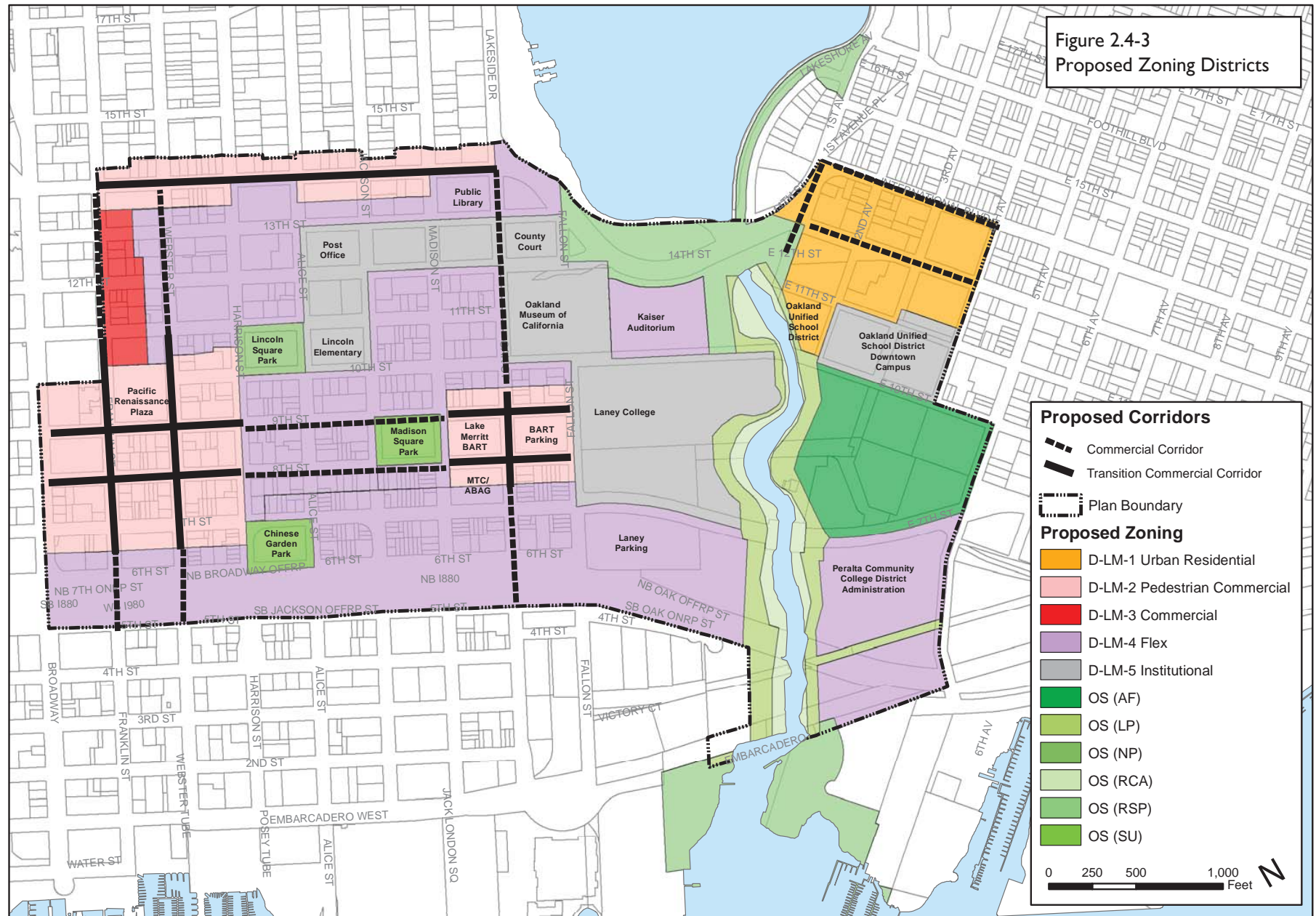
**Policy Framework Basis for the Classification:** Neighborhood Goals; Neighborhood Objectives N1, N2, N3, N5, N6, N8, N9, N10, N11, and related policies. Waterfront Objectives W8, W12, and related policies. Downtown Objectives D1, D2, D3, D6, D10, D11 and related policies.



Lake Merritt Station Area Plan – General Plan Amendments

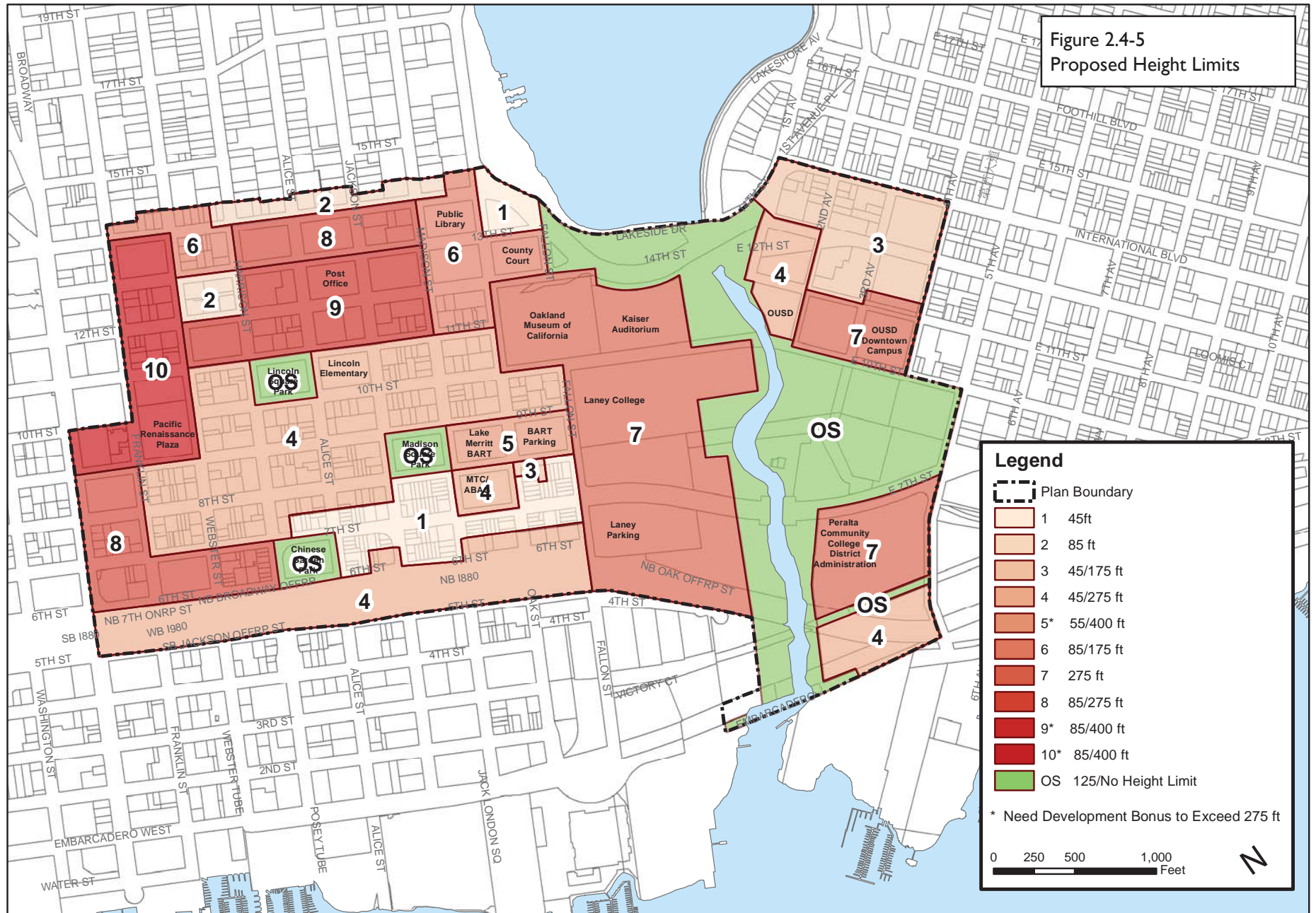
II. MAP AMENDMENTS TO THE CITY OF OAKLAND GENERAL PLAN, LAND USE & TRANSPORTATION ELEMENT (LUTE)







***Attachment C - Draft Zoning Proposals  
(as presented to May 15, 2013 Zoning Update Committee)***



*Text in [brackets] will not be part of the Code language and is included here for informational purposes only.*

## **Chapter 17.101G**

### **D-LM LAKE MERRITT STATION AREA PLAN DISTRICT ZONES REGULATIONS**

#### **Sections:**

**17.101G.010 - Title, purpose, and applicability.**

**17.101G.020 - Required design review process.**

**17.101G.030 - Pre-Application review for projects on Opportunity Sites.**

**17.101G.040 - Permitted and conditionally permitted activities.**

**17.101G.050 - Permitted and conditionally permitted facilities.**

**17.101G.060 - Property development standards.**

**17.101G.070 - Usable open space standards.**

**17.101G.080 - Other zoning provisions.**

#### **17.101G.010 - Title, purpose, and applicability.**

A. Intent. The provisions of this Chapter shall be known as the D-LM Lake Merritt Station Area Plan District Zones regulations. The intent of the D-LM regulations is to implement the Lake Merritt Station Area Plan. Consistent with the Lake Merritt Station Area Plan, development in this district shall be of a high quality design and include active ground floor uses where appropriate and feasible. The objectives of the Lake Merritt Station Area Plan are to:

1. Create a more active, vibrant, and safe Lake Merritt Station Area Plan District to serve and attract residents, businesses, students, and visitors;
2. Increase activity and vibrancy in the area by encouraging vital retail nodes that provide services, restaurants, and shopping opportunities;
4. Improve connections between the Lake Merritt Station Area Plan District and major destinations outside the area;
5. Improve safety and pedestrian-orientation;
6. Accommodate the future population, including families;
6. Increase the number of jobs and develop the local economy;
7. Identify additional recreation and open space opportunities and improve existing resources;
8. Encourage and enhance a pedestrian-oriented streetscape.

B. Description of zones. This Chapter establishes land use regulations for the following five base zones:

1. **D-LM-1 Lake Merritt Station Area Plan District Urban Residential Zone.** The intent of the D-LM-1 zone is to create, maintain, and enhance areas of the Lake Merritt Station Area Plan District appropriate for high-density residential development with small-scaled compatible ground-level commercial uses.
2. **D-LM-2 Lake Merritt Station Area Plan District Pedestrian Zone.** The intent of the D-LM-2 zone is to create, maintain, and enhance areas of the Lake Merritt Station Area Plan District

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for ground-level, pedestrian-oriented, active storefront uses. Upper story spaces are intended to be available for a wide range of office and residential activities.

3. **D-LM-3 Lake Merritt Station Area Plan District General Commercial Zone.** The intent of the D-LM-3 zone is to create, maintain, and enhance areas of the Lake Merritt Station Area Plan District appropriate for a wide range of ground-floor commercial activities. Upper-story spaces are intended to be available for a wide range of residential and office or other commercial activities.
4. **D-LM-4 Lake Merritt Station Area Plan District Flex Zone.** The intent of the D-LM-4 zone is to designate areas of the Lake Merritt Station Area Plan District appropriate for a wide range of upper story and ground level residential, commercial, and compatible light industrial activities.
5. **D-LM-5 Lake Merritt Station Area Plan District Institutional Zone.** The intent of the D-LM-I zone is to create, preserve, and enhance areas devoted primarily to major public and quasi-public facilities and auxiliary uses.

#### **17.101G.020 – Required Station Area Plan conformance.**

All development shall be in substantial conformance with the approved Lake Merritt Station Area Plan, and the Plan’s adopted Standard Conditions of Approval and Mitigation Measures.

#### **17.101G.030 - Required design review process.**

- A. Except for projects that are exempt from design review as set forth in Section 17.136.025, no Building Facility, Designated Historic Property, Potentially Designated Historic Property, Telecommunications Facility, Sign, or other associated structure shall be constructed, established, or altered in exterior appearance, unless plans for the proposal have been approved pursuant to the design review procedure in Chapter 17.136, and when applicable, the Telecommunications regulations in Chapter 17.128, or the Sign regulations in Chapter 17.104.
- B. In addition to the design review criteria listed in Chapter 17.136, conformance with the Design Guidelines Manual for the Lake Merritt Station Area Plan is required for any proposal in the D-LM zones subject to the design review procedure in Chapter 17.136.
- C. Where there is a conflict between the design review criteria contained in Chapter 17.136 and the design review guidelines contained in the Design Guidelines Manual for the Lake Merritt Station Area Plan, the design objectives in the Design Guidelines Manual for the Lake Merritt Station Area Plan shall prevail.

#### **17.101G.040 – Pre-Application review for projects on Opportunity Sites.**

Prior to development that involves more than five thousand (5,000) square feet of new floor area or any new construction on an Opportunity Site – as identified in the Lake Merritt Station Area Plan – the applicant shall submit for a pre-application review of the proposal. During the pre-application review, City staff will provide information about applicable Lake Merritt Station Area Plan objectives and design guidelines.



**Attachment C - Draft Zoning Proposals**  
**(as presented to May 15, 2013 Zoning Update Committee)**

**Attachment H – Proposed Draft Lake Merritt Zoning Code**

*Text in [brackets] will not be part of the Code language and is included here for informational purposes only.*

**17.101G.050 - Permitted and conditionally permitted activities.**

**17.101G.060 - Permitted and conditionally permitted facilities.**

[See **Attachment G** for proposed permitted and conditionally permitted activities, facilities.]

**17.101G.070 - Property development standards.**

**A. Applicability.**

1. Property Development Standards Shall be Required for New Facilities and Additions to Existing Facilities. Facilities, or portions thereof, which are constructed, established, wholly reconstructed, or moved onto a new lot after the effective date of the D-LM zoning requirements, shall comply with the property development standards in Section 17.101F.060C.
2. Property Development Standards Shall be Required for Major Remodels. [Thresholds to be determined.]

- B. Ground Floor Storefront Design Standards.** The items below prescribe the development standards for new construction of ground floor storefronts as part of a mixed use development project. Also see Lake Merritt Station Area Plan Design Guidelines for further guidance.

<b>Minimum width of storefronts</b>	15 ft
<b>Minimum depth of storefront bay</b>	50 ft

- C. Zone-Specific Designs Standards.** Table 17.101F.03 below prescribes development standards specific to individual zones. The number designations in the right-hand column refer to the additional regulations listed at the end of the Table.

**Table 17.101F.03: Property Development Standards**

Development Standards	Base Zones					Additional Regulations
	D-LM-1 [Urb Res]	D-LM-2 [Ped]	D-LM-3 [Comm]	D-LM-4 [Mix]	D-LM-5 [Instit]	
Minimum Lot Dimensions						
Width	25 ft.	25 ft.	50 ft.	50 ft.	50 ft.	1
Frontage	25 ft.	25 ft.	50 ft.	50 ft.	50 ft.	1
Lot area	4,000 sf.	4,000 sf.	7,500 sf.	7,500 sf.	7,500 sf.	1
Minimum/Maximum Setbacks						
Minimum front setback for ground floor residential facilities	5 ft.	0 ft.	0 ft.	0 ft.	0 ft.	2
Maximum front and street side for the first story	None	5 ft.	5 ft.	10ft	10ft	2
Maximum front and street side for the second and third stories or 35 ft, whatever is lower	None	5 ft.	5 ft.	None	None	3
Minimum interior side	0 ft.	0 ft.	0 ft.	0 ft.	0 ft.	4
Minimum corner side	0 ft.	0 ft.	0 ft.	0 ft.	0 ft.	
Rear	10 ft.	0 ft.	0 ft.	0 ft.	0 ft.	5

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Minimum setback from Lake Merritt Estuary Channel	100 ft.	100 ft.	100 ft.	100 ft.	100 ft.	6
<b>Design Regulations</b>						
Ground floor commercial facade transparency	65%	65%	55%	55%	55%	7
Minimum height of a ground floor that contains non-residential facilities	15 ft.	15 ft.	15 ft.	15 ft.	15 ft.	8
Minimum separation between the grade and ground floor living space	2.5 ft.	Not applicable	2.5 ft.	2.5 ft.	2.5 ft.	9

**Additional Regulations:**

1. See Section 17.106.010 and 17.106.020 for exceptions to lot area, width and street frontage regulations.
2. Paved surfaces within required street-fronting yards, and any unimproved rights-of-way of adjacent streets, on lots with only residential facilities shall be limited to fifty percent (50%) on interior lots and thirty percent (30%) on corner lots.
3. The following notes apply to the maximum yard requirements:
  - a. The requirements only apply to the construction of new principal buildings and to no more than two property lines. One of these property lines shall abut the principal street.
  - b. The requirements do not apply to lots containing Recreational Assembly, Community Education, Utility and Vehicular, or Extensive Impact Civic Activities or Automobile and Other Light Vehicle Gas Station and Servicing Commercial Activities as principal activities.
  - c. In the D-LM-2, D-LM-3, and D-LM-4 zones, these maximum yards apply to seventy-five percent (75%) of the street frontage on the principal street and fifty percent (50%) on other streets, if any. All percentages, however, may be reduced and the maximum yard requirements above the ground floor may be waived upon the granting of regular design review approval (see Chapter 17.136 for the design review procedure). In addition to the criteria contained in 17.136.035, the proposal must also meet each of the following criteria:
    - i. Any additional yard area abutting the principal street is designed to accommodate publicly accessible plazas, courtyards, or sidewalk cafes and restaurants;
    - ii. The proposal will not impair a generally continuous wall of building facades;
    - iii. The proposal will not weaken the concentration and continuity of retail facilities at ground-level, and will not impair the retention or creation of an important shopping frontage;
    - iv. The proposal will not interfere with the movement of people along an important pedestrian street;
    - v. The proposal will not weaken the street definition provided by buildings with reduced setbacks; and

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- vi. The proposal will not interrupt a continuity of 2<sup>nd</sup> and 3<sup>rd</sup> story facades on the street that have minimal front yard setbacks.
- 4. See Section 17.108.080 for the required interior side and rear yard setbacks on a lot containing two or more living units and opposite a legally-required living room window. See Section 17.108.130 for allowed projections into required yards.
- 5. In the D-LM-1 zone, portions of a building over fifty-five (55) feet shall setback at least one (1) foot from the required rear yard for every five (5) feet that portion is above fifty-five (55) feet. This regulation shall not apply when the rear yard faces a street. This setback of the portions of a building over fifty-five (55) feet, however, need not exceed thirty (30) feet. The following other minimum rear yard setback regulations apply in all D-LM zones:
  - a. A minimum ten (10) foot rear yard setback is required whenever a rear lot line abuts any portion of a lot in a residential zone;
  - b. See Section 17.108.110 for reduced required rear yards setbacks next to an alley; and
  - c. See Section 17.108.130 for allowed projections into required yards.
- 6. As measured from the mean high tide.
- 7. This percentage of transparency is only required for principal buildings that include ground floor nonresidential facilities and only apply to the facade facing the principal street. On all other street facing facades, the requirement is one-half the standard for the facade facing the principal street. The area of required transparency is between two (2) feet and eight (8) feet in height of the ground floor and must be comprised of clear, non-reflective windows that allow views out of indoor commercial space or lobbies. Glass block does not qualify as a transparent window. Exceptions to this regulation may be allowed by the Planning Director for unique facilities such as convention centers, gymnasiums, parks, gas stations, theaters and other similar facilities.
- 8. This height is required for all new principal buildings and is measured from the sidewalk grade to the second story floor.
- 9. This regulation only applies to ground floor living space located within fifteen (15) feet of a street frontage.
- D. Height, Bulk, and Intensity.** Table 17.101F.04 below prescribes the height, bulk, and intensity standards associated with the D-LM Zone Height Areas described in the Zoning Maps. The numbers in the right-hand column refer to the additional regulations listed at the end of the table.

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**Table 17.101F.04 Height, Density, Bulk, and Tower Regulations**

[Note that in the *Draft Plan*, the numbering is different starting with Height Area 5. For clarity, the numbering has been changed as follow: Height Area 5 (previously 4A), Height Area 6 (previously 5), Height Area 7 (previously 6), Height Area 8 (previously 7), Height Area 9 (previously 8), and Height Area 10 (previously 9).]

Regulation	Height/Bulk/Intensity Area										Notes
	1	2	3	4	5	6	7	8	9	10	
<b>Maximum Density (Square Feet of Lot Area Required Per Unit)</b>											
Dwelling unit	350	225	150	100	100	150	100	90	90	90	1, 2
Rooming unit	175	110	75	50	50	50	50	45	45	45	1, 2
<b>Maximum Floor Area Ratio (FAR)</b>	3.5	5.0	7.0	10.0	10.0	9.0	10.0	12.0	14.0	16.0	2
<b>Maximum Height</b>											
Building base	45 ft	85 ft	45 ft	45 ft	55 ft	85 ft	Not applicable	85 ft	85 ft	125 ft	3, 4
Total	No tower permitted	No tower permitted	175 ft	275 ft	400 ft	175 ft	275 ft	275 ft	400 ft	No height limit	3, 5
<b>Minimum Height</b>											
New principal buildings	None	None	None	45 ft	45 ft	45 ft	None	45 ft	45 ft	45 ft	6
<b>Maximum Lot Coverage</b>											
Building base (for each story)	Not applicable	Not applicable	100% of site area	100% of site area	100% of site area	100% of site area	100% of site area	100% of site area	100% of site area	100% of site area	
Average per story lot coverage above the base	Not applicable	Not applicable	50% of site area or 10,000 sf, whichever is greater	65% of site area or 10,000 sf, whichever is greater	65% of site area or 10,000 sf, whichever is greater	65% of site area or 10,000 sf, whichever is greater	No maximum	65% of site area or 10,000 sf, whichever is greater	75% of site area or 10,000 sf, whichever is greater	85% of site area or 10,000 sf, whichever is greater	7
<b>Tower Regulations</b>											
Maximum tower elevation length	Not applicable	Not applicable	115 ft	150 ft	150 ft	150 ft	No maximum	150 ft	150 ft	No maximum	8, 9
Maximum diagonal length	Not applicable	Not applicable	145 ft	180 ft	180 ft	180 ft	No maximum	180 ft	180 ft	No maximum	9
Minimum distance between towers on the same building base and lot	Not applicable	Not applicable	40 ft	40 ft	40 ft	40 ft	No minimum	40 ft	40 ft	No minimum	

**Notes:**

1. See Chapter 17.107 for affordable and senior housing density incentives.
2. For mixed use projects in the Lake Merritt Station Area Plan District (D-LM) zones, the allowable intensity of development shall be measured according to the maximum Floor Area Ratio (FAR) allowed

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by the zone without a separate residential density calculation, provided the maximum number of units is not exceeded.

3. See Section 17.108.030 for allowed projections above height limits and Section 17.108.020 for increased height limits for civic buildings.

4. In Height Areas 3, 4 and 5, no tower regulations shall be required for buildings exceeding the maximum base height but not exceeding eighty five (85) feet in height. Buildings not exceeding 85 feet in height in these height areas shall instead be required to setback at least 50% of the portion of the building above the maximum base height a minimum ten (10) feet from the base.

5. In Height Areas 5, 9 and 10, no development will be allowed over two hundred seventy five (275) feet without the provision of community benefits as part of a bonus and incentive program, as specified in Oakland Planning Code Chapter [17.xx.xx].

6. This minimum height excludes the height of the allowed projections into the height limit contained in 17.108.030.

7. When a project contains more than one tower above the base, the total lot coverage of a story is calculated by adding the square footages of the equivalent story in each tower. For example, if there are two towers above the base and the 9th story of one tower is ten thousand (10,000) square feet and the 9th story of the other tower is twelve thousand (12,000) square feet, then the total floor area of the 9th story is twenty-two thousand (22,000) square feet. The average lot coverage of the stories above the base cannot exceed the specified percentage of lot area or 10,000 square feet, whichever is greater, with the following qualification:

a. To allow a variety of articulation in a building, the lot coverage of an individual tower story can be as much as fifteen percent (15%) greater than the maximum lot coverage average per story above the base.

8. The following regulation applies to lots that both: 1) are designated as Special Area H on the LMD zone height map; and 2) have either a west or east side property line that is more than ninety (90) feet in length: the cumulative building length of the east or west elevation of all towers on such a lot shall be no more than two-thirds (2/3) the length of any east or west side property line.

9. The maximum tower elevation length, diagonal length, and average per story lot coverage above the base may be increased by up to thirty percent (30%) upon the granting of a conditional use permit pursuant to the conditional use permit procedure in Chapter 17.134, and upon the additional finding that the proposal will result in a signature building within the neighborhood, City, or region based on qualities including, but not necessarily limited to, exterior visual quality, craftsmanship, detailing, and high quality and durable materials.

#### **17.101G.080 - Usable open space standards.**

**A. General.** This section contains the usable open space standards and requirements for residential development in the LMD zones. These requirements shall supersede those in Chapter 17.126

**B. Definitions of LMD usable open space types.** The following includes a list of available usable open space types eligible to fulfill the usable space requirements of this Chapter and the definitions of these types of open space:

**Attachment C - Draft Zoning Proposals**  
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1. "Private Usable Open Space". Private usable open space is accessible from a single unit and may be provided in a combination of recessed and projecting exterior spaces.
2. "Public Ground-Floor Plaza". Public ground-floor plazas (plazas) are group usable open space (see Section 17.126.030) located at street-level and adjacent to the building frontage. Plazas are publicly accessible during daylight hours and are maintained by the property owner. Plazas shall be landscaped and include pedestrian and other amenities, such as benches, fountains and special paving.
3. "Rooftop Open Space". Rooftop open space, a type of group usable open space, includes gardens, decks, swimming pools, spas and landscaping located on the rooftop and accessible to all tenants.
4. "Courtyard". A courtyard is a type of group usable open space that can be located anywhere within the subject property.
5. Off-site Open Space. Privately owned and maintained group usable or public open space at ground-floor or podium level within one thousand (1,000) feet of a residential development, intended to fulfill the usable open space requirement of said residential development, only.
6. Community Room. Community room can be located anywhere on the subject property and shall be available for use by all members of said residential development, only.

**C. Standards.** All required usable open space shall be permanently maintained and shall conform to the following standards:

1. Area.
  - i. Usable open space shall be provided at the rates shown in the following table:

Activity		Requirement
Residential (facility with two or more living units)	Senior Housing Unit	35 sqft per unit
	Affordable Housing Unit	60 sqft per unit
	Rooming Unit	38 sqft per unit
	Residential Unit within a Building on the Local Register of Historic Resources	75 sqft per unit, which can be reduced as described in Section xx (below)
	Other Residential Unit	75 sqft per unit
Civic (facility with	Community Education	sqft per unit
	Other Civic	None

- ii. Allowed reductions for units within buildings on the Local Register of Historic Resources. If a building on the Local Register of Historic Resources cannot accommodate the usable open space requirements outlined in Table 17.xx.C. 1.a., requirements can be reduced to at least 25 square feet per unit of usable open space, although all existing group usable open space must be retained.
2. Size and Shape. An area of contiguous space shall be of such size and shape that a rectangle inscribed within it shall have no dimension less than the dimensions shown in the following table:

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**Table 17.58.05: Required Dimensions of Usable Open Space**

Type of Usable Open Space	Minimum Dimension	Notes
Private	10 ft for space on the ground floor, no dimensional requirement elsewhere.	
Public Ground-Floor Plaza	10 ft	
Rooftop /Community Room/ Off-Site	15 ft	1
Courtyard	15 ft	

**Note:**

1. Areas occupied by vents or other structures which do not enhance usability of the space shall not be counted toward the above dimension.

3. Openness. There shall be no obstructions above the space except for devices to enhance its usability, such as pergola or awning structures. There shall be no obstructions over ground-level private usable open space except that not more than fifty percent (50%) of the space may be covered by a private balcony projecting from a higher story. Above-ground-level private usable open space shall have at least one exterior side open and unobstructed, except for incidental railings or balustrades, for eight (8) feet above its floor level.

4. Location. Required usable open space may be located anywhere on the lot except that not more than fifty percent (50%) of the required area may be located on the uppermost roof of any building over eight (8) stories, other than buildings on the Local Register of Historic Resources. There is no limitation on rooftop open space on rooftop podiums that are not the uppermost roof of a building under eight (8) stories or on the Local Register of Historic Resources.

5. Usability. A surface shall be provided which prevents dust and allows convenient use for outdoor activities. Such surface shall be any practicable combination of lawn, garden, flagstone, wood planking, concrete, asphalt or other serviceable, dustfree surfacing. Slope shall not exceed ten percent (10%). Off-street parking and loading areas, driveways, and service areas shall not be counted as usable open space. Adequate safety railings or other protective devices shall be erected whenever necessary for space on a roof, but shall not be more than four (4) feet high.

6. Accessibility. Usable open space, other than private usable open space, shall be accessible to all the living units on the lot. It shall be served by any stairway or other accessway qualifying under the Oakland Building Code as an egress facility from a habitable room. Above-ground-level space may be counted even though it projects beyond a street line. All private usable open space shall be adjacent to, and not more than four feet above or below the floor level of, the living unit served. Private usable open space shall be accessible to only one living unit by a doorway to a habitable room or hallway.

**D. Landscaping requirements.** At least fifty percent (50%) of rooftop or courtyard usable open space area shall include landscaping enhancements. At least thirty percent (30%) of public ground floor plaza shall include landscaping enhancements. Landscaping enhancements shall consist of permanent features, such as trees, shrubbery, decorative planting containers, fountains, boulders or artwork (sculptures, etc.) The remainder of the space shall include user amenities such as seating, decorative paving, sidewalk cafes, or playground structures.

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**E. Open space credit.** The total amount of required open space may be reduced in exchange for public amenities as described in [Development Incentive Chapter].

**17.101G.090 - Other zoning provisions.**

- A. **Parking and Loading.** Off-street parking and loading shall be provided as prescribed in the off-street parking and loading requirements in Chapter 17.116. [See **Attachment I – Proposed Parking Regulations**]
- B. **Bicycle Parking.** Bicycle parking shall be provided as prescribed in the bicycle parking regulations in Chapter 17.117. [No Change]
- C. **Home Occupations.** Home occupations shall be subject to the applicable provisions of the home occupation regulations in Chapter 17.112. [No Change]
- D. **Nonconforming Uses.** Nonconforming uses and changes therein shall be subject to the nonconforming use regulations in Chapter 17.114. [No Change]
- E. **General Provisions.** The general exceptions and other regulations set forth in Chapter 17.102 shall apply in the D-LM zones. [No Change]
- F. **Recycling Space Allocation Requirements.** The regulations set forth in Chapter 17.118 shall apply in the D-LM zones. [No Change]



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**Attachment I - Proposed Permitted Activities and Facilities**

**Commercial Corridors (see proposed zoning map):**

14th St; portions of 8th St, 9th St, Franklin St, Webster St, Oak St

**Transition Commercial Corridors (see proposed zoning map):**

1st Ave, East 12th St, International Bl; portion of 8th St, 9th St, Webster St, Franklin St, Oak St

✓ Permitted by right

CUP Conditional Use Permit

✗ Prohibited

		URBAN RES		PED COMMERCIAL		GEN COMMERCIAL		MIX COMMERCIAL		INSTITUTIONAL	
ACTIVITIES		1	Limitations	2	Limitations	3	Limitations	4	Limitations	5	Limitations
<b>Residential Activities</b>											
Permanent	<i>Single or multi-family housing</i>	✓	*SFDU not allowed.	✓	*Not allowed in front 50ft of ground floor	✓	None	✓	None	✓	*SFDU not allowed.
Residential Care	<i>Licensed care for 7 or more individuals</i>	✓	*Standard distance separation	✓	*Not allowed in front 50ft of ground floor *Standard distance separation	✓	*Standard distance separation	✓	*Standard distance separation	✓	*Standard distance separation
Service-Enriched Permanent Housing	<i>Supportive Housing</i>	CUP	*Standard distance separation	CUP	*Not allowed in front 50ft of ground floor *Standard distance separation	CUP	*Standard distance separation	CUP	*Standard distance separation	CUP	*Standard distance separation
Transitional Housing	<i>Housing limited by duration and population, licensed by State</i>	CUP	*Standard distance separation	CUP	*Not allowed in front 50ft of ground floor *Standard distance separation	CUP	*Standard distance separation	CUP	*Standard distance separation	CUP	*Standard distance separation
Emergency Shelter	<i>Shelters for homeless</i>	CUP	*Standard distance separation	CUP	*Not allowed in front 50ft of ground floor *Standard distance separation	CUP	*Standard distance separation	CUP	*Standard distance separation	CUP	*Standard distance separation
Semi-Transient	<i>Medium to long-term lodging (ex. SRO Hotels)</i>	CUP	*Standard distance separation	CUP	*Not allowed in front 50ft of ground floor *Standard distance separation	CUP	*Standard distance separation	CUP	*Standard distance separation	CUP	*Standard distance separation
Bed and Breakfast	<i>Short-term lodging in owner-occupied housing</i>	CUP		✓		✓		✓		CUP	
<b>Civic Activities</b>											
Essential Service	<i>Infrastructure, such as utilities or police and fire stations, also community gardens</i>	✓		✓		✓		✓		✓	
Limited Child-Care Activities	<i>Child care for less than 14 children, licensed by the State.</i>	✓		✓		✓		✓		✓	
Community Assembly	<i>Churches, recreation centers and public gyms</i>	CUP		✓	*CUP, if on ground floor	CUP		CUP		CUP	

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		<b>URBAN RES</b>		<b>PED COMMERCIAL</b>		<b>GEN COMMERCIAL</b>		<b>MIX COMMERCIAL</b>		<b>INSTITUTIONAL</b>	
<b>ACTIVITIES</b>		1	Limitations	2	Limitations	3	Limitations	4	Limitations	5	Limitations
Recreational Assembly	<i>Public playgrounds, picnic areas, swimming pools</i>	✓		✓		✓		✓		✓	
Community Education	<i>Schools; day care for more than 15 children</i>	✓	* CUP, if over 5,000sf	✓	*CUP, if more than 25 feet of frontage on ground floor	✓		✓		✓	
Nonassembly Cultural	<i>Libraries, museums</i>	✓	* CUP, if over 5,000sf	✓	*CUP, if more than 25 feet of frontage on ground floor	✓		✓		✓	
Administrative	<i>Government offices</i>	✓	* CUP, if over 5,000sf * Only on ground floor or existing non-residential facility	✓	*CUP, if more than 25 feet of frontage on ground floor	✓		✓		✓	
Health Care	<i>Hospitals, clinics and "adult day care centers"</i>	✓	* CUP, if over 5,000sf * Only on ground floor or existing non-residential facility	✓	*CUP, if more than 25 feet of frontage on ground floor	✓		✓		✓	
Special Health Care	<i>Drug treatment and needle exchange</i>	✗		CUP	*Not allowed if adjacent to facilities with ground floor residential	CUP		CUP		CUP	
Utility and Vehicular	<i>Substations; publicly operated parking lots</i>	CUP		CUP		CUP		CUP		CUP	
Extensive Impact	<i>Airports, and transmission lines</i>	CUP		CUP		CUP		CUP		CUP	
<b>Commercial Activities</b>											
General Food Sales	<i>Retail sales of food or beverages for off-site preparation and consumption, such as supermarkets, bakeries, produce markets</i>	✓	* CUP, if over 5,000sf *Only on ground floor or existing non-residential facility	✓		✓		✓		✓	

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ACTIVITIES		1	Limitations	2	Limitations	3	Limitations	4	Limitations	5	Limitations
Full Service Restaurants	<i>Restaurants with table service, payment after eating, only minor portion of the food is sold for consumption off-premises</i>	✓	* CUP, if over 5,000sf *Only on ground floor or existing non-residential facility	✓		✓		✓		✓	
Limited Service Restaurant and Café	<i>Cafes; patrons generally order and pay before eating; seating provided onsite</i>	✓	* CUP, if over 5,000sf *Only on ground floor or existing non-residential facility	✓		✓		✓		✓	
Fast-Food Restaurant	<i>Fast food, sale of ready-to-eat prepared food primarily served in disposable containers, limited menu (Example: MacDonalds)</i>	CUP	*Only on ground floor of lots fronting on commercial corridors or existing non-residential facility	CUP		CUP		CUP		CUP	
Convenience Market	<i>Sale of food and small convenience items, late hours of operation (e.g. 7-11)</i>	CUP	*Only on ground floor of lots fronting on commercial corridors or existing non-residential facility	CUP		CUP		CUP		CUP	
Alcoholic Beverage Sales	<i>Liquor stores or bars</i>	CUP	*Only on ground floor of lots fronting on commercial corridors or existing non-residential facility	CUP		CUP		CUP		CUP	
Mechanical or Electronic Games	<i>Video arcades</i>	CUP	*Only on ground floor of lots fronting on commercial corridors or existing non-residential facility	CUP		CUP		CUP		CUP	

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ACTIVITIES		1	Limitations	2	Limitations	3	Limitations	4	Limitations	5	Limitations
Medical Service	<i>Private doctor's offices and medical testing</i>	✓	* CUP, if over 5,000sf *Only on ground floor or existing non-residential facility	✓		✓		✓		✓	
General Retail Sales	<i>Gift shop, hardware stores, office supply, other retail</i>	✓	* CUP, if over 5,000sf *Only on ground floor or existing non-residential facility	✓		✓		✓		✓	
Large-Scale Combined Retail and Grocery Sales	<i>"Big Box" stores over 100,000 square feet</i>	✗		✗		✗		✗		✗	
Consumer Service	<i>Hair/nail salons, tattoo parlors, tailors, dry cleaners and laundromats</i>	✓	* CUP, if over 5,000sf *Only on ground floor or existing non-residential facility	✓		✓		✓		✓	
Consultative and Financial Service	<i>Banks, real estate agents, tax preparers</i>	✓	* CUP, if over 5,000sf *Only on ground floor or existing non-residential facility	✓		✓		✓		✓	
Check Cashier and Check Cashing	<i>Check cashing businesses</i>	✗		CUP		CUP		CUP		CUP	
Consumer Cleaning and Repair Service	<i>Cleaning or repair of household appliances, furniture</i>	✓	* CUP, if over 5,000sf *Only on ground floor or existing non-residential facility	✓		✓		✓		✓	

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ACTIVITIES		1	Limitations	2	Limitations	3	Limitations	4	Limitations	5	Limitations
(Consumer) Dry Cleaning Plant	<i>Place where dry cleaners take clothes to be cleaned</i>			x		x		x		x	
Group Assembly	<i>Instructional, amusement, or similar services provided to assemblages of people, more than 2000 sf, theaters with more than 3000 sf</i>	CUP	*Only on ground floor or existing non-residential facility	✓		✓		✓		✓	
Personal Instruction and Improvement Services	<i>Yoga studios/gyms less than 2000sf, theaters less than 3000 sf;</i>	✓	* CUP, if over 5,000sf *Only on ground floor or existing non-residential facility	✓		✓		✓		✓	
Administrative	<i>Offices for law firms, non-profits, accounting, advertising, etc.,</i>	✓	* CUP, if over 5,000sf *Only on ground floor or existing non-residential facility	✓		✓		✓		✓	
Business, Communication, and Media Services	<i>Photocopying, printing, video editing</i>	✓	* CUP, if over 5,000sf *Only on ground floor or existing non-residential facility	✓		✓		✓		✓	
Broadcasting and Recording Services Commercial Activities	<i>Video and radio recording studios</i>	✓	* CUP, if over 5,000sf *Only on ground floor or existing non-residential facility	✓		✓		✓		✓	

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ACTIVITIES		1	Limitations	2	Limitations	3	Limitations	4	Limitations	5	Limitations
Research Service	Laboratories and R&D	✓	* CUP, if over 5,000sf *Only on ground floor or existing non-residential facility	✓		✓		✓		✓	
General Wholesale Sales	Storage and sale of bulk goods	✗		✗		✗		✗		✗	
Transient Habitation	Hotels and motels	✗		CUP		✓		CUP		CUP	
Building Material Sales	Bulk sale of plumbing, landscaping, mechanical equipment and supplies (Ex - Emperor)	✗		✗		✗		✗		✗	
Automobile and Other Light Vehicle Sales and Rental	Auto and light trucks sales and rental	✗		✗		✗		✗		✗	
Automobile and Other Light Vehicle Gas Station and Servicing	Gas stations, tire and battery services	✗		✗		✗		✗		✗	
Automobile and Other Light Vehicle Repair and Cleaning	Minor repair or painting of autos or light trucks(does not include vehicle dismantling or salvage)	✗		✗		✗		✗		✗	
Taxi and Light Fleet-Based Services	Passenger transportation and paratransit yards	✗		✗		CUP	*Must be indoors	CUP	*Must be indoors	✗	
Automotive Fee Parking	For-profit parking lots	✗		CUP	*Only underground or in structure	CUP	*Only underground or in structure	CUP	*Only underground or in structure	CUP	
Animal Boarding	Boarding and breeding of pets	✗		✗		✗		✗		✗	
Animal Care	Veterinarians	✗		✓		✓		✓		CUP	
Undertaking Service	Funeral home	✗		✗		CUP		CUP		✗	
Custom Manufacturing	Beverage and food production (less than 10,000 sf); art objects and jewelry	✗		✗		✓	*CUP, if ground floor	✓	*CUP, if ground floor	✗	
Light Manufacturing	Manufacture of furniture, pharmaceuticals or food production (over 10,000 sf)	✗		✗		✗		✗		✗	
General Manufacturing; Heavy/High Impact	Tire retreading, glass and metal manufacturing; Bio-tech involving haz mat; cement and asphalt production; explosives	✗		✗		✗		✗		✗	
Research and Development	Prototypes, plans and designs for R&D	✗		✗		✓	*CUP, if ground floor *Must be indoors	✓	*CUP, if ground floor *Must be indoors	✗	

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ACTIVITIES		1	Limitations	2	Limitations	3	Limitations	4	Limitations	5	Limitations
Construction Operations	<i>Storage and cutting of stone; roofing and plumbing supply storage</i>	x		x		x		x		x	
Warehousing, Storage, and Distribution		x		x		x		x		x	
A. General Warehousing, Storage and Distribution	<i>Warehouses which are enclosed</i>	x		x		x		x		x	
B. General Outdoor Storage, C. Self- or Mini Storage, D. Container Storage, E. Salvage/ Junk Yards	<i>Goods stored outside, i.e. pallets and fork lifts, Self storage for the public, Shipping containers on open lots, Storage and dismantling of vehicles and equipment</i>	x		x		x		x		x	
Regional Freight Transportation, Trucking and Truck-Related; Satellite Recycling Collection Centers; Primary Recycling Collection Centers; Hazardous Materials Production, Storage, and Waste Management	<i>Seaports and rail yard, Freight terminals, truck yards, truck repair and sales; Kiosks for the public to donate or sell cans and bottles; Larger recycling facilities, sorting and condensing material, Hazardous materials treatment and storage</i>	x		x		x		x		x	
<b>Agriculture and Extractive Activities</b>											
Crop and animal raising	<i>Keeping, grazing animals; raising food and fiber crops</i>	CUP		x		x		x		CUP	
Plant nursery	<i>Propagation of plants for landscaping</i>	CUP		x		x		x		CUP	
Mining and Quarrying	<i>Sand and gravel pits</i>	x		x		x		x		x	

**Proposed Permitted Facilities**

**Attachment C - Draft Zoning Proposals**  
**(as presented to May 15, 2013 Zoning Update Committee)**

ACTIVITIES	URBAN RES		PED COMMERCIAL		GEN COMMERCIAL		MIX COMMERCIAL		INSTITUTIONAL	
	1	Limitations	2	Limitations	3	Limitations	4	Limitations	5	Limitations
Nonresidential		New construction required to incorporate at least 750sf ground floor commercial space if: Frontage is on a (1) "Commercial Transition Corridor" Corridor AND is more than 25ft wide AND is (either within an opportunity site OR on a corner lot) (2) "Commercial Corridor" AND is more than 25ft wide		New construction required to incorporate at least 750sf ground floor commercial space if: Frontage is on a (1) "Commercial Transition Corridor" Corridor AND is more than 25ft wide AND is (either within an opportunity site OR on a corner lot) (2) "Commercial Corridor" AND is more than 25ft wide		New construction required to incorporate at least 750sf ground floor commercial space if: Frontage is on a (1) "Commercial Transition Corridor" Corridor AND is more than 25ft wide AND is (either within an opportunity site OR on a corner lot) (2) "Commercial Corridor" AND is more than 25ft wide		New construction required to incorporate at least 750sf ground floor commercial space if: Frontage is on a (1) "Commercial Transition Corridor" Corridor AND is more than 25ft wide AND is (either within an opportunity site OR on a corner lot) (2) "Commercial Corridor" AND is more than 25ft wide		New construction required to incorporate at least 750sf ground floor commercial space if: Frontage is on a (1) "Commercial Transition Corridor" Corridor AND is more than 25ft wide AND is (either within an opportunity site OR on a corner lot) (2) "Commercial Corridor" AND is more than 25ft wide



**Attachment C - Draft Zoning Proposals**  
**(as presented to May 15, 2013 Zoning Update Committee)**  
**Attachment J – Existing and Proposed Parking Regulations**

Parking requirements are based on *zoning district* and *land use classification* (within the general categories of Commercial, Residential, Civic, Industrial and Agricultural). Requirements are only triggered if there is a *changed or new land use activity* on a parcel, and if that use is *above a certain size threshold* (if one is specified). Parking requirements can be calculated based on square footage of use, number of employees, students, seats, units, or they may be prescribed by the Planning Director.

**Commercial**

Zone	Existing	Proposed
CBD-P, C, X	<i>None</i> (Some exceptions for auto-related uses)	<b>West of the Channel:</b> <i>None (extend CBD-P requirements to former S-2 areas)</i>  <b>East of the Channel:</b> <i>Increase trigger, lower ratios (within range of what is required for S-2 and CBD-R)</i>
CBD-R	Trigger - <i>typically 3,000sf</i> Ratio - <i>varies</i>	
RU-5	<i>Same as CBD-R</i>	
CIX-2	<i>Same as CBD-R</i>	
M-40	<i>Same as CBD-R</i>	
S-2	Trigger - <i>greater than CBD-R</i> Ratio - <i>less than CBD-R</i>	

**Residential**

Zone	Existing*	Proposed
CBD-P, C, X	<i>1/unit</i>	<b>West of the Channel:</b> <i>Historic Resource – 0/unit</i> <i>Affordable Housing – 0.5/unit</i> <i>Senior Housing – 0.25/unit</i> <i>Market-rate Housing – 0.75/unit</i>  <b>East of the Channel:</b> <i>Same, but Market-rate Housing – 1/unit</i>  <i>Further reductions possible with Development Incentive Program</i>
CBD-R	<i>1/unit</i>	
RU-5	<i>1/unit</i>	
CIX-2	<i>1/unit</i>	
M-40	<i>1/unit</i>	
S-2	<i>1/unit</i>	

\*Senior Housing – 0.25/unit with a Conditional Use Permit

**Civic**

Zone	Existing	Proposed
CBD-P, C, X	<i>Varies - None , prescribed by Planning Director</i>	<b>West of the Channel:</b> <i>Similar to CBD-P, C, X with some reductions in ratios for desired uses: Community Education, Community/Recreational Assembly</i>  <b>East of the Channel:</b> <i>Similar to S-2 zones</i>
CBD-R	<i>Varies – Higher ratios than other CBD zones</i>	
RU-5	<i>Same as CBD-R</i>	
CIX-2	<i>Same as CBD-R</i>	
M-40	<i>Same as CBD-R</i>	
S-2	<i>Same as CBD-C, CBD-P, CBD-X</i>	

**Industrial/Agricultural**

Zone	Existing	Proposed
CBD-P, C, X	<i>None</i>	<b>West of the Channel:</b> <i>None (similar to CBD-P,C,X zones)</i>  <b>East of the Channel:</b> <i>Similar to S-2 zones</i>
CBD-R	Trigger - <i>5,000sf</i> Ratio – <i>1 per 1,100 to 1,500sf (or 3 employees)</i>	
RU-5	<i>Same as CBD-R</i>	
CIX-2	<i>Same as CBD-R</i>	
M-40	<i>Same as CBD-R</i>	
S-2	Trigger - <i>10,000sf</i> Ratio - <i>Same as CBD-R</i>	

*Attachment C - Draft Zoning Proposals*  
*(as presented to May 15, 2013 Zoning Update Committee)*  
***Attachment I – Existing and Proposed Parking Regulations***

**Existing Regulations that will be maintained:**

- New stand-alone parking lots not allowed; only parking structures
- Possibility of reducing requirements by 50% for parking shared by multiple land use activities with granting of a Conditional Use Permit
- Planning Director Approval to Reduce/Waive requirements in Parking Benefit Districts
- Location of parking – on site or lot within 300ft, if same owner
- Number of parking spaces may be reduced by up to fifty percent (50%) upon the granting of a conditional use permit, based on determination that there will not be a significant parking impact on the surrounding neighborhood through a combination of a parking demand management plan, transit availability, and other factors.

**New Regulations to be added:**

- Include S-15 zone regulations:
  - Location of parking – can be site off site within 300ft with agreement
  - Shared parking by time of day with agreement
- Allow unbundling of parking spaces from residential units

### 3 Neighborhood Context

#### Introduction

The planning area has a range of neighborhoods with distinctive character which are distinguished from one another by physical and design characteristics including building scale and patterns, ground floor conditions, and architectural design. A careful evaluation of existing neighborhood context and character defining features is, thereby, necessary to ensure that the new developments are responsive and compatible to the surrounding area.

This section provides examples of some of the predominant neighborhood context within the planning area. Each of the examples illustrates how to identify the existing neighborhood context and provides guidelines for making future developments compatible with the surrounding developments.

- 8th Street and Oak Street
- 8th Street and Harrison Street
- 13th Street and Jackson Street
- 14th Street and Harrison Street
- 6th Street Corridor



Neighborhood character vary across the planning area. Existing historic developments in 7th Street/Harrison Residential District (top), small scale commercial buildings with open storefronts in Chinatown Commercial District (middle) , and monumental scale and well-articulated civic buildings along 13th Street Corridor (bottom).

### 8th Street and Oak Street

**Existing:** The area has a mix of building forms and architectural details. Despite the diversity, the area has a distinctive historic character with uniform building scale and pattern: two or three story, narrow street frontage, little setback from the sidewalks and consistent pattern of entrances.

**Proposed:** The new developments in the area should realize the full potential of the site afforded by the central location, existing transportation infrastructure and rich historic character of the area. This might be achieved through attractive and innovative building design that complements the existing neighborhood context by combining best design ideas of the past with the modern conveniences that community demands.



Aerial view of 8th Street and Oak Street Area



An example of high density development setback from the street to preserve the existing historic facade..



Example of building gradually stepping down to transition to existing low density



An example of a compatible modern building (at back) designed around an existing historic building (in front).



Example of a new developments incorporating historic elements like brackets and dormer windows.



View of Oak Street near 8th Street intersection



### 8th Street and Harrison Street

**Existing:** This block has a variety of building forms and details, however, the overall scale of buildings and storefronts are consistent. The block consists of two types of buildings: narrow and wide street front. The buildings with narrow street frontage are well-articulated and detailed, while in comparison the ones with wider frontage have simple rhythmic and repetitive elements resulting in horizontal and vertical variations.

**Proposed:** In the absence of an overriding building form and architectural expression, the new development should help unify and contribute to the existing context, while drawing from the best features of the surrounding buildings.



Example of building step back to preserving the perceived scale of the street at the pedestrian level.



Example of an articulated building facade broken into small sections creating an illusion of multiple, small buildings.



Example of building step down to transition to existing small scaled buildings.



Example of building with open storefront.



Aerial view of 8th street and Harrison Street

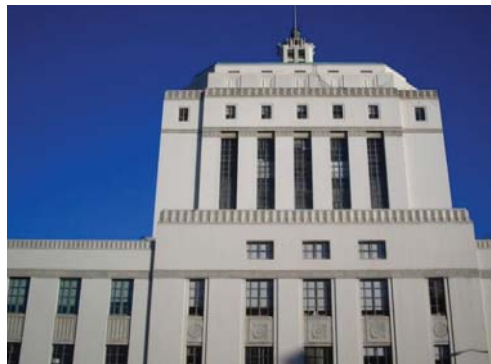


View of 8th Street near Harrison Street intersection

### 13th Street and Jackson Street

**Existing:** The buildings in the area have a formal architectural character that is reflective of their civic importance and identifies them as focal points of the community. Some of the features common to the major buildings in the area include large building footprint stretching over entire city block, monumental building entrances, consistent placement of windows and rhythmic and repetitive facade details.

**Proposed:** The future developments in the area should be designed in a way that is reflective of the area's prominence and civic importance for the community. These should further be designed in a way that draws from and complements the common architectural expressions of the block including rhythmic and repetitive building



Prominent buildings in the area Post Office (top left), Public Library (top right), County Office (bottom right), and Alameda Courthouse (bottom left).



Aerial view of 13th Street and Jackson Street Area



View of 13th Street and Madison Street Area



### 6th Street Corridor

**Existing:** Between Madison Street and Alice Street intersection, the freeway facing corridor is lined by a number of late 19th century/early 20th century residential buildings that contributes to the prominent historic character of the area. The majority of existing buildings along the corridor are small scale detached residential developments with narrow street frontages and historic architectural elements like ornamented gable roofs, polygonal bay windows and well-articulated building facades.

The remainder parts of the corridor are intermittent by stand alone commercial structures and surface parking lots that provides sites of opportunity.

**Proposed:** The new developments adjacent to the freeway should be carefully designed taking into consideration health and general welfare of future occupants. In addition, the development should draw from and compliment the prominent architectural expressions of the surrounding buildings.



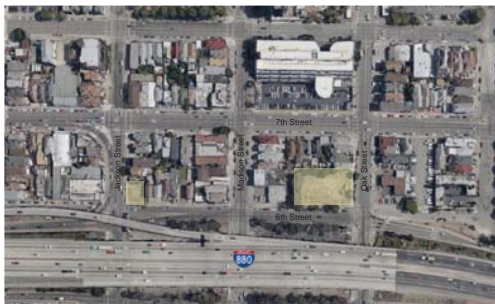
Example of a modern, large scale building incorporating character defining features like polygonal bay overhanging cornice and pitched roof.



Example of a modern, large scale building incorporating character defining features like pitched roof, brackets, polygonal bay and arched windows.



View of 6th Street near Fallon Street Intersection



aerial view of 6th Street Corridor



View of buildings near 6th Street and Jackson Street Intersection

### 14th Street and Harrison Street

**Existing:** The historic structures in the area with rich architectural details and craftsmanship provides a distinctive character to the area. Despite the varied building size and forms, some of the common features across the buildings in the area include consistent relationship with the street, articulated building facades, arched windows and classical ornamentation elements.

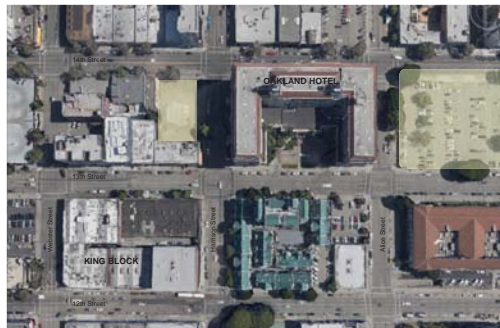
**Proposed:** The future developments in the area should help contribute and unify to existing context, while drawing from the prominent architectural expressions of the area. The relationship between the new building and surrounding buildings should be visually compatible. The new development should attempt to combine the best design ideas of the past with the modern conveniences that community demands.



An example of new construction (on left) with similar roof form and "steps-down" in height to provide a more gradual transition to existing historic structures (on right).



An example of a building setback from the street. This helps in preserving the perceived scale of the street at pedestrian level, and providing natural light and air on upper floors.



Aerial view of 14th Street and Harrison Street Area



View of Harrison Street near 14th Street intersection.



An example of a high rise building with a distinctive base, middle and top defined by horizontal modulation and articulations.



View of Harrison Street near 13th Street intersection.



## Character Defining Features: Commercial



Small scale commercial buildings with no setback from sidewalk create a continuous facade along the street in Chinatown Commercial District.



Commercial buildings in Chinatown typically have storefronts with roll up doors open to entire floor



Recessed windows with segmented arc and projecting sills are commonly found in Early 20th Century Utilitarian style commercial buildings in Chinatown.



Chinatown commercial district has two common building patterns: narrow and deep lots, and large (almost square) building footprints.



Example of a building in Chinatown with wide street frontage broken by piers and pilasters into smaller storefronts



Arched windows and openings are among the character defining features of Early 20th Century Commercial style buildings in King Block

## Character Defining Features: Commercial



Buildings in Chinatown Commercial District with wider frontage typically have simple rhythmic and repetitive elements resulting in horizontal and vertical variations.

Buildings in Chinatown Commercial District with narrow street frontage are typically well-articulated and detailed.

Character Defining Features: Residential



Hip roof with gable over polygonal bay are prevalent in Queen Anne style late 19th century buildings of 7th Street/Harrison Residential District.



Polygonal bay windows is prevalent in the Queen Anne, Colonial Revival and Italianate style late 19th century/ early 20th century buildings of 7th Street/Harrison District.



Recessed, arched and raised entrance with spindle work detail over the arch is prevalent in Queen Anne style late 19th century buildings of 7th Street/Harrison District.



Hip roofs are prevalent in Colonial Revival and Italianate style late 19th century/early 20th century buildings of 7th Street/Harrison Residential District.



Double hung windows are common in Queen Anne, Colonial Revival, Stick style and Italianate style late 19th century/early 20th century buildings of 7th Street/Harrison District.



Multiple gable roof is prevalent in stick style and Queen Anne late 19th century buildings. of 7th Street/Harrison Residential District.



Attic windows is a character defining feature of Queen Anne style late 19th century/early 20th century buildings of 7th Street/Harrison District.



Over-scaled door hood on brackets, entrance defined by pilasters and shallow polygonal bay entrance are common features of Colonial Revival and Italianate style late 19th century/ early 20th century buildings of 7th Street/Harrison District.



## Character Defining Features: Residential



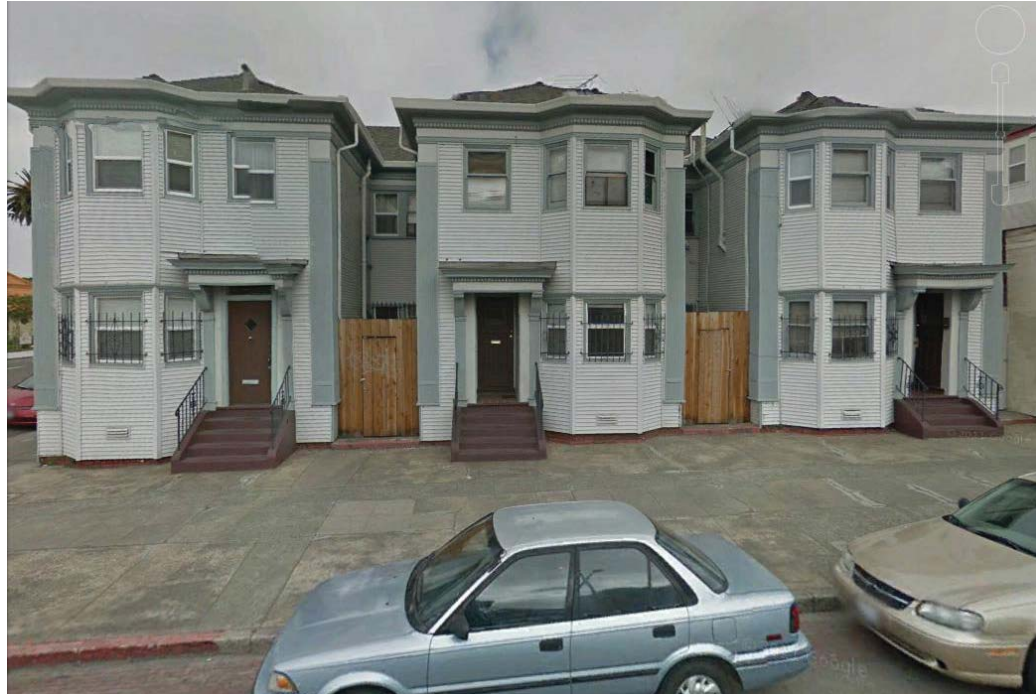
7th Street/Harrison Residential District has fine grain urban fabric with narrow and deep rectangular lots.



7th Street/Harrison Residential District typically have one or two story detached wooden structures with raised basements.



7th Street/Harrison Residential District typically have buildings setback from the sidewalk with residential stoops.



7th/Harrison Street Residential District has small scale building facades. Example of a historic large multi-residential Colonial Revival style building broken into multiple small scale buildings and joined by party walls.



Buildings in 7th/Harrison Street District typically have well-articulated facades with distinctive and recognizable base, middle and top.



Ornamented gable end recessed behind barge board with fish scaled board, sunburst apex and small attic window is a character defining feature of Queen Anne style late 19th century buildings in 7th/Harrison Street District

Character Defining Features: Civic/Institutional



Narrow and tall windows are prevalent in the moderne style mid 20th century civic buildings of the planning area.



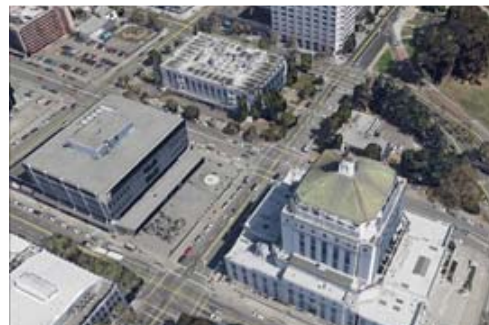
Arched windows are prevalent in the Beaux Art Derivative style early 20th century civic buildings of the planning area.



Civic/institutional buildings in the planning area typically have rhythmic and repetitive facade details.



Monumental entrance is a key feature of the civic buildings in the planning area.

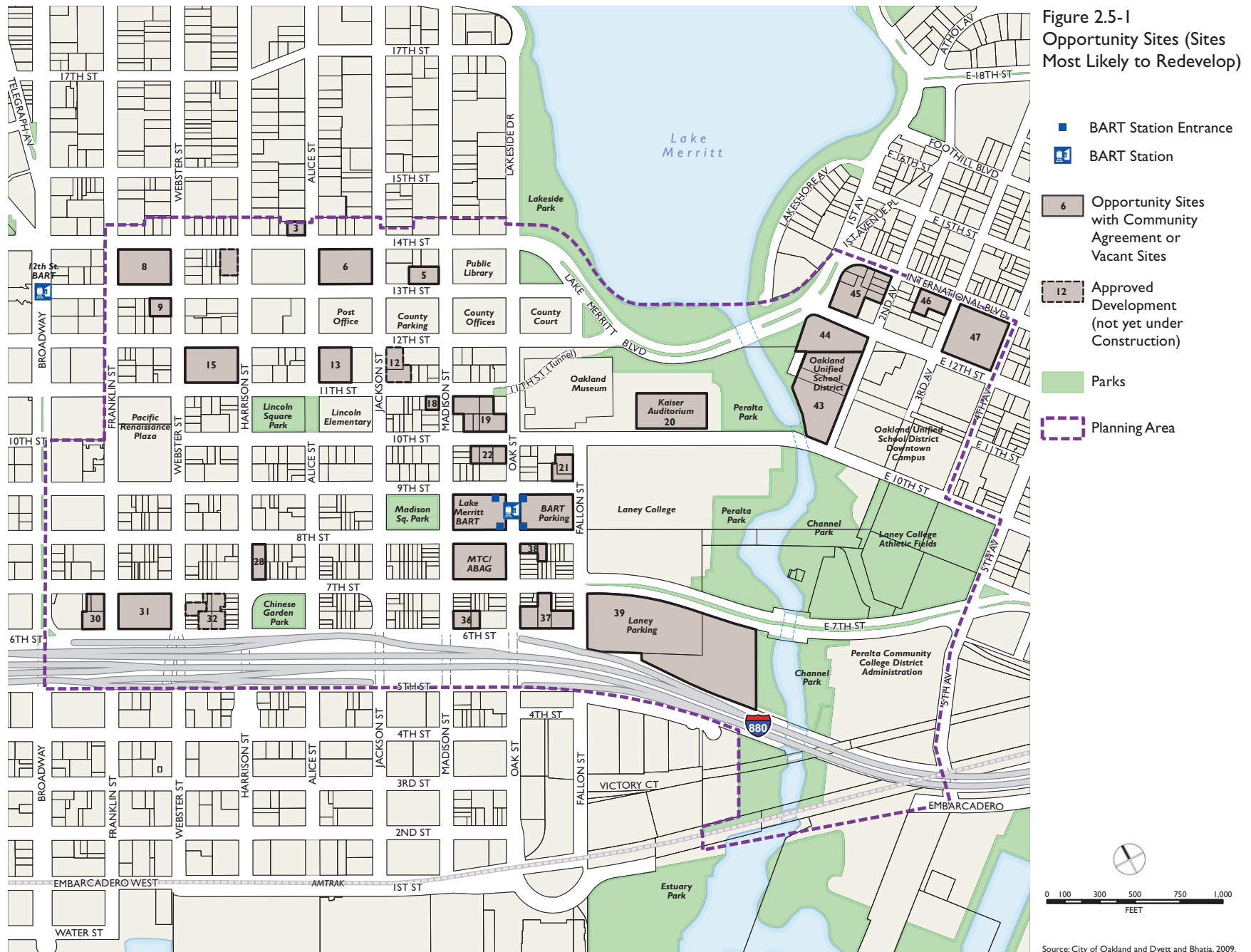


The civic/institutional buildings in the planning area typically have large footprint stretching over entire city block.



The civic/institutional buildings in the planning area typically have a symmetrical building facade





	A	C	D	F	H	I	J	K	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z		
1	Draft Plan Development Potential																							
2	SITE #	SIZE	ACRES	EXISTING USE	ASSUMED HEIGHT	% LOT BUILT	BUILT ACRES	PLANNED USES	NEW UNITS	SQUARE FEET OFFICE	SQUARE FEET RETAIL	PUBLIC SPACE (acres)	COMMUNITY FACILITIES/ INSTITUTIONAL	EXISTING UNITS/SF*	NET NEW UNITS	NET NEW OFFICE	NET NEW RETAIL	LESS HOTEL ROOMS	NET NEW INSTITUTIONAL	LESS INDUSTRIAL/AUTO SERVICES	LESS INDUSTRIAL	LESS AUTO SERVICES		
3	CENTRAL BART BLOCKS																							
4	BART Station	Full Block	1.40	BART Admin	Mid-rise: 6-8 stories; Assume 8 stories over 65% of the site	70%	0.98	Housing	142					-	142		-							
						65%	0.92	Retail/ Entertainment (minus BART Operations)			72,000			-			72,000							
5							n/a		BART Operations Plaza				8,000					8,000						
6							15%	0.21				0.21		-										
7	BART Parking	Full Block	1.40	BART Parking	High-rise: 9+ stories; Assume one 23 story tower on 40% of the site, with an 8-story base over 65% of	70%	0.98	Housing	384					-	384									
8							50%	0.70	Retail/ Entertainment			30,000			-			30,000						
9							15%	0.21	Plaza				0.21		-									
10	MTC/ABAG	Full Block	1.40	MTC/ABAG Offices	High-rise: 9+ stories; Assume one 20 story tower on 40% of site, with 5 story base over 65%. Assume 7 stories office above one story retail; with 12 story	40%	0.56	Housing	220					-	220									
11							59%	0.83	Office		250,000			106,000		144,000								
12							50%	0.70	Retail			30,000			-			30,000						
13							10%	0.14	Plaza				0.14		-									
14	Subtotal Central BART Blocks								746	250,000	132,000	0.56	8,000		746	144,000	132,000	-	8,000		-	-		
16	OTHER SITES WITH COMMUNITY FEEDBACK AGREEMENT OR VACANT SITES																							
17	3	Small Site	0.17	Parking Lot	Mid-rise: 6-8 stories	70%	0.12	Housing	17					-	17									
18							35%	0.06	Retail			3,000			-			3,000						
19	5	1/4 Block +	0.38	Parking Lot	Mid-rise (est): Potential Development Based on Application	70%	0.27	Housing	72					-	72									
20	6	Full Block	1.40	Parking lot	High-rise: 9+ stories; Assume 25 stories	70%	0.98	Housing	441					-	441									
21							35%	0.49	Retail			21,000			-			21,000						
22							15%	0.21	Open Space				0.21		-									
23								Parking						-										
24	8	Full Block	1.40	Structured parking lot	High-rise: 9+ stories; Assume 6 stories office above one story retail; 17 stories residential tower	70%	0.98	Housing	384					-	384									
25							70%	0.98	Office		256,000				-		256,000							
26							35%	0.49	Retail			21,000			-			21,000						
27							15%	0.21	Open Space				0.21		-									
28								Public parking						-										
29	9	1/4 Block	0.28	Parking Lot	Mid-rise: 6-8 stories	70%	0.20	Housing	28					-	28									
30							20%	0.06	Retail			2,000			-			2,000						
31	11		1.40		High-rise: 9+ stories	47%	0.66	Office		290,000				-		290,000								
32							22%	0.31	Retail			13,000			-			13,000						
33							10%	0.14	Open Space				0.14		-									
34							23%		Public parking (304 spaces)					-										
35	13	Half Block	0.80	Developed one story parking	High-rise: 9+ stories; Assume Alameda County Master Plan	60%	0.48	Office		250,000				-		250,000								
36							20%	0.16	Retail			7,000			-			7,000						
37							10%	0.08	Open Space				0.08		-									
38							10%		Public parking (400 spaces)					-										
39	15	Full Block	1.40	Developed one story; charter school and parking	High-rise: 9+ stories; Assume one 25 story tower above mid-rise base	70%	0.98	Housing	441					-	441									
40							35%	0.49	Retail			21,000			-			21,000						
41							15%	0.21	Open Space				0.21		-									

# Attachment E - Opportunity Sites

	A	C	D	F	H	I	J	K	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
	SITE #	SIZE	ACRES	EXISTING USE	ASSUMED HEIGHT	% LOT BUILT	BUILT ACRES	PLANNED USES	NEW UNITS	SQUARE FEET OFFICE	SQUARE FEET RETAIL	PUBLIC SPACE (acres)	COMMUNITY FACILITIES/ INSTITUTIONAL	EXISTING UNITS/SF*	NET NEW UNITS	NET NEW OFFICE	NET NEW RETAIL	LESS HOTEL ROOMS	NET NEW INSTITUTIONAL	LESS INDUSTRIAL/AUTO SERVICES	LESS INDUSTRIAL	LESS AUTO SERVICES
2																						
42	18	Half Block	0.13	Parking + developed one story	Mid-rise: 6-8 stories	70%	0.09	Housing	13						13							
43						65%	0.08	Retail			4,000						4,000			(4,000)		(4,000)
44						10%	0.01	Open Space														
45	19	Half Block +	1.10	Developed one story	High-rise: 9+ stories; Assume 12 stories	70%	0.77	Housing	302						4	298						
46						50%	0.55	Retail			24,000						24,000			(24,000)		(24,000)
47						10%	0.11	Open Space				0.11										
20			1.84	Kaiser Convention Center	Reuse of existing space (four levels including a basement)	n/a	n/a	Reuse of existing space						228,000	228,000							
48																						
49	21	1/2 Block	0.41	Parking + developed one story	High-rise: 9+ stories; Assume 12 stories	70%	0.29	Housing	114						114							
50						35%	0.14	Retail			6,000					(2,723)	6,000					
51	22	Half Block	0.50	Developed one story	High-rise: 9+ stories; Assume 12 stories	70%	0.35	Housing	137						137							
52						35%	0.18	Retail			8,000						8,000			(14,500)		(14,500)
53	28	1/4 Block	0.34	Parking	Mid-rise: 6-8 stories; Assume 3 stories office above one story retail; residential 4 stories	60%	0.20	Housing	30						30							
54		(just along Harrison				70%	0.24	Office		30,000						30,000						
55						35%	0.12	Retail			5,000						5,000					
56	30	Half Block	0.52	Vacant	High-rise: 9+ stories; Assume 12 stories	60%	0.31	Housing	122						122							
57						35%	0.18	Retail			8,000						8,000					
58						50%	0.26	Parking														
59	31	Full Block	1.40	Developed two story building	High-rise: 9+ stories; Assume two high rise 25 stories	60%	0.84	Housing	329						329							
60						35%	0.49	Retail			21,000						21,000			(83,725)		
61						10%	0.14	Open Space				0.14										
36		Quarter Block	0.45	Vacant + one story	High-rise: 9+ stories; Assume 12 stories	60%	0.27	Office		140,000						140,000				(15,040)		(15,040)
62																						
37		Half Block	0.93	BART Maintenance, Auto Services, motel	Low and Mid-rise: 3 stories facing 7th and 6-8 stories facing 6th	40%	0.37	Office (8 stories facing 6th Street)		130,000						130,000		(33)		(1,019)		(1,019)
63						20%	0.19	Housing (4 stories facing 7th Street)	27						27							
64						10%	0.09	Open Space				0.09										
65																						
66	38	1/4 Block	0.30	Developed 1-2 stories	Mid-rise: 6-8 stories	70%	0.21	Housing	30						30							
67						35%	0.11	Retail			5,000			10,555		(8,000)	2,445					
68	39	Multiple	8.60	Parking lot	High-rise: 9+ stories; park (assumes all the parkland for the Laney site 39 along the channel)	40%	3.44	Instructional/Community/Insti					300,000						300,000			
69						3%	0.23	Retail/Community Apparatus			10,000						10,000					
70						33%	2.84	Structured Parking - 1,800 spaces														
71						30%	2.58	Open Space				2.6										
72	43	2 Blocks	3.00	Developed 4 story and 1 story	High-rise: 9+ stories; Assume 12 stories; park space along channel	30%	0.90	Housing	353						353					(86,295)		
73						4%	0.12	Retail			5,000						5,000					
74						30%	0.90	Open Space				0.9										
75	44	1/2 Block	1.30	Vacant	High-rise: 9+ stories; Assume 20 stories	70%	0.91	Housing	357						357							
76						35%	0.46	Retail			20,000						20,000					
77						10%	0.13	Open Space				0.13										
78	45	1 Acre	1.50	Developed 1-3 stories	Mid-rise: 6-8 stories	70%	1.05	Housing - mid rise	152						2	150						
79						35%	0.53	Retail			23,000			8,765			14,235	(75)				
80						10%	0.15	Open Space				0.15										
81	46	1/3 Block	0.50	Parking and 1 story	Mid-rise: 6-8 stories	70%	0.35	Housing	51						51					(3,878)		
82						25%	0.13	Retail			5,000						5,000					
83	47	Full	2.00	Parking and 1 story	Mid-rise: 6-8 stories	70%	1.40	Housing	203						203					(26,202)		



# Attachment E - Opportunity Sites

	A	C	D	F	H	I	J	K	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	
	SITE #	SIZE	ACRES	EXISTING USE	ASSUMED HEIGHT	% LOT BUILT	BUILT ACRES	PLANNED USES	NEW UNITS	SQUARE FEET OFFICE	SQUARE FEET RETAIL	PUBLIC SPACE (acres)	COMMUNITY FACILITIES/ INSTITUTIONAL	EXISTING UNITS/SF*	NET NEW UNITS	NET NEW OFFICE	NET NEW RETAIL	LESS HOTEL ROOMS	NET NEW INSTITUTIONAL	LESS INDUSTRIAL/AUTO SERVICES	LESS INDUSTRIAL	LESS AUTO SERVICES	
2																							
84		Block			stories	12%	0.24	Retail			10,000			-			10,000						
85						10%	0.20	Open Space				0.20											
	n/a	Multiple along Channel	9.07	Channel Parks South of I-880, NE of I-880; 4 acre DD Pad	n/a	9.07	9.07	Open Space				9.07		-			-						
86																							
87	Subtotal																						
88	PIPELINE AND UNDER CONSTRUCTION																						
12	Half Block	0.50	Vacant (planned housing)	Mid-rise: APPROVED AFFORDABLE HOUSING PROJECT	n/a	0.50		Approved Affordable Housing Project	68		5,000				68	-	5,000						
89																							
32			0.81		High-rise: 325 7th Street: APPROVED PROJECT		0.81		380		9,110				380		9,110						
90																							
n/a			0.34		High-rise: 1331 Harrison Street: APPROVED PROJECT		0.34		98		9,000				98		9,000						
91																							
n/a			0.18		Mid-rise: 630 Webster Street: APPROVED PROJECT (note ground floor is an		0.18		27		2,000				27		2,000						
92																							
93	Subtotal																						
94	TOTAL Future Development									4,922	1,346,000	399,110	14.78	536,000	4,916	1,229,277	387,790	(108)	107,900	(58,559)	(29,540)	(29,019)	
95	With 5% vacancy for households														4,671	Total Future Jobs							4,089
96	Jobs															3,073	1,108	(54)	108	(146)	(73.85)	(72.55)	
97	Type	Acres	Total Less Open			Open		Units							Units	Population							
98	Mid-Rise Res	8.61	7.94			0.67		861							859	1,713							
99	High-Rise Res	16.39	14.13			2.26		4,062							4,058	8,095							
100	Office (less county)	0.45	0.45			-									4,916	9,808							
101	Office County	2.20	1.98		2.43		0.22																
102	Educational/Instit	10.44	7.86			2.58																	
103	Just Open Space	9.07	-		86.72		9.07																
104		47.15	32.36		222.76		14.79																
105	DEVELOPMENT COMPLETED SINCE 2005 (ACTC BASELINE)																						
n/a					New senior housing at Oak and 6th under construction (not included in ACTC projections)				70						70		-						
106																							
8 Orchids									157		3,600				157		3,600						
1020 Jackson									35						35								
Subtotal									262	-	3,600	-	-	-	262	-	3,600	-	-	-	-	-	
TOTAL 2005-2035 (including new development since 2005)										5,184	1,346,000	402,710	15	536,000	5,178	1,229,277	391,390	(108)	107,900		(29,540)	(29,019)	
With 5% vacancy for households														4,920	Total Jobs 2005-2035							4,099	
Jobs															3,073	1,118.26	(54.00)	107.90		(73.85)	(72.55)		
														ACTC HSG	4,932								4,169
														%ACTC	100%								98%
Note: Madison Lofts (76 units) and Jackson Courtyard (45 units) were also developed in the Planning Area since 2005, but are outside of the TAZs analyzed for the project, and so are not included here.																							

Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary

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<b>3.1</b>	<b>Land Use and Housing</b>				
Impact LU-1	New development under the proposed Plan would not physically divide an existing community.	n/a	n/a	None Required	Less than Significant
Impact LU-2	New development under the proposed Plan would not result in fundamental conflicts between adjacent or nearby land uses.	n/a	n/a	None Required	Less than Significant
Impact LU-3	New development under the proposed Plan would not fundamentally conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the proposed Plan (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect, and actually result in a physical change in the environment.	n/a	n/a	None Required	Less than Significant

<sup>3</sup> For complete mitigation measure text, see chapter.

Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary

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Impact LU-4	New development under the proposed Plan would not displace substantial numbers of housing units or people, necessitating the construction of replacement housing elsewhere in excess of that contained in the City's Housing Element.	n/a	n/a	None Required	Less than Significant
Impact LU-5	New development under the proposed Plan would not induce substantial population growth in a manner not contemplated in the General Plan, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extensions of roads or other infrastructure), such that additional infrastructure is required but the impacts of such were not previously considered or analyzed.	n/a	n/a	None Required	Less than Significant

Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary

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Impact LU-6	Development following the proposed Plan in combination with past, present, and reasonably foreseeable maximum development in Oakland, would not fundamentally conflict with adjacent or nearby land uses, or fundamentally conflict with existing plans to address environmental concerns.	n/a	n/a	None Required	Less than Significant
<b>3.2</b>	<b>Transportation and Traffic</b>				
Impact TRAN-1	The Project would degrade the intersection of Lake Merritt Boulevard and 11th Street (Intersection #14) from LOS A to LOS F and increase the average delay by four or more seconds during the PM peak hour in Existing Plus Project conditions.	n/a	C-1, C-10, C-33, C-58.	<b>Mitigation Measure TRAN-1:</b> Implement the following measures: <ul style="list-style-type: none"> <li>Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection) for the PM peak hour.</li> <li>Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul>	Less than Significant

Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary

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Impact TRAN-2	The Project would degrade the intersection of 1st Avenue and International Boulevard (Intersection #15) from LOS E to LOS F and increase the average delay by four or more seconds during the AM peak hour in Existing Plus Project conditions.	n/a	C-1, C-10, C-33, C-58.	None Feasible	<b>Significant and Unavoidable</b>
Impact TRAN-3	The Project would degrade the intersection of Madison Street and 10th Street (Intersection #20) from LOS B to LOS F and increases the average delay by four or more seconds during the AM peak hour in Existing Plus Project conditions.	n/a	C-1, C-10, C-33, C-58.	<b>Mitigation Measure TRAN-3:</b> Implement the following measures: <ul style="list-style-type: none"> <li>Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection) for the AM peak hour.</li> <li>Coordinate this signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul>	Less than Significant

Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary

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#	Environmental Impact	Standard Conditions of Approval (SCA)	Proposed Plan Policies	Mitigation <sup>3</sup>	Level of Significance After Application of SCAs, Policies, and/or Mitigation
Impact TRAN-4	The Project would degrade the intersection of Oak Street and 10th Street (Intersection #21) from LOS B to LOS F and increases the average delay by four or more seconds during the AM peak hour in Existing Plus Project conditions.	n/a	C-1, C-10, C-33, C-58.	None Feasible	<b>Significant and Unavoidable</b>
Impact TRAN-5	The Project would degrade the intersection of Jackson Street and 7th Street (Intersection #32) from LOS B to LOS F and increases the average delay by four or more seconds during the AM and PM peak hours in Existing Plus Project conditions.	n/a	C-1, C-10, C-33, C-58.	<b>Mitigation Measure TRAN-5:</b> Implement the following measures: <ul style="list-style-type: none"> <li>Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection).</li> <li>Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul>	Less than Significant

Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary

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Impact TRAN -6	The Project would degrade the intersection of Oak Street and 6th Street (Intersection #38) from LOS A to LOS F and increases the average delay by four or more seconds during the PM peak hour in Existing Plus Project conditions.	n/a	C-1, C-10, C-33, C-58.	None Feasible	<b>Significant and Unavoidable</b>
Impact TRAN -7	The Project would degrade the intersection of Jackson Street and 5th Street (Intersection #39) from LOS C to LOS F and increases the average delay by four or more seconds during the PM peak hour in Existing Plus Project conditions.	n/a	C-1, C-10, C-33, C-58.	None Feasible	<b>Significant and Unavoidable</b>
Impact TRAN -8	The Project would degrade from LOS E to LOS F and/or cause an increase in the Volume to Capacity (V/C) ratio of 0.03 or greater in both directions of the I-880 freeway segments between Oak Street and 5 <sup>th</sup> Avenue under Existing Plus Project conditions.	n/a	C-1, C-7, C-46, C-58.	None Feasible	<b>Significant and Unavoidable</b>

Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary

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Impact TRAN-9	The Project would degrade the intersection of Brush Street and 12th Street (Intersection #10) from LOS E to LOS F and increase the average delay by four or more seconds during the AM peak hour in Interim 2020 Plus Project conditions.	n/a	C-1, C-10, C-33, C-58.	None Feasible	<b>Significant and Unavoidable</b>
Impact TRAN-10	The project would degrade the intersection of Jackson Street and 6th Street (Intersection #36) during the AM peak hour in Interim 2020 Plus Project conditions by increasing the v/c ratio by 0.03 or more; during the PM peak hour in Interim 2020 Plus Project conditions it would degrade the intersection from LOS E to LOS F and increase the average delay by four or more seconds.	n/a	C-1, C-10, C-33, C-58.	<b>Mitigation Measure TRAN-10:</b> Implement the following measures: <ul style="list-style-type: none"> <li>Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection) for the PM peak hour.</li> <li>Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul>	<b>Significant and Unavoidable</b>



Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary

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#	Environmental Impact	Standard Conditions of Approval (SCA)	Proposed Plan Policies	Mitigation <sup>3</sup>	Level of Significance After Application of SCAs, Policies, and/or Mitigation
Impact TRAN-11	The Project would degrade the intersection of Oak Street and 6th Street (Intersection #38) from LOS B to LOS F in the AM peak hour and from LOS D to LOS F in the PM peak hour and increases the average delay by four or more seconds during both peak hours in Interim 2020 Plus Project conditions.	n/a	C-1, C-10, C-33, C-58.	<p><b>Mitigation Measure TRAN-11:</b> Implement the following measures:</p> <ul style="list-style-type: none"> <li>Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection).</li> <li>Create an interconnected corridor along Oak Street from 5<sup>th</sup> to 14<sup>th</sup> Streets, and coordinate the signal timing changes at this intersection with the coordination group.</li> </ul>	<b>Significant and Unavoidable</b>

Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary**Table ES-3: Summary of Impacts, Proposed Plan Policies that Reduce the Impact, Significance, and Mitigation**

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Impact TRAN -12	The Project would degrade the intersection of Oak Street and 5th Street (Intersection #41), which is currently operating at LOS F, by increasing the total intersection v/c ratio by 0.03 or more during the PM peak hour in Interim 2020 Plus Project conditions.	n/a	C-1, C-10, C-33, C-58.	<b>Mitigation Measure TRAN-12:</b> Implement Mitigation Measure TRAN- 11— <ul style="list-style-type: none"> <li>Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection).</li> <li>Create an interconnected corridor along Oak Street from 5<sup>th</sup> to 14<sup>th</sup> Streets, and coordinate the signal timing changes at this intersection with the coordination group.</li> </ul>	<b>Significant and Unavoidable</b>

Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary**Table ES-3: Summary of Impacts, Proposed Plan Policies that Reduce the Impact, Significance, and Mitigation**

#	Environmental Impact	Standard Conditions of Approval (SCA)	Proposed Plan Policies	Mitigation <sup>3</sup>	Level of Significance After Application of SCAs, Policies, and/or Mitigation
Impact TRAN-13	The Project would degrade the V/C ratio by 0.03 or more at the intersection of Grand Avenue and Broadway (Intersection #1) operating at LOS F in the PM peak hour in Cumulative 2035 Plus Project Conditions.	n/a	C-1, C-10, C-33, C-58.	<b>Mitigation Measure TRAN-13:</b> Implement the following measures: <ul style="list-style-type: none"> <li>• Provide permitted-protected left-turn phasing for the northbound and southbound approaches.</li> <li>• Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection).</li> <li>• Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul>	Less than Significant

Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary**Table ES-3: Summary of Impacts, Proposed Plan Policies that Reduce the Impact, Significance, and Mitigation**

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Impact TRAN -14	The Project would degrade the intersection of Madison Street and 14th Street (Intersection #5) from LOS C to LOS F and increases the average delay by four or more seconds during the PM peak hour in the Cumulative 2035 Plus Project conditions.	n/a	C-1, C-10, C-33, C-58.	<b>Mitigation Measure TRAN-14:</b> Implement the following measures: <ul style="list-style-type: none"> <li>Optimize the signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection).</li> <li>Create an interconnected corridor along Madison Street from 5th to 14th Streets, and coordinate the signal timing changes at this intersection with the coordination group.</li> </ul>	<b>Significant and Unavoidable</b>

Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary

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Impact TRAN-15	The Project would degrade the intersection of Madison Street and 11th Street (Intersection #19) from LOS C to LOS F and increases the average delay by four or more seconds during the PM peak hour under Cumulative 2035 Plus Project conditions.	n/a	C-1, C-10, C-33, C-58.	<p><b>Mitigation Measure TRAN-15:</b> Implement Mitigation Measure TRAN-14—</p> <ul style="list-style-type: none"> <li>Optimize the signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection).</li> <li>Create an interconnected corridor along Madison Street from 5th to 14th Streets, and coordinate the signal timing changes at this intersection with the coordination group.</li> </ul>	<b>Significant and Unavoidable</b>

Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary**Table ES-3: Summary of Impacts, Proposed Plan Policies that Reduce the Impact, Significance, and Mitigation**

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Impact TRAN -16	The Project would degrade the intersection of Madison Street and 10th Street (Intersection #20) from LOS B to LOS F and increases the average delay by four or more seconds during the AM and PM peak hours under Cumulative 2035 Plus Project conditions.	n/a	C-1, C-10, C-33, C-58.	<b>Mitigation Measure TRAN-16:</b> Implement Mitigation Measure TRAN-14— <ul style="list-style-type: none"> <li>Optimize the signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection).</li> <li>Create an interconnected corridor along Madison Street from 5th to 14th Streets, and coordinate the signal timing changes at this intersection with the coordination group.</li> </ul>	<b>Significant and Unavoidable</b>

Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary**Table ES-3: Summary of Impacts, Proposed Plan Policies that Reduce the Impact, Significance, and Mitigation**

#	Environmental Impact	Standard Conditions of Approval (SCA)	Proposed Plan Policies	Mitigation <sup>3</sup>	Level of Significance After Application of SCAs, Policies, and/or Mitigation
Impact TRAN-17	The Project would degrade the intersection of Oak Street and 10th Street (Intersection #21) from LOS D to LOS F during the AM peak hour and from LOS B to LOS F during the PM peak hour, and increases the average delay by four or more seconds during the AM and PM peak hours under Cumulative 2035 Plus Project conditions.	n/a	C-1, C-10, C-33, C-58.	<b>Mitigation Measure TRAN-17:</b> Implement the following measures: <ul style="list-style-type: none"> <li>Optimize the signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection)</li> <li>Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group within the Oak Street interconnect corridor (5<sup>th</sup> to 14<sup>th</sup> Streets).</li> </ul>	<b>Significant and Unavoidable</b>
Impact TRAN-18	The Project would degrade the intersection of Harrison Street and 8th Street (Intersection #26) by increasing the V/C ratio by 0.03 or more during the AM peak hour under Cumulative 2035 Plus Project conditions.	n/a	C-1, C-10, C-33, C-58.	None Feasible	<b>Significant and Unavoidable</b>



Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary**Table ES-3: Summary of Impacts, Proposed Plan Policies that Reduce the Impact, Significance, and Mitigation**

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Impact TRAN -19	The Project would degrade the intersection of Jackson Street and 8th Street (Intersection #27) by increasing the V/C ratio by 0.03 or more during the AM and PM peak hours under Cumulative 2035 Plus Project conditions.	n/a	C-1, C-10, C-33, C-58.	<b>Mitigation Measure TRAN-19:</b> Implement the following measures: <ul style="list-style-type: none"> <li>Optimize the signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection) for the AM peak hour.</li> <li>Coordinate the signal timing changes at this intersection with the adjacent intersections.</li> </ul>	<b>Significant and Unavoidable</b>

Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary**Table ES-3: Summary of Impacts, Proposed Plan Policies that Reduce the Impact, Significance, and Mitigation**

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Impact TRAN-20	The Project would degrade the intersection of Oak Street and 8th Street (Intersection #29) during the AM peak hour by increasing the V/C ratio by 0.03 or more, and during the PM peak hour from LOS D to LOS F and increases the average delay by four or more seconds under Cumulative 2035 Plus Project conditions.	n/a	C-1, C-10, C-33, C-58.	<b>Mitigation Measure TRAN-20:</b> Implement Mitigation Measure TRAN-17— <ul style="list-style-type: none"> <li>Optimize the signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection)</li> <li>Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group within the Oak Street interconnect corridor (5<sup>th</sup> to 14<sup>th</sup> Streets).</li> </ul>	<b>Significant and Unavoidable</b>
Impact TRAN-21	The Project would degrade the intersection of Jackson Street and 7th Street (Intersection #32) by increasing the V/C ratio by 0.03 or more during the PM peak hour under Cumulative 2035 Plus Project conditions.	n/a	C-1, C-10, C-33, C-58.	None Feasible	<b>Significant and Unavoidable</b>

Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary**Table ES-3: Summary of Impacts, Proposed Plan Policies that Reduce the Impact, Significance, and Mitigation**

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Impact TRAN-22	The Project would degrade the intersection of Oak Street and 7th Street (Intersection #34) from LOS E to LOS F and increases the average delay by four or more seconds during the PM peak hour under Cumulative 2035 Plus Project conditions.	n/a	C-1, C-10, C-33, C-58.	<b>Mitigation Measure TRAN-22:</b> Implement Mitigation Measure TRAN-17— <ul style="list-style-type: none"> <li>Optimize the signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection)</li> <li>Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group within the Oak Street interconnect corridor (5<sup>th</sup> to 14<sup>th</sup> Streets).</li> </ul>	<b>Significant and Unavoidable</b>
Impact TRAN-23	The Project would degrade the intersection of 5th Avenue and 7th Street/8th Street (Intersection #35) by increasing the V/C ratio by 0.03 or more during the AM and PM peak hours under Cumulative 2035 Plus Project conditions.	n/a	C-1, C-10, C-33, C-58.	None Feasible	<b>Significant and Unavoidable</b>

Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary**Table ES-3: Summary of Impacts, Proposed Plan Policies that Reduce the Impact, Significance, and Mitigation**

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Impact TRAN-24	The Project would degrade the intersection of Jackson Street and 6th Street (Intersection #36) by increasing the V/C ratio by more than 0.03 during the AM and PM peak hours under Cumulative 2035 Plus Project conditions.	n/a	C-1, C-10, C-33, C-58.	None Feasible	<b>Significant and Unavoidable</b>
Impact TRAN-25	The Project would degrade the intersection of Oak Street and 6th Street (Intersection #38) from LOS D/E to LOS F and increases the average delay by four or more seconds during the AM and PM peak hours, respectively, under Cumulative 2035 Plus Project conditions.	n/a	C-1, C-10, C-33, C-58.	<b>Mitigation Measure TRAN-25:</b> Implement Mitigation Measure TRAN-17— <ul style="list-style-type: none"> <li>Optimize the signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection)</li> <li>Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group within the Oak Street interconnect corridor (5<sup>th</sup> to 14<sup>th</sup> Streets).</li> </ul>	<b>Significant and Unavoidable</b>

Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary**Table ES-3: Summary of Impacts, Proposed Plan Policies that Reduce the Impact, Significance, and Mitigation**

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Impact TRAN-26	The Project would degrade the intersection of Oak Street and 5th Street (Intersection #41) by increasing the V/C ratio by more than 0.03 during the AM and PM peak hours under Cumulative 2035 Plus Project conditions.	n/a	C-1, C-10, C-33, C-58.	<b>Mitigation Measure TRAN-26:</b> Implement Mitigation Measure TRAN-17— <ul style="list-style-type: none"> <li>Optimize the signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection)</li> <li>Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group within the Oak Street interconnect corridor (5<sup>th</sup> to 14<sup>th</sup> Streets).</li> </ul>	<b>Significant and Unavoidable</b>
Impact TRAN-27	Traffic generated by the Project would affect the Level of Service on the roadway segments under Cumulative 2035 Plus Project conditions. The segment of Oak Street between 2nd Street and Embarcadero exceeds the standard of LOS E in the PM peak hour.	n/a	C-1, C-10, C-33, C-58.	None Feasible	<b>Significant and Unavoidable</b>

Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary**Table ES-3: Summary of Impacts, Proposed Plan Policies that Reduce the Impact, Significance, and Mitigation**

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Impact TRAN-28	At Constitution Way and Marina Village Parkway (Intersection #43), the Project could cause increases in pedestrian delay in the Existing Plus Project Conditions.	SCA-25	C-58	None Feasible	<b>Significant and Unavoidable</b>
Impact TRAN-29	At the actuated signal at Constitution Way and Atlantic Avenue (Intersection #45), the Project would cause increases in pedestrian delay for the west leg of the intersection in the Existing Plus Project.	SCA-25	C-58	None Feasible	<b>Significant and Unavoidable</b>
<b>3.3 Air Quality</b>					
Impact AQ-1	Implementation of the proposed Plan would not fundamentally conflict with the Bay Area Clean Air Plan (CAP) because the plan does not demonstrate reasonable efforts to implement control measures contained in the CAP.	SCA-A, SCA-B, SCA-25,	n/a	None Required	Less than Significant
Impact AQ-2	Implementation of the proposed Plan would not fundamentally conflict with the primary goals of the 2010 CAP because the projected rate of increase in or vehicle trips would be less than the projected rate of increase in population.	n/a	n/a	None Required	Less than Significant

Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary

**Table ES-3: Summary of Impacts, Proposed Plan Policies that Reduce the Impact, Significance, and Mitigation**

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Impact AQ-3	Development facilitated by the proposed Plan would potentially expose sensitive receptors to substantial health risks from toxic air contaminants (TACs) from sources including both diesel particulate matter (DPM) and gaseous emissions. While compliance with the City's Standard Conditions of Approval would entail the preparation of site-specific health risk assessments which would reduce DPM exposure to a less than significant level, there is no certainty that SCA adherence would not with certainty reduce risk from gaseous TACs to a less-than-significant level.	SCA-B	n/a	None Feasible for Gaseous TACs.	<b>Significant and Unavoidable</b>

Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary

**Table ES-3: Summary of Impacts, Proposed Plan Policies that Reduce the Impact, Significance, and Mitigation**

<i>#</i>	<i>Environmental Impact</i>	<i>Standard Conditions of Approval (SCA)</i>	<i>Proposed Plan Poli- cies</i>	<i>Mitigation<sup>3</sup></i>	<i>Level of Significance After Application of SCAs, Policies, and/or Mitigation</i>
Impact AQ-4	Implementation of the proposed Plan would not identify existing and planned sources of odors with policies to reduce potential odor impacts and would frequently and for a substantial duration, create or expose sensitive receptors to substantial objectionable odors affecting a substantial number of people.	n/a	n/a	None Feasible.	<b>Significant and Unavoidable</b>
AQ-5	Cumulative Air Quality Impacts.	SCA-A, SCA-B, SCA-25	n/a	None feasible for gaseous TACs or odors.	<b>Significant and Unavoidable</b>



Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary

**Table ES-3: Summary of Impacts, Proposed Plan Policies that Reduce the Impact, Significance, and Mitigation**

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<b>3.4</b>	<b>Greenhouse Gases and Global Climate Change</b>				
Impact GHG-1	New development under the proposed Plan would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, specifically: for a project involving a land use development, produce total emissions of more than 1,100 metric tons of CO <sub>2</sub> e annually AND more than 4.6 metric tons of CO <sub>2</sub> e per service population annually; or for a project involving a stationary source, produce total emissions of more than 10,000 metric tons of CO <sub>2</sub> e annually.	SCA-A, SCA-F, SCA-H, SCA-1, SCA-12, SCA-13, SCA-15, SCA-17, SCA-18, SCA-24, SCA-25, SCA-36, SCA-46	n/a	None Required	Less than Significant
Impact GHG-2	New development under the proposed Plan would not fundamentally conflict with an applicable plan, policy or regulation adopted for the purpose of reducing greenhouse gas emissions.	SCA-A, SCA-F, SCA-H, SCA-1, SCA-12, SCA-13, SCA-15, SCA-17, SCA-18, SCA-24, SCA-25, SCA-36, SCA-46	n/a	None Required	Less than Significant

Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary**Table ES-3: Summary of Impacts, Proposed Plan Policies that Reduce the Impact, Significance, and Mitigation**

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Impact GHG-3	New development under the proposed Station Area Plan in combination with regional growth would not result in a considerable contribution to the cumulative effects of global climate change.	SCA-A, SCA-F, SCA-H, SCA-1, SCA-12, SCA-13, SCA-15, SCA-17, SCA-18, SCA-24, SCA-25, SCA-36, SCA-46	n/a	None Required	Less than Significant
<b>3.5 Parks and Recreation</b>					
Impact PR-1	New development under the proposed Plan would not increase the use of existing neighborhood or regional parks or other recreation facilities such that substantial physical deterioration would occur or be accelerated.	n/a	n/a	None Required	Less than Significant

Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary

**Table ES-3: Summary of Impacts, Proposed Plan Policies that Reduce the Impact, Significance, and Mitigation**

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Impact PR-2	New development under the proposed Plan would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.	n/a	n/a	None Required	Less than Significant
Impact CUM PR-3	New development under the proposed Plan in combination with other past, present, or reasonably foreseeable maximum development in and around the Planning Area would not result in a significantly increased demand for recreational facilities.	n/a	n/a	None Required	Less than Significant

Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary**Table ES-3: Summary of Impacts, Proposed Plan Policies that Reduce the Impact, Significance, and Mitigation**

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<b>3.6</b>	<b>Public Services</b>				
Impact PUB-1	Future development under the proposed Plan would not result in substantial adverse physical impacts associated with the provision of new or physically altered facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection.	SCA-4, SCA-71, SCA-72, SCA-73	n/a	None Required	Less than Significant
Impact PUB-2	Future development under the proposed Plan would not result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection.	n/a	n/a	None Required	Less than Significant

Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary

**Table ES-3: Summary of Impacts, Proposed Plan Policies that Reduce the Impact, Significance, and Mitigation**

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Impact PUB-3	Future development under the proposed Plan would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools or other public facilities.	n/a	n/a	None Required	Less than Significant

Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary**Table ES-3: Summary of Impacts, Proposed Plan Policies that Reduce the Impact, Significance, and Mitigation**

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Impact CUM PUB-4	Future development under the proposed Plan in combination with past, present and reasonably foreseeable maximum development in Oakland, would not result in the need for new or physically altered facilities that would result in substantial adverse physical impacts.	n/a	n/a	None Required	Less than Significant
<b>3.7 Utilities and Service Systems</b>					
Impact UTL-1	Development of the Plan Area as proposed would not exceed the wastewater treatment requirements of the San Francisco Regional Water Quality Control Board.	n/a	n/a	None Required	Less than Significant
Impact UTL-2	The proposed 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.	SCA-75, SCA-78, SCA-80, SCA-91	n/a	None Required	Less than Significant



Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary

**Table ES-3: Summary of Impacts, Proposed Plan Policies that Reduce the Impact, Significance, and Mitigation**

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Impact UTL-3	The proposed Plan would not exceed water supplies available to serve the project from existing entitlements and resources, nor require or result in construction of water facilities or expansion of existing facilities, construction of which could cause significant environmental effects.	n/a	n/a	None Required	Less than Significant
Impact UTL-4	The increased generation of wastewater by the proposed Plan would not result in a determination by the wastewater treatment provider which serves or may serve the proposed Plan that it does not have adequate capacity to serve the proposed Plan's projected demand in addition to the providers' existing commitments and require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	SCA-91	n/a	None Required	Less than Significant

Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary

**Table ES-3: Summary of Impacts, Proposed Plan Policies that Reduce the Impact, Significance, and Mitigation**

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Impact UTL-5	Implementation of the proposed Plan would not not be served by a landfill with insufficient permitted capacity to accommodate the proposed Plan's solid waste disposal needs and require or result in construction of landfill facilities or expansion of existing facilities, construction of which could cause significant environmental effects, or cause the City to violate applicable federal, state, and local statutes and regulations related to solid waste.	SCA-36	n/a	None Required	Less than Significant

Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary

**Table ES-3: Summary of Impacts, Proposed Plan Policies that Reduce the Impact, Significance, and Mitigation**

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Impact UTL-6	Implementation of the proposed 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, construction of which could cause significant environmental effects.	n/a	n/a	None Required	Less than Significant
Impact UTL-7	Implementation of the proposed Plan, combined with past, present, and reasonably foreseeable maximum development, within and around the Planning Area, would not contribute to a significant adverse cumulative impact on utilities services.	SCA-36, SCA-75, SCA-78, SCA-80, SCA-91	n/a	None Required	Less than Significant

Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary**Table ES-3: Summary of Impacts, Proposed Plan Policies that Reduce the Impact, Significance, and Mitigation**

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<b>3.8</b>	<b>Cultural and Historic Resources</b>				
Impact CUL-1	Future development under the proposed Plan would cause a substantial adverse change in the significance of an historical resource as defined in CEQA Guidelines section 15064.5.	SCA-56, SCA-57	CR-1, CR-4, CR-5, CR-6, LU-14, LU-15, DG-58 through DG-68.	<b>Mitigation Measure CUL-1:</b> Mitigation Measure CUL-1 involving (a) Avoidance, Adaptive Reuse, or Appropriate Relocation of Historically Significant Structures; (b) Future Site-specific Surveys and Evaluations; (c) Recordation and Public Interpretation; or (d) Financial Contributions, would not reduce the impact to a less than significant level.	<b>Significant and Unavoidable</b>
Impact CUL-2	Future development under the proposed Plan would not cause a substantial adverse change in the significance of archaeological resources pursuant to CEQA Guidelines section 15064.5.	SCA-52, SCA-E	n/a	None Required	Less than Significant
CUL-3	Future development under the proposed Plan would not disturb any human remains, including those interred outside formal cemeteries.	SCA-53	n/a	None Required	Less than Significant

Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary

**Table ES-3: Summary of Impacts, Proposed Plan Policies that Reduce the Impact, Significance, and Mitigation**

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Impact CUL-4	Future development under the proposed Plan would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	SCA-54	n/a	None Required	Less than Significant
Impact CUM CUL-5	The proposed Plan would contribute to a cumulative impact on historic resources.	SCA-56, SCA-57	CR-1, CR-3, CR-4, CR-5, CR-6, LU-14, LU-15, DG-58 through DG-68.	<b>Mitigation Measure CUL-1:</b> Mitigation Measure CUL-1 involving (a) Avoidance, Adaptive Reuse, or Appropriate Relocation of Historically Significant Structures; (b) Future Site-specific Surveys and Evaluations; (c) Recordation and Public Interpretation; or (d) Financial Contributions.), would not reduce the impact to a less than significant level.	<b>Significant and Unavoidable, Proposed Plan Contribution Cumulative Considerable</b>

Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary

**Table ES-3: Summary of Impacts, Proposed Plan Policies that Reduce the Impact, Significance, and Mitigation**

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<b>3.9</b>	<b>Aesthetics</b>				
Impact AES-1	New development under the proposed Plan would not have a substantial adverse effect on a public scenic vista.	SCA-13, SCA-17, SCA-15, SCA-18, SCA-19	n/a	None Required	Less than Significant
Impact AES-2	New development facilitated by the proposed Plan would not substantially degrade the existing visual character or quality of the Planning Area and its surroundings.	SCA-12, SCA-13, SCA-15, SCA-17, SCA-18, SCA-19, SCA-20, SCA-21, SCA-40	n/a	None Required	Less than Significant



Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary

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Impact AES-3	New development facilitated by the proposed Plan would not create a new source of substantial light or glare which would substantially and adversely affect day or nighttime views in the area.	SCA-40	n/a	None Required	Less than Significant
Impact AES-4	New development facilitated by the proposed Plan would not cast shadow that substantially impairs the beneficial use of any public or quasi-public park, lawn, garden, or open space.	n/a	n/a	None Required	Less than Significant
Impact AES-5	New development facilitated by the proposed Plan would not require an exception (variance) to the policies and regulations in the General Plan, Planning Code, or Uniform Building Code, and the exception causes a fundamental conflict with policies and regulations in the General Plan, Planning Code, and Uniform Building Code addressing the provision of adequate light related to appropriate uses.	n/a	n/a	None Required	Less than Significant

Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary

**Table ES-3: Summary of Impacts, Proposed Plan Policies that Reduce the Impact, Significance, and Mitigation**

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Impact CUM AES-6	New development under the proposed Plan, in combination with other past, present, and reasonably foreseeable future projects within and around the Planning Area, would not adversely affect scenic public vistas or scenic resources.	SCA-12, SCA-13, SCA-15, SCA-17, SCA-18, SCA-19, SCA-20, SCA-21, SCA-40	n/a	None Required	Less than Significant
<b>3.10 Noise</b>					
Impact NO-1	New development under the proposed Plan would not generate noise in violation of the City of Oakland Noise Ordinance (Oakland Planning Code section 17.120.050) regarding construction noise, except if an acoustical analysis is performed that identifies recommended measures to reduce potential impacts, or generate noise in violation of the City's nuisance standards (Oakland Municipal Code section 8.18.020) regarding persistent construction-related noise.	SCA-28, SCA-29, SCA-30, SCA-39	n/a	None Required	Less than Significant

Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary

**Table ES-3: Summary of Impacts, Proposed Plan Policies that Reduce the Impact, Significance, and Mitigation**

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Impact NO-2	New development under the proposed Plan would not generate noise in violation of the City of Oakland Noise Ordinance (Oakland Planning Code section 17.120.050) regarding operational noise.	SCA-32	n/a	None Required	Less than Significant
Impact NO-3	New development under the proposed Plan would not generate noise resulting in a 5 dBA permanent increase in ambient noise levels in the Plan vicinity above levels existing without the proposed Plan.	SCA-31, SCA-32	n/a	None Required	Less than Significant
Impact NO-4	New development under the proposed Plan would not expose persons to interior $L_{dn}$ or CNEL greater than 45 dBA for multi-family dwellings, hotels, motels, dormitories and long-term care facilities (and may be extended by local legislative action to include single-family dwellings), per California Noise Insulation Standards (CCR Part 2, Title 24).	SCA-31	n/a	None Required	Less than Significant

Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary

**Table ES-3: Summary of Impacts, Proposed Plan Policies that Reduce the Impact, Significance, and Mitigation**

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Impact NO-5	New development under the proposed Plan would not expose people in the Planning Area to community noise in conflict with the land use compatibility guidelines of the Oakland General Plan after incorporation of all applicable Standard Conditions of Approval.	SCA-31	n/a	None Required	Less than Significant
Impact NO-6	New development under the proposed Plan would not expose persons to noise levels in excess of applicable standards established by a regulatory agency (e.g., occupational noise standards of the Occupational Safety and Health Administration (OSHA)).	n/a	n/a	None Required	Less than Significant

Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary

**Table ES-3: Summary of Impacts, Proposed Plan Policies that Reduce the Impact, Significance, and Mitigation**

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Impact NO-7	During either project construction or operation, new development under the proposed Plan could expose persons to or generate groundborne vibration that exceeds criteria established by the Federal Transit Administration (FTA).	SCA-38, SCA-39	n/a	None Required	Less than Significant
Impact CUM NO-8	Under a cumulative scenario, new development under the proposed Plan, together with regional growth, would not result in a 5-dBA permanent increase in ambient noise levels in the proposed Plan vicinity without the proposed Plan (i.e., the cumulative condition including the proposed Plan compared to the existing conditions) and a 3-dBA permanent increase is attributable to the proposed Plan (i.e., the cumulative condition including the proposed Plan compared to cumulative baseline conditions without the proposed Plan.).	SCA-31, SCA-32	n/a	None Required	Less than Significant

Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary

**Table ES-3: Summary of Impacts, Proposed Plan Policies that Reduce the Impact, Significance, and Mitigation**

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<b>3.11</b>	<b>Biological Resources</b>				
Impact BIO-1	New development under the proposed Plan would not have a substantial adverse effect, either directly or through habitat modifications, on 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 Game or U.S. Fish and Wildlife Service.	SCA-44, SCA-46, SCA-82, SCA-83, SCA-84, SCA-85, SCA-86, SCA-87, SCA-88, SCA-D	n/a	None Required	Less than Significant



Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary

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Impact BIO-2	New development under the proposed Plan would not 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 Game or U.S. Fish and Wildlife Service.	SCA-82, SCA-83, SCA-84, SCA-85, SCA-86, SCA-87, SCA-88	n/a	None Required	Less than Significant
Impact BIO-3	New development under the proposed Plan would not 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.	SCA-82, SCA-83, SCA-84, SCA-85, SCA-86, SCA-87, SCA-88	n/a	None Required	Less than Significant

Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary

**Table ES-3: Summary of Impacts, Proposed Plan Policies that Reduce the Impact, Significance, and Mitigation**

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Impact BIO-4	New development under the proposed Plan would not 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.	SCA-43, SCA-44, SCA-45, SCA-46, SCA-47, SCA-82, SCA-83, SCA-84, SCA-85, SCA-86, SCA-87, SCA-88, SCA-D	OS-18.	None Required	Less than Significant
Impact BIO-5	New development under the proposed Plan would not fundamentally conflict with the City of Oakland Tree Protection Ordinance (Oakland Municipal Code (OMC) Chapter 12.36) by removing protected trees under certain circumstances.	SCA 43, SCA 44, SCA 45, SCA 46, SCA 47	n/a	None Required	Less than Significant
Impact BIO-6	New development under the proposed Plan would not fundamentally conflict with the City of Oakland Creek Protection Ordinance (OMC Chapter 13.16) intended to protect biological resources.	SCA-82, SCA-83, SCA-84, SCA-85, SCA-86, SCA-87, SCA-88	n/a	None Required	Less than Significant

Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary

**Table ES-3: Summary of Impacts, Proposed Plan Policies that Reduce the Impact, Significance, and Mitigation**

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Impact CUM BIO-7	Development projects associated with the implementation of the Plan in conjunction with other past, present, and reasonably foreseeable maximum development in the City of Oakland would not result in cumulative adverse impacts on special-status species or other biological resources.	SCA-43-47, SCA-82-88, SCA-D	n/a	None Required	Less than Significant Cumulative Impact

Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary**Table ES-3: Summary of Impacts, Proposed Plan Policies that Reduce the Impact, Significance, and Mitigation**

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<b>3.12</b>	<b>Geology and Soils</b>				
Impact GEO-1	<p>New development under the proposed Plan could expose people or structures to substantial risk of loss, injury, or death involving:</p> <ul style="list-style-type: none"> <li>• Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map or Seismic Hazards Map issued by the State Geologist for the area or based on other substantial evidence of a known fault;</li> <li>• Strong seismic ground shaking;</li> <li>• Seismic-related ground failure, including liquefaction, lateral spreading, subsidence, collapse; or</li> <li>• Landslides.</li> </ul>	SCA-58, SCA-60, SCA-93	n/a	None Required	Less than Significant
Impact GEO-2	New development under the proposed Plan located on expansive soil, as defined in section 1802.3.2 of the California Building Code, would not create substantial risks to life, property, or creeks/waterways.	SCA-58, SCA-60	n/a	None Required	Less than Significant

Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary

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Impact GEO-3	New development under the proposed Plan would not be located above a well, pit, swamp, mound, tank vault, or unmarked sewer line, landfill for which there is no approved closure or post-closure plan, or unknown fill soils, creating substantial risks to life or property.	SCA-34, SCA-55, SCA-58, SCA-60	n/a	None Required	Less than Significant
Impact CUM GEO-4	Implementation of the proposed Plan, combined with past, present, and reasonably foreseeable future development in the vicinity, would not result in an increased risk of exposure of people and property to geologic hazards.	SCA-58, SCA-60, SCA-93	n/a	None Required	Less than Significant Cumulative Impact

Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary**Table ES-3: Summary of Impacts, Proposed Plan Policies that Reduce the Impact, Significance, and Mitigation**

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<b>3.13</b>	<b>Hazards and Hazardous Materials</b>				
Impact HAZ-1	New development under the proposed Plan would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	SCA-74	n/a	None Required	Less than Significant
Impact HAZ-2	Development under the proposed Plan would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	SCA-35, SCA-61, SCA-62, SCA-63, SCA-64, SCA-65, SCA-66, SCA-67, SCA-68, SCA-69	n/a	None Required	Less than Significant
Impact HAZ-3	New development under the proposed Plan would not create a significant hazard to the public through the storage or use of acutely hazardous materials near sensitive receptors.	SCA-74	n/a	None Required	Less than Significant



Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary

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Impact HAZ-4	New development under the proposed Plan would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one quarter-mile of an existing or proposed school.	SCA-74	n/a	None Required	Less than Significant
Impact HAZ-5	New development under the proposed Plan located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 (i.e. the "Cortese List") but would not as a result create a significant hazard to the public or the environment.	SCA-35, SCA-62, SCA-63, SCA-64, SCA-65, SCA-66, SCA-67, SCA-68, SCA-69	n/a	None Required	Less than Significant
Impact HAZ-6	New development under the proposed Plan would not result in fewer than two emergency access routes for streets exceeding 600 feet in length unless otherwise determined to be acceptable by the Fire Chief, or his/her designee, in specific instances due to climatic, geographic, topographic, or other conditions.	n/a	n/a	None Required	Less than Significant

Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary

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<i>#</i>	<i>Environmental Impact</i>	<i>Standard Conditions of Approval (SCA)</i>	<i>Proposed Plan Policies</i>	<i>Mitigation<sup>3</sup></i>	<i>Level of Significance After Application of SCAs, Policies, and/or Mitigation</i>
Impact HAZ-7	New development under the proposed Plan would not fundamentally impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	n/a	n/a	None Required	Less than Significant
Impact CUM HAZ-8	New development following the proposed Plan, combined with past, present, and reasonably foreseeable maximum development in Oakland, would not create a significant hazard to the public or the environment with regard to hazardous materials and other hazards.	SCA-35, SCA-61, SCA-62, SCA-63, SCA-64, SCA-65, SCA-66, SCA-67, SCA-68, SCA-69, SCA-74,	n/a	None Required	Less than Significant Cumulative Impact, Project Contribution Not Cumulatively Considerable

Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary

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<b>3.14</b>	<b>Hydrology and Water Quality</b>				
Impact HYD-1	Implementation of the proposed Plan would not violate any water quality standards or waste discharge requirements.	SCA-34, SCA-35, SCA-55, SCA-64, SCA-68, SCA-69, SCA-75, SCA-78, SCA-79, SCA-80, SCA-81, SCA-82, SCA-83, SCA-84, SCA-85, SCA-86, SCA-91	n/a	None Required	Less than Significant

Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary**Table ES-3: Summary of Impacts, Proposed Plan Policies that Reduce the Impact, Significance, and Mitigation**

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Impact HYD-2	Implementation of the proposed Plan would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or proposed uses for which permits have been granted).	SCA-75, SCA-78, SCA-80, SCA-81	n/a	None Required	Less than Significant
Impact HYD-3	Implementation of the proposed Plan would not result in substantial erosion or siltation on- or off-site that would affect the quality of receiving waters.	SCA-34, SCA-35, SCA-55, SCA-64, SCA-68, SCA-69, SCA-75, SCA-78, SCA-79, SCA-80, SCA-81, SCA-82, SCA-83, SCA-84, SCA-85, SCA-86, SCA-91	n/a	None Required	Less than Significant

Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary

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Impact HYD-4	Implementation of the proposed Plan would not result in substantial flooding on- or off-site.	SCA-34, SCA-55, SCA-75, SCA-78, SCA-79, SCA-80, SCA-81, SCA-82, SCA-83, SCA-84, SCA-85, SCA-86, SCA-91	n/a	None Required	Less than Significant
Impact HYD-5	Implementation of the proposed Plan would not create or contribute substantial runoff which would exceed the capacity of existing or planned stormwater drainage systems.	SCA-34, SCA-55, SCA-75, SCA-78, SCA-79, SCA-80, SCA-81, SCA-82, SCA-83, SCA-84, SCA-85, SCA-86, SCA-91	n/a	None Required	Less than Significant

Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary

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Impact HYD-6	Implementation of the proposed Plan would not create or contribute substantial runoff which would be an additional source of polluted runoff, or otherwise substantially degrade water quality.	SCA-34, SCA-35, SCA-55, SCA-64, SCA-68, SCA-69, SCA-75, SCA-78, SCA-79, SCA-80, SCA-81, SCA-82, SCA-83, SCA-84, SCA-85, SCA-86, SCA-91	n/a	None Required	Less than Significant
Impact HYD-7	Implementation of the proposed Plan would not place housing or other structures within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map that would impede or redirect flood flows.	SCA-89, SCA-90	n/a	None Required	Less than Significant

Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary

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Impact HYD-8	Implementation of the proposed Plan would not expose people or structures to a substantial risk of loss, injury, or death involving flooding.	SCA-89, SCA-90	n/a	None Required	Less than Significant
Impact HYD-9	Implementation of the proposed Plan would not expose people or structures to a substantial risk of loss, injury, or death as a result of seiche, tsunami, or mudflow.	n/a	n/a	None Required	Less than Significant
Impact HYD-10	Implementation of the proposed Plan would not substantially alter the existing drainage pattern of the area, including through the alteration of the course or increasing the rate or amount of flow of a creek in a manner that would result in substantial erosion, siltation, or flooding both on- or off-site.	SCA-34, SCA-35, SCA-55, SCA-64, SCA-68, SCA-69, SCA-75, SCA-78, SCA-79, SCA-80, SCA-81, SCA-82, SCA-83, SCA-84, SCA-85, SCA-86, SCA-87, SCA-88, SCA-91	n/a	None Required	Less than Significant



Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary**Table ES-3: Summary of Impacts, Proposed Plan Policies that Reduce the Impact, Significance, and Mitigation**

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Impact HYD-11	Implementation of the proposed Plan would not fundamentally conflict with the City of Oakland Creek Protection Ordinance (OMC Chapter 13.16) intended to protect hydrological resources.	SCA-82, SCA-83, SCA-84, SCA-85, SCA-86, SCA-87, SCA-88, SCA-89, SCA-90	n/a	None Required	Less than Significant
Impact CUM HYD-12	Development following the proposed Plan in combination with past, present, and reasonably foreseeable maximum development in Oakland, would not adversely affect water quality and hydrology.	SCA-34, SCA-35, SCA-55, SCA-64, SCA-68, SCA-69, SCA-75, SCA-78, SCA-79, SCA-80, SCA-81, SCA-82, SCA-83, SCA-84, SCA-85, SCA-86, SCA-87, SCA-88, SCA-89, SCA-90, SCA-91	n/a	None Required	Less than Significant

Draft Environmental Impact Report for Lake Merritt Station Area Plan  
Executive Summary

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<b>3.15</b>	<b>Impacts Not Significant</b>				
	<i>Agriculture and Forest Resources</i>				
AG-1	Future development under the proposed Plan may affect agriculture and forest resources.	n/a	n/a	None Required	No Impact
	<i>Mineral Resources</i>		n/a		
MIN-1	Future development under the proposed Plan may affect mineral resources.	n/a	n/a	None Required	No Impact