

3.	<p><b>Project Name:</b> Coliseum Area Specific Plan and EIR</p> <p><b>Location:</b> The Coliseum Area Specific Plan area (“Plan Area”) is located in Oakland and covers an area of approximately 800 acres bounded by 66th Avenue to the north, San Leandro Street and Hawley Street to the east, Hegenberger Road to the south, and San Leandro Bay and the Oakland International Airport to the west. The Plan Area includes the Oakland-Alameda County Coliseum and Arena, and the Oakland Airport Business Park.</p> <p><b>Proposal:</b> Conduct a public hearing to receive public comment and to consider certifying the Final Environmental Impact Report (FEIR), and recommending to the City Council the adoption of the proposed Final Coliseum Area Specific Plan, and associated General Plan and Planning Code amendments (text and map changes), and Design Guidelines associated with the Specific Plan (collectively called “Related Actions”). The proposals include the creation of six new district-specific zoning classifications: “D-CO-1” through “D-CO-6”, as well as additional necessary changes to the Oakland Planning Code to incorporate the proposed new zones, and changes to the Zoning Maps to implement them. There will also be proposed General Plan Amendments associated with the Plan—both to the <i>Estuary Policy Plan</i> and the <i>Land Use and Transportation Element</i> of the Oakland General Plan.</p> <p><b>Contact Person/Phone Number:</b> Devan Reiff, 510-238-3550 or Ed Manasse, 510-238-7733</p> <p><b>Applicant:</b> City of Oakland</p> <p><b>Case File Number:</b> ZS13103 / ER130004 / SP14001 / GP14002 / ZA14001</p> <p><b>General Plan:</b> <u>Land Use and Transportation Element (LUTE) Areas:</u> Regional Commercial, Community Commercial, Business Mix. <u>Estuary Policy Plan Areas:</u> General Commercial 2, Light Industry 3, Parks.</p> <p><b>Zoning:</b> CR-1, IO, M-40, S-15, CIX-2</p> <p><b>Environmental Determination:</b> An Environmental Impact Report (EIR) has been prepared for the Coliseum Area Specific Plan. The Draft EIR (DEIR) was published on August 22, 2014, and the comment period ended October 6, 2014. All comments that were received during the Draft Environmental Impact Report (DEIR) public comment period have been compiled and responded to in the Response to Comments (RTC) Document, along with changes and clarifications to the DEIR. The RTC Document, together with the DEIR, constitutes the Final EIR (FEIR) for the Specific Plan. A Final EIR was published on February 20, 2015.</p> <p><b>Historic Status:</b> CEQA historic resources currently identified in the Plan Area (resources that are on or may be eligible for National, California, or Local Registers of Historical Resources) include the Coliseum and Arena (individually rated A and B by the Oakland Cultural Heritage Survey and together constituting an Area of Primary Importance) and the Warehouse Union Local 6 building at 99 Hegenberger Road (PDHP, preliminary rating *c3, of potential future significance; now over 50 years old). Portions of the Project Area contain other older buildings and structures not currently evaluated as significant but of possible future interest.</p> <p><b>Service Delivery Districts:</b> 5, 6</p> <p><b>City Council Districts:</b> 7 (with City Council District 6 representing the 66<sup>th</sup> Ave. frontage of Plan Area)</p> <p><b>Commission Action to Be Taken:</b> Receive public comments, close the hearing and consider certifying the FEIR, and recommending to the City Council adoption of the proposed Final Specific Plan and Related Actions.</p> <p><b>Finality of Decision:</b> n/a</p> <p><b>For Further Information:</b> Contact project planner Devan Reiff at 510-238-3550 or dreiff@oaklandnet.com Project website: <a href="http://www.oaklandnet.com/coliseumcity">www.oaklandnet.com/coliseumcity</a></p>
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**SUMMARY**

Since 2012, the City has been working on preparation of the Draft Coliseum Area Specific Plan (Draft Specific Plan) — a new, forward-looking vision for the 800-acre area between 66<sup>th</sup> Avenue and Hegenberger Road, including the Oakland-Alameda County Coliseum complex, the Coliseum BART station and adjoining parking lots, the Oakland Airport Business Park, and environs. The Draft Specific Plan supports the City's efforts to retain Oakland's three major professional sports teams, and allow for significant new residential and commercial development near a major Bay Area transit node. The City of Oakland's Bureau of Planning prepared an Environmental Impact Report (EIR) on the Draft Specific Plan that evaluates its potential environmental impacts.

On February 4, 2015, the Planning Commission reviewed as an informational item the revised Final Draft Coliseum Area Specific Plan (Final Draft Specific Plan), released in January 2015, with revisions from the Plan's initial release in August 2014. Also at the February Planning Commission hearing was a discussion of draft General Plan and Planning Code amendments (text and map changes), to accompany and implement the concepts and policies contained in the Final Draft Specific Plan. These implementation regulations will help establish the future character of the Coliseum Plan Area, by providing detailed regulations on land use activities, along with guidance on the design of buildings, streets, and public spaces. **Attachment A**<sup>1</sup> to this report includes the February 4, 2015 Planning Commission report, which contains a complete explanation of the proposed amendments to the General Plan and Planning Code. A general description of the proposed General Plan and Zoning Code amendments can also be found in Chapter 7 of the final Draft Specific Plan. In summary, there are six new "District Coliseum" zones proposed for the Plan Area, "D-CO-1" through "D-CO-6" (see **Attachment B** to this report for the proposed Planning Code text which contains the regulations for these new zones, as well as changes made since the February 4, 2015 Planning Commission hearing. Ancillary changes throughout the Planning Code, necessary to incorporate the new zones (such as in Parking, Section 17.116), as well as selected "code cleanup" items are shown in **Attachment B1** to this report.

In response to comments received since the February 4, 2015 Planning Commission hearing, staff has made additional changes to the proposed new zoning and General Plan designations maps (see **Attachment C** to this report.

The Final Draft Specific Plan and related actions, and both Draft and Final EIR can also be viewed online at: [www.oaklandnet.com/coliseumcity](http://www.oaklandnet.com/coliseumcity), (under the section called 'Plans, Documents and Media'), and is available for review at the Oakland Public Library, Social Science and Documents, 125 14th Street, Oakland CA 94612 and at the City of Oakland Bureau of Planning (250 Frank Ogawa Plaza, Suite 3315).

Staff have received comment letters since the February 4, 2015 Planning Commission hearing which are included here for the public record. The first is a DEIR comment letter from the Alameda County Parks, Recreation and Historical Commission, which was not received by the City in time for response and inclusion into the Final EIR (see **Attachment D**); the second is a letter from East Bay Municipal Utility District, emphasizing their current and long-term plans for their property (see **Attachment E**). Also, this report will present comments from the Landmarks Preservation Advisory Board hearing of February 23, 2015, and staff responses.

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<sup>1</sup> Prior to the February 4th Planning Commission hearing, on January 21, 2015, the Zoning Update Committee (ZUC) of the Planning Commission held a public hearing to discuss and hear public comment on the proposed new Zoning.

The purpose of this public hearing is to inform the Planning Commission and the public on the Final Environmental Impact Report (FEIR), released on February 20, 2015<sup>2</sup>, take comments on the final draft Specific Plan and revisions, and comments on the proposed amendments to the Oakland General Plan, the Oakland Planning Code, and to the Zoning Maps, as revised. The Planning Commission is also asked to take action to adopt the CEQA findings for the Specific Plan (**Attachment F**), which includes certification of the EIR, rejection of the CEQA alternatives as infeasible, and a Statement of Overriding Considerations. In addition, the Commission is asked to Adopt the Standard Conditions of Approval and Mitigation Monitoring Reporting Program (SCAMMRP) (**Attachment G**); and to recommend the City Council adopt the Coliseum Area Specific Plan and General Plan and Planning Code Amendments based, in part, upon the Adoption Findings in **Attachment F**. Finally, the Commission is asked to authorize staff to make minor ongoing revisions and to make non-substantive, technical conforming edits to the Planning Code that may have been overlooked in deleting old sections and cross-referencing new sections to the new Coliseum District zones.

## PLAN BOUNDARY

The Coliseum Area Specific Plan Area (Plan Area) covers approximately 800 acres, and is generally bounded by 66th Avenue and East Creek Slough to the north, San Leandro Street and Hawley Street to the east, Hegenberger Road to the south, and San Leandro Bay and the Oakland International Airport to the west. The Plan Area is divided for Specific Plan purposes into five Sub-Areas, A through E (see **Attachment H to this report**). For ease of comprehension:

- **Sub-Area A** applies to the current Coliseum/Arena site and Coliseum BART station area;
- **Sub Areas B, C & D** spans the Oakland Airport Business Park; and
- **Sub-Area E** contains the East Bay Municipal Utility District-owned and City of Oakland-owned lands between Damon Slough and East Creek Slough.

The term “Coliseum District”, as used in the Draft Specific Plan and in this report, describes a Plan Focus Area - which includes both the current Coliseum/Arena complex in Sub-Area A, and a portion of Subarea B on the west side of I-880 between Oakport Street and Edgewater Drive, from Damon Slough to Elmhurst Creek.

## BACKGROUND

For over 15 years, the City’s General Plan has envisioned a transformed Coliseum Area. In 1998, the Land Use and Transportation Element (LUTE) of the Oakland General Plan identified the Coliseum Area as a “Showcase District.” The proposed Coliseum Area Specific Plan is intended to implement the following General Plan vision for the Coliseum Area from the General Plan LUTE:

*The number of visitors that come to the Coliseum, its excellent transportation access and the availability of land nearby combine to offer a superb prospect for the area’s future as regional center of entertainment and commercial recreation. The General Plan envisions the Coliseum Complex at the center of a regional shopping, entertainment and recreation district....Linkages between the Coliseum and Airport and the Coliseum and Waterfront are critical to the future economic potential of this area,*

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<sup>2</sup> The Final EIR was provided to the Planning Commissioners under a separate distribution. Copies are available to the Public at the Bureau of Planning, 250 Frank Ogawa Plaza, Suite 3315, or on the City’s webpage, [www.oaklandnet.com/coliseumcity](http://www.oaklandnet.com/coliseumcity).

*and a special plan is needed to guide development of the Coliseum showcase to maximize its potential.*<sup>3</sup>

In 2011, the City issued a Request for Proposals (RFP), seeking a team of consultants and developers who could create a new vision for the Coliseum area. In March of 2012, the Oakland City Council entered into an Exclusive Negotiating Agreement (ENA) with a team of urban designers, architects and developers led by the Oakland-based firm of JRDV Urban International, with an environmental and planning team led by Lamphier-Gregory (also an Oakland-based company). In 2013, the City issued a Notice of Preparation (NOP) of a Draft EIR and held two scoping sessions, before the Landmarks Preservation Advisory Board and the Planning Commission.

In 2014, as administrative drafts of the Specific Plan and the CEQA analysis for the EIR were being prepared, the City held three public workshops to hear comments and make further refinements to the Draft Specific Plan. On August 22, 2014, the Draft Specific Plan and Draft EIR were released. On September 8, and on October 4, 2014, the City held public hearings before the Landmarks Preservation and Advisory Board, and the Planning Commission<sup>4</sup>. Also in the fall and winter of 2014, and in January and February of 2015, the City held additional public workshops and staff attended community meetings to discuss and hear public comments on the Specific Plan and EIR.

## **PROJECT DESCRIPTION**

The Final Draft Coliseum Area Specific Plan is intended to provide both a short-term development plan for the accommodation of up to three new venues for the City's professional sports teams, and a longer term, 20-to 25-year planning document providing a roadmap for land use policy, regulatory requirements and public and private investment that coordinates future development of new residential, retail, hospitality, office, and science and technology uses, to create significant long-term value for the City of Oakland and Alameda County. The Draft Specific Plan envisions a comprehensive transformation of what is currently one of the largest under-developed, inner-urban, transit-served redevelopment opportunities in California. The City sees implementation of the Final Draft Specific Plan as a critical opportunity to revitalize some of Oakland's most important physical assets, and transform these assets into an area that generates long-term economic growth for the City.

The Final Draft Specific Plan includes the following six goals to achieve this transformation:

1. Retain Oakland's existing professional sports teams, and maximize the economic value for Oakland and Alameda County from these sports facilities.
2. Create a regionally significant jobs and employment area that can expand Oakland's ability to attract new businesses and supports existing businesses, given the area's available land and its prime transit-oriented and airport-adjacent location. Participate in the Bay Area's dynamic "innovation economy", and attract new businesses and job opportunities to the surrounding East Oakland area.
3. Improve the area's existing investments in transit and transportation infrastructure; create a Transit Oriented Development (TOD) of new housing and commercial uses which advances

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<sup>3</sup> LUTE, pages 44-45. (emphasis added).

<sup>4</sup> A full list of public meetings and hearings, see Table 4 to this report, or on the City's website, [www.oaklandnet.com/coliseumcity](http://www.oaklandnet.com/coliseumcity).

regional and state growth policies; increase Oakland's ability to leverage its central position in the Bay Area, and capture a larger share of regional housing growth, job growth and economic investment.

4. Create a vibrant urban mixed-use district, attracting a significant community of residential and commercial uses. The Coliseum area will feature active streets and public spaces that provide an enhanced pedestrian experience, site security and innovative urban place-making.
5. Create enhanced open space, Bay access, and natural habitat opportunities that will restore natural habitat, and create public educational and Bay accessibility opportunities for Oakland and Bay Area residents.
6. Build upon and promote Oakland's recognized leadership and policies in protecting the urban environment, through the use of building techniques which require fewer natural resources, and create a place which is committed to sustainability.

The approximately 800-acre Plan Area is divided for Specific Plan purposes into five "Sub-Areas" (see **Attachment H**):

#### *Sub-Area A*

Sub-Area A is approximately 243 acres, and contains the Coliseum sports complex, surface parking, industry, and transportation infrastructure. The Coliseum sports complex is jointly owned by the City of Oakland and Alameda County; it consists primarily of the existing Arena venue for professional basketball and special events (Oracle Arena), and the Coliseum venue for professional football, baseball and special events (O.co Coliseum). Sub-Area A also includes City-owned land, additional private properties to the east along both sides of San Leandro Street, and the existing Coliseum BART Station and surface parking lot. The Draft Plan addresses Sub-Area A in a greater level of detail, being the most likely area for early phase of development.

#### *Sub-Area B*

Sub-Area B is approximately 127 acres, and contains the northerly portion of the Oakland Airport Business Park, freeway-oriented retail and office buildings along the Oakport Street frontage of I-880, and an aging, but well-maintained light industrial and office park district (Oakland Airport Business Park) along Edgewater Drive. The shoreline consists of the MLK Shoreline Park, which features a vegetated pedestrian trail and bike path with views looking across San Leandro Bay, as well as property the City of Oakland leases from the Port of Oakland for the City's Public Works Corporation Yard.

#### *Sub-Area C*

Sub-Area C is approximately 189 acres in size and contains the eastern portion of the Oakland Airport Business Park. Currently, this Sub-Area contains 2.25 million square feet of building space, largely made up of an inter-related mix of light industrial, and office uses, as well as a Walmart store and adjacent retail shopping center off Hegenberger Road at Edgewater Drive. Sub-Area C continues the light industrial and office park district along Edgewater Drive and the shoreline park.

#### *Sub-Area D*

Sub-Area D is approximately 136 acres in size and includes the southern portion of the Oakland Airport Business Park nearest to the Oakland International Airport. It contains approximately 1.66 million square feet of building space, including large logistics and distribution businesses and activities, as well as light industrial, hotel, and retail and restaurant uses along Hegenberger Road. The western edge of Sub-Area D



abuts, but does not include Arrowhead Marsh and the Martin Luther King Jr. Shoreline Park.

#### *Sub-Area E*

Sub-Area E is approximately 105 acres in size, and is located on the westerly or water-side of I-880, between Damon Slough and East Creek Slough. The uses consist of East Bay Municipal Utility District (EBMUD) water treatment facilities and corporation yard; City of Oakland OakPort recreation fields for soccer and open space; and land leased to the East Bay Regional Parks District for MLK Shoreline Park trails.

A summary of the Draft Specific Plan build-out includes up to three new sports facilities totaling nearly 4.25 million square feet of building space; an increase of up to 8 million square feet of office, light industrial, logistics and retail space; and 5,750 new residential units. The Final Draft Specific Plan buildout accommodates up to 14,000 structured parking spaces, and 4,000 surface parking spaces on the Coliseum site.

The Final Draft Specific Plan will facilitate the creation of nearly 34 acres of new, publically accessible open space within Sub-Areas A and B, and allows for additional acres of restored open space in Sub-Area E.

The Final Draft Specific Plan has been prepared with sufficient flexibility to allow for a number of alternative development scenarios, and the continued guidance of future development in the Plan Area even if one or more of the sports teams were to relocate out of the Coliseum Area. Therefore, the DEIR also studies the environmental effects of a two-team, a one-team, and a no-team project alternative.

The Draft Specific Plan provides separate development concepts for each of the Plan Sub-Areas, as described below. Each of these development concepts require further, more detailed planning and analysis, as well as investigation into financing strategies necessary for implementation. None of these Draft Specific Plan concepts currently represent a definitive end-state, or an obligation on the part of either the City or the sports franchises, but are instead a statement of the area's potential.

Because of the complexity of the Draft Specific Plan's development program for the Plan Area's 800 acres, this report will focus on selected goals for both the "Coliseum District" (which consists of Subarea A [the site of the current Coliseum and Arena, and their surrounding surface parking lot] and a portion of Subarea B on the west side of I-880), and the Oakland Airport Business Park and environs.

#### **A. Selected goals for the Coliseum District:**

- **New Sports Venues:** Development of up to three (3) new multi-purpose sports/entertainment facilities that retain the City's professional sports teams in Oakland, provide attractions that bring people to the area, and facilitate the development of other uses nearby. This development program includes a proposed new National Football League (NFL) stadium for the Oakland Raiders; a new Major League Baseball (MLB) ballpark for the Oakland A's; and the potential for a new National Basketball Association (NBA) arena for the Golden State Warriors. Under a number of the Draft Specific Plan scenarios, the current Arena would remain as a multi-purpose event venue.
- **Housing:** Development of new housing: 2,300 units at the BART-adjacent Transit Oriented Development district (primarily the BART parking lots, and parcels on San Leandro Street); and up to 1,700 units in a proposed "ballpark village" near the sports facilities.

- Pedestrian access: proposed new elevated pedestrian concourse that would connect from the Coliseum BART station to the new sports/ entertainment areas at the current Coliseum site. This elevated connector could potentially extend over I-880 and link BART to San Leandro Bay; and is envisioned to include a potential streetcar line that uses the elevated concourse to connect from BART to the Oakland Airport Business Park.
- Open Space and Parks: The Draft Plan proposes a total of 26.5 acres of open space within the Coliseum district, consisting of a proposed 2-acre “Grand Plaza” pedestrian streetscape; 10-acre pedestrian elevated concourse and linear open space; and 7- acres of open space and natural habitat improvement along Damon Slough near the Union Pacific/Amtrak railroad tracks and along 66th Avenue.

**B. Selected goals for the Oakland Airport Business Park:**

- New office space: Provide opportunities for new office and light industrial uses, and campus-type development, of regional significance that expands opportunities for companies in the tech economy to locate in Oakland, in up to 1.5 million square feet of new and renovated buildings.
- New Arena: The Draft Plan proposes a location for a new NBA arena for the Golden State Warriors, should the team decide to remain in Oakland and not move to San Francisco.
- Potential New Residential district: Development of a potential new mixed-use waterfront residential district between Edgewater Drive and the San Leandro Bay shoreline, bracketed by Damon Slough and Elmhurst Creek Slough, with up to 1,750 new residential units. This would be primarily on the location of the existing City of Oakland Corporation Yard, which is on land owned by the Port of Oakland.

**CHANGES MADE TO THE SPECIFIC PLAN AND RELATED ACTIONS**

This section of the report details changes made to the Specific Plan and Related Actions since the February 4, 2015 Planning Commission hearing.

***Changes made to the Final Draft Specific Plan*** During the City’s public review process, following the August 22, 2014 release of the draft Coliseum Area Specific Plan, numerous suggestions to change or amend the Plan were made by the public, outside agencies, Planning Commissioners, community groups, and other interested parties. For the Final Draft Specific Plan released on January 30, 2015, staff has made some of the suggested changes, and not others. The significant changes are: addition of new policies on affordable housing, local hiring, anti-displacement protections, community benefits and community health; changes to the proposals for the Edgewater Seasonal Wetland and the “Bay Inlet”; and revised policies to address the effects of sea-level rise.

At the February 4, 2015 Planning Commission hearing, Commissioners made a number of suggested changes to the Specific Plan. Staff will make those changes to the Plan prior to the City Council Community and Economic Development Committee meeting scheduled for March 24, 2015, and will also complete Chapter 7, Implementation Table.

***Changes made to the proposed Planning Code text (Zoning code amendments) and throughout the Planning Code***

As shown in **Attachment B** to this report, staff suggests a number of changes to the proposed Planning Code text, or “Zoning Code amendments”:

- Revised conditional use permit findings for residential activities in the proposed new D-CO-4 zone (mapped between Edgewater Drive and the shoreline, between Damon Slough and Elmhurst Creek). See Limitations on Table 17.101H.01, limitation “L4” in **Attachment B**;
- Revised activity tables, refining permitted, conditionally permitted and prohibited uses for each of the six D-CO zones. This reflects Planning and economic development staff suggestions (**Attachment B**). A table which compares the existing zoning districts (S-15, CR-1, IO, and CIX-2) in the Plan Area to the six proposed new “Coliseum District zones” is included as **Attachment I** to this report.
- Revised outdoor storage findings for a conditional use permit would apply to proposed “D-CO-6” zone (**Attachment B**).

As shown in **Attachment B1** to this report, staff additionally suggest a number of changes to the Planning Code:

- Ancillary changes to incorporate the proposed “D-CO” zones (e.g. Parking);
- Not a part of the proposed new zoning for the Coliseum Specific Plan, but important to the Planning and Building Division are minor “code clean ups” to the West Oakland and Lake Merritt Specific Plan zoning regulations. In **Attachment B1**, in West Oakland, changes were to Code Section 17.73.015, particularly to clarify that design review for new industrial buildings would only apply in West Oakland, and not citywide; and in Lake Merritt, to Code Section 17.101G.050, to remove a district-only design regulation (“minimum depth of storefront bay”) that is more restrictive than city standards for other downtown zones.

**Changes made to the proposed General Plan and Zoning Maps**

**Changes to EBMUD-owned property**

EBMUD has expressed their interest in implementing a master plan for their Oakport property in Sub Area E that involves an expansion of the corporation yard onto the 14 acre vacant parcel they own on Oakport Street, and onto land near East Creek Slough which is currently leased on a short term basis to the East Bay Regional Parks District as passive open space (see ID # “Q” on the General Plan map, **Attachment C** to this report). In response, Staff proposes to include ID # “Q” in the “Business Mix” General Plan land use designation as opposed to the “Open Space” designation originally proposed. Similarly, the City now proposes to map the new “D-CO-6” zone onto this same piece of property (ID # 24), instead of mapping an Open Space zone there. This would conditionally permit open outdoor storage on land that EBMUD leases on a short-term basis to East Bay Regional Parks as passive opens space. The City recognizes that this preserves EBMUD’s option to, at some point in the future, implement their Oakport Master Plan expansion onto this portion of their property, although EBMUD indicates there are no immediate plans to do so.

In combination with the proposed Planning Code amendments to “Open Storage” conditional use permit findings discussed elsewhere in this report, these two actions will allow consideration of EBMUD’s long-term corporation yard expansion plans, even with new General Plan and zoning designations. The vacant 14-acre site on Oakport Street at 66<sup>th</sup> is considered a “gateway” to the Coliseum Plan area, and landscaping and screening of the parcel is included in the proposed zoning. Should EMBUD at some point in the future



decide to sell this site, and expand the current Oakport corporation yard operations elsewhere, the regulations for future development of the 14-acre site would be governed by the new D-CO-6 zone.

**Landmarks Preservation Advisory Board (LPAB) hearing of February 23, 2015**

The LPAB held the second of two hearings on the Coliseum Area Specific Plan (the first was informational on February 9th), to discuss the Final EIR, and the mitigation measures proposed for the significant unavoidable impact which would result should the Coliseum (O.co stadium) be demolished in order to implement the Specific Plan's preferred vision of new sports venues at the Coliseum district. The Board was concerned that: (a) the Final EIR was deficient in presenting the cultural history of fifty years of events, concerts, games and celebrations at the stadium; (b) the archeological analysis was flawed in the EIR because it didn't include the discovery, in the mid-1960's, of mammoth tusks at the site (presumably during construction of the stadium); and (c) the mitigation measures proposed in the Final EIR were not clear in their direction to the City Council about the best way to determine the monetary amount that would be required to be contributed to compensate for the demolition of the Coliseum stadium (and, potentially, under one scenario, the Oracle Arena).

The Board passed three motions addressing these concerns. Each LPAB motion is summarized below, followed by a staff response:

1. Recommend that the EIR be revised and brought back to LPAB before going to the Planning Commission, because the preservation alternative (in the EIR, i.e. retaining and renovating the Coliseum stadium, instead of demolishing it) has not been adequately put forward and analyzed under CEQA; further research is needed on the significance of the resource is needed under (Federal Preservation) Criteria a and b; other potential historic resources in the area should be analyzed, including the Coliseum BART station and other buildings which might become 50 years old during in the next 25 years; and archeological resources be looked at; the revised FEIR (be brought back to LPAB) and that the Planning Commission hearing of March 4th be postponed.

**Staff Response:** *The City considers the Coliseum EIR to be legally valid under CEQA. Staff and the City Administrator recommend the current schedule of public adoption hearings for the Specific Plan and EIR, and do not recommend postponing the legally-noticed Planning Commission hearing on March 4th. Continuing the item to a future Planning Commission hearing to allow time for additional analysis, which is estimated to take two to three months, would significantly alter the current Plan adoption schedule of a March 24th CED hearing, a first reading and adoption of the Plan and certification of the EIR at the full City Council on March 31st, with a second reading of the proposed zoning text and map on April 21st. This LPAB recommendation would impact the adoption schedule of the Coliseum Plan in a substantial and unnecessary way.*

*Staff does not believe it is necessary to postpone the adoption schedule because the LPAB's concerns can be addressed without returning to the LPAB and postponing the Planning Commission hearing. Staff is recommending additional mitigation to further document the cultural significance of the Coliseum District (see below). This additional documentation will not alter the conclusions of the environmental analysis; the analysis already assumes that there would be a significant and*

*unavoidable impact to cultural resources. Regarding buildings that will become 50 years or older in the future, CEQA is concerned with the analysis of the impact of the Specific Plan on the existing physical environment. It is too speculative at this point in time to consider potential impacts to existing buildings that may or may not be considered historic resources in the future. Potential impacts to future historic resources would be considered in the future if and when those buildings are considered historic resources. Finally, regarding archaeological resources, the EIR identifies and applies enhanced standard conditions of approval (see SCA Cultural-4) that are applied to areas where information suggests the potential for discovery of archaeological resources during construction, such as the Coliseum District, and requires additional measures to reduce potential impacts.*

2. The purpose of the mitigation is to compensate the City and the East Oakland community, for the loss of a valued, and priceless cultural and architectural resource; the LPAB is trying to come up with mitigations (both financial and non-financial) that compensate by recordings for posterity, and additional surveys that improve the Board's ability to evaluate cultural resources in the future. (Not in the motion, but in the discussion was the desire that the City start to look at preserving other mid-Century modern buildings in the City, and the desire that there be oral history done in the community about the experiences Oaklanders had at the Coliseum).

**Staff Response:** *Staff agrees with the ideas in this second motion. Staff also recognizes that no measures, financial or non-financial, can mitigate to a less than significant level the loss of the cultural, architectural and historic resources that will occur as a result of Plan implementation. The mitigation measures are recommended, and will be implemented, to reduce, to the fullest extent feasible, those impacts. But, the impacts can not be fully mitigated regardless of the level of financial or other contributions. Based on the comments and recommendation of the LPAB, the following additional mitigation measures (as derived from the Oakland Army Base Redevelopment Plan EIR and modified appropriate to the Coliseum Complex) are recommended to further compensate for the loss of the Oakland Coliseum as an historic resource. These mitigation measures would also be applicable under a scenario whereby the Arena may also be proposed for demolition. These measures are in addition to MM Cultural 1A-1: Historic American Buildings Survey (HABS) documentation, MM Cultural 1A-2: Public Interpretation Program, and MM Cultural 1A-3: Financial Contribution, as recommended in the Final EIR. New text is in underline:*

**MM Cultural 1A-4: Oral Histories.** *Oral histories shall be collected from people who have had a prominent role in those significant cultural events that occurred in the Coliseum and or Arena since these facilities were originally constructed. To the extent available for interview, oral histories shall be collected from the architecture and design firm Skidmore, Owings & Merrill (or an architectural historian with specific expertise on the works of this architectural firm), and a credentialed historian or a representative from the construction firm of Guy F. Atkinson Company. Oral histories shall also be obtained from willing sports personalities that have played a major roles in the sports histories that have occurred in these buildings, including players, coaches and team owners representing the Oakland Raiders, the Oakland Athletics, the Golden State Warriors and the Oakland Seals hockey team. Additional oral histories shall also be obtained from willing entertainers, event promoters, and sponsors of other major cultural events which have occurred within the Coliseum and Arena and which have helped shape the cultural history of these venues. Such events may include, but are not limited to*

entertainment events such as Bill Graham's Day on the Green concerts, Grateful Dead concerts, and memorable and prominent speakers such as the celebration for Mr. Nelson Mandela. The scope of this oral history collection should include the following:

- a. professional quality publication of a master catalog of the interviews;
- b. a summary report made available at the Oakland Museum, the Oakland History room, and/or the UC Berkeley Regional Oral History Office at the Bancroft Library; and
- c. publication of copies of audio CD's or other stable recording medium, and the summary report for sale to the public; and
- d. all interviews shall be transcribed and saved in a long-term, archive-stable medium.

**MM Cultural 1A-5: Comprehensive Written Document.** A historical resource documentation effort shall be conducted involving a coordinated effort of primary research and documentation, with a substantial scholarly input and publicly available products. The first product of this program shall include a coordinated effort to conduct the research, writing, photo documentation, assembly and publication efforts needed to prepare a comprehensive book on the history of the Oakland Coliseum Complex. The book shall document the important contribution the Coliseum Complex has made to the architectural and cultural history of Oakland.

- a. The research and documentation needed to prepare this book should provide the basis and background for coordinated subsequent documentary mitigation such as the oral histories and public interpretation program.
- b. Primary source material such as construction documents, photographs (such as those currently on display in the Coliseum) and oral accounts should be considered for publication or re-publication within this book.
- c. An author, or authors with appropriate experience and qualifications should prepare the book. The author shall consult with the Bancroft Library, the Oakland History Room, University of California Press, and historical societies as appropriate.
- d. Copies of the book shall be provided to all Oakland public libraries and to other educational institutions.

3. Mitigation in terms of financial and cultural enhancement contribution (such as a contribution to Oakland Parks and Recreation) shall be required, commensurate with the cultural value of the Coliseum; the dollar amount to be based on mitigations from other, similar historic demolitions in the City of Oakland, which have used the costs of façade improvement (at \$500 per lineal square foot) as a basis, or, of a greater amount, after a survey is done of comparable projects, and determined what those mitigation amounts were; do the HABS mitigations as specified in the EIR; conduct broader cultural outreach to capture cultural significance, under Criteria 1 and 2 per Preservation Bulletin 22, and dissemination (of the results).

**Staff Response:** *To address this third motion, staff proposes to alter the current mitigation in the Final EIR as follows (new text is underlined, deleted text is struck out):*

**MM Cultural 1A-3: Financial Contribution.** *If the Oakland Coliseum and/or Arena are demolished, project applicants) shall make a financial contribution to the City of Oakland to be used to fund historic preservation projects within or in the vicinity of the Coliseum district, as described below.*

- a) *The financial contributions can be applied to the programs such as a Façade Improvement Program or Tenant Improvement Program, applicable in East Oakland; and*
- b) *~~The Landmarks Preservation Advisory board may recommend a monetary value or a formula for assessing the amount of financial contribution for the City Council's consideration, but the amount of any such contribution shall be as negotiated between the City and the developer(s), as ultimately determined by the City Council.~~ Mitigation shall be provided as financial and/or cultural enhancement. Such contribution shall be commensurate with the cultural value of the Coliseum. The level of contribution shall be, to the maximum extent feasible, based upon financial information to be provided by the applicant (such as pro forma information or other comparable information), the City and upon other relevant factors determined by the City; the dollar amount of the financial contribution shall be based, as applicable, on mitigations from other similar historic demolitions in the City of Oakland, after a survey is done of comparable projects, and the amount of those mitigations is determined; the HABS mitigations as specified in the EIR are to be completed; the City and/or developer(s) to conduct community outreach to capture cultural significance, under Criteria 1 and 2 per Preservation Bulletin 22, and publically disseminate the results (see MM 1-4 and 1-5, above).*

*Staff has addressed the concerns of the Landmarks Board members and the historic preservation community to the maximum extent feasible. Staff acknowledges the importance of the district, Coliseum and Arena as cultural resources, while recognizing the constraints of preserving these resources from the standpoint of feasibility. From a CEQA perspective, and also as a City cultural or historic resource, no financial or other measure ultimately is available to mitigate for the loss of these resources. The City's recommendations, however, reduce these potential impacts to fullest extent feasible.*

## KEY ISSUES

### Proposed “Bifurcation” or two-tier zoning proposal for Business Park

A number of business owners are concerned about the potential impact of the proposed new zoning on the existing operations of the Business Park companies, including impacts from traffic, and possible incompatibilities should residential activities be introduced on the lands currently leased by the City for its corporation yard (see discussion above). Because of these concerns, there has been a request to “bifurcate” the zoning proposal, and consider the new zoning for the areas below I-880 on a separate track.

It is staff's opinion that while some level of “bifurcation” may be feasible, new land use regulation will be needed in the near term for at least a portion of the Plan Area below I-880 if the Coliseum Planning effort is to fulfill a number of its primary objectives.

The request from some members of the business community is to not change any zoning on the water side of I-880 (that is, Sub Areas, B, C, D and E), until a task force of City and Port staff, with business and property owners, can be convened to further discuss the needs of the Business Park, in terms of infrastructure investment and allowed land uses.

An alternative scenario that staff discussed with the Airport business community at a public meeting on February 17<sup>th</sup> is the potential to only adopt a new zoning map for Sub Areas B and E on the current adoption schedule, and not change the current zoning designations at this time for parcels in the rest of the Business Park (Sub Areas C and D). Under this scenario, a task force of City and Port staff, with business and property owners, could still be formed to further discuss the needs of the Business Park, in terms of infrastructure investment and allowed land uses, and, after the task force has made its recommendations, new zoning for Sub-Area C and D could be pursued through the public review process. The Coliseum Area Specific Plan and EIR, if certified by the Planning Commission and adopted by the City Council, would still be valid for the development program in the Plan as it pertains to the Airport Business Park. Likewise, the proposed zoning amendments that create the new Coliseum Plan districts “D-CO-1” through “D-CO-6” would still be considered by the Planning Commission, but, under this two-tier scheduling, would not be mapped in Sub Areas C and D.

### Public participation in the Coliseum Area Specific Plan

**Table 2** below details all of the public hearings, workshops and meetings the City has organized to allow the public and the business community to be informed of, and participate in, the Coliseum Planning process. This table does not include meetings attended by the City’s master development team, JRDV Urban International, or its development partner, New City Development, LLC. In addition, the City has mailed printed notices for the public hearings to property owners inside the Plan area and in neighborhoods surrounding the Plan area; as well as maintained an email list-serve of 630 addresses, where periodic announcements and notices are given about upcoming hearings and events<sup>5</sup>. A complete list of the public comments made at these public meetings and workshops, and individual comments given to staff will be available as part of the City Council Community and Economic Development Committee report.

**Table 2.** City of Oakland Coliseum public hearings, workshops and presentations given by staff:

Date	Meeting	Notes
February 23, 2015	Landmarks Preservation Advisory Board	Final EIR discussion
February 17, 2015	Airport Business Park workshop	One Toyota—discussion of proposed zoning
February 11, 2015	Community Workshop	81 <sup>st</sup> Avenue Library – discussion of proposed zoning
February 9, 2015	Landmarks Preservation Advisory Board	Informational meeting on Specific Plan and proposed zoning
February 4, 2015	Planning Commission	Informational meeting on Specific Plan and proposed zoning
January 21, 2015	Zoning Update Committee of the Oakland Planning Commission	First public meeting on proposed zoning text (general zoning proposals and specific zoning maps were published in the August, 2014 Draft Specific Plan)

<sup>5</sup> Sign up at the City’s webpage, [www.oaklandnet.com/coliseumcity](http://www.oaklandnet.com/coliseumcity)-- click the “subscribe for updates” link.

<b>Date</b>	<b>Meeting</b>	<b>Notes</b>
<b>January 8, 2015</b>	Community Workshop	81st Avenue Library
<b>December 18, 2014</b>	Community Workshop	81st Avenue Library
<b>December 17, 2014</b>	City staff presentation to NCPC Beats 33 and 34X meeting	
<b>November 18, 2014</b>	City staff presentation to Urban Peace Movement	Youth organization
<b>October 16, 2014</b>	City staff presentation to Communities for a Better Environment	
<b>October 14, 2014</b>	City staff presentation to Allen Temple Arms	Senior housing
<b>October 9, 2014</b>	Community Workshop	81st Avenue Library
<b>October 1, 2014</b>	Oakland City Planning Commission	Draft EIR public hearing
<b>September 27, 2014</b>	City staff presentation to Council District 7 Leadership Breakfast	
<b>September 25, 2014</b>	Port of Oakland Board of Commissioners public hearing	
<b>September 24, 2014</b>	City staff presentation to East Bay Housing Organizations (EBHO)	
<b>September 24, 2014</b>	Oakland-Alameda County Coliseum Authority (JPA) public hearing	
<b>September 18, 2014</b>	Oakland Bicyclist and Pedestrian Advisory Commission (BPAC) public hearing	
<b>September 17, 2014</b>	Alameda County Airport Land Use Commission public hearing	
<b>September 10, 2014</b>	Oakland Parks and Recreation Advisory Commission (PRAC) public hearing	
<b>September 8, 2014</b>	Landmarks Preservation Advisory Board (LPAB) public hearing	Draft EIR public hearing
<b>September 4, 2014</b>	Public workshop for business community in Airport area (open to public)	Held at Airport Red Lion Hotel
<b>August 4, 2014</b>	City staff presentation to Palo Vista Gardens residents (Oakland Housing Authority)	Seniors
<b>June 25, 2014</b>	Community workshop	81st Avenue Library
<b>May 22, 2014</b>	City staff presentation to Lion Creek Crossings residents	



<b>Date</b>	<b>Meeting</b>	<b>Notes</b>
<b>April 26, 2014</b>	Community workshop	City Hall
<b>April 24, 2014</b>	Community workshop	Held at Airport Red Lion Hotel
<b>February 26, 2014</b>	City staff presentation to AABA Economic Development Committee	Airport Area Business Association committee
<b>May 13, 2013</b>	Landmarks Preservation Advisory Board (LPAB) public hearing	EIR scoping session
<b>May 1, 2013</b>	Oakland City Planning Commission public hearing	EIR scoping session

However, despite the City's outreach efforts to date, a number of Commissioners, public speakers and comment letters have expressed concern that the public (residents of Oakland, and specifically, residents of East Oakland neighborhoods near the Coliseum) and business owners (specifically, owners of business in the Oakland Airport Business Park) have not had enough opportunity to review the Plan and the proposed new zoning.

Therefore, the City held two additional public meetings to better inform the public about the Plan and the new zoning, and to hear public comment in advance of the March 4, 2015 Planning Commission hearing. The first meeting was held for East Oakland residents on February 11<sup>th</sup>; and the second for business owners in the Business Park on February 17<sup>th</sup>.

## **ENVIRONMENTAL DETERMINATION and FINAL EIR**

The City of Oakland is the Lead Agency pursuant to the California Environmental Quality Act (CEQA), and has prepared an Environmental Impact Report (EIR) for the Coliseum Area Specific Plan (Project). No Initial Study was prepared for the Project, pursuant to Section 15060(d) of the CEQA Guidelines. The Draft EIR analyzes all environmental topics identified in the City of Oakland CEQA Thresholds of Significance at a level of detail warranted by each topic.

On April 19, 2013, 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 Coliseum Area Specific Plan." The Landmarks Preservation Advisory Board and the City of Oakland Planning Commission held Scoping Meetings on May 13 and May 1, 2013, respectively, to accept comments regarding the scope of the EIR in response to the NOP. On August 22, 2014, the City issued the Draft EIR; the comment period ended October 6, 2014. A Final EIR which has responses to all comments received, and revisions to the Draft EIR, was released by the City on February 20, 2015, and discussed at a public hearing of the Landmarks Preservation Advisory Board on February 23, 2015, and is the subject of this Planning Commission public hearing. .

The following environmental topics are addressed in detail in the Draft EIR:

- 4.1 Aesthetics, Shadow and Wind
- 4.2 Air Quality
- 4.3 Biological Resources
- 4.4 Cultural and Historic Resources
- 4.5 Geology and Soils

- 4.6 Greenhouse Gas Emissions and Climate Change
- 4.7 Hazards and Hazardous Materials
- 4.8 Hydrology and Water Quality
- 4.9 Land Use and Planning
- 4.10 Noise
- 4.11 Population, Housing and Employment
- 4.12 Public Services and Recreation
- 4.13 Transportation/Traffic
- 4.14 Utilities and Service Systems

This section of the report discusses potential impacts that could result from implementation of the proposed Project. It describes the approach to the analysis, and identifies potential significant unavoidable impacts and mitigation measures, as appropriate.

*Potentially Significant Impacts Identified in the Draft EIR*

All environmental impacts, City Standard Conditions of Approval (SCAs) and mitigation measures are summarized in Chapter 2 (Executive Summary), Table 2-1 in the Final EIR. Table 2-1 also identifies the level of significance of the impact after application of the SCAs and/or mitigation. Other than the impacts discussed below, all of the environmental effects of the Draft Plan can be reduced to less than significant levels through implementation of Standard Condition of Approval or recommended mitigation measures.

The following list of environmental impacts identifies those considered in this EIR to be significant and unavoidable. Although mitigation measures for many of these impacts (including physical modifications to intersection operations) have been identified, implementation of some of these mitigation measures would be the responsibility of other cities or agencies (i.e., the Port of Oakland, the City of Alameda, City of San Leandro, Caltrans, etc.), and the City of Oakland, as lead agency, cannot ensure their implementation. For other impacts, mitigation measures recommended in this EIR may prove to be infeasible or their implementation may not be certain based on physical, economic, technical or other reasons, and those impacts are also considered to be significant and unavoidable.

**Air Quality**

- Construction activities pursuant to Plan Buildout (including development at the Coliseum District) will generate regional ozone precursor emissions and regional particulate matter emissions from construction equipment exhaust. For most individual development projects, construction emissions will be effectively reduced to a level of less than significant with implementation of required City of Oakland Standard Conditions of Approval. However, larger individual construction projects may generate emissions of criteria air pollutants that would exceed the City's thresholds of significance. Even with implementation of MM Air 6A-1: Reduced Construction Emissions, it cannot be certain that emissions of ROG and NOx can be reduced to below threshold levels and this impact is conservatively deemed to be significant and unavoidable.
- New development pursuant to the Project (including at the Coliseum District) would result in operational average daily emissions of criteria pollutants (ROG, NOx, PM2.5 and PM10) that would exceed applicable threshold criteria. Even with implementation of SCA Trans-1: Transportation Demand Management (TDM) Program, this impact would be significant and unavoidable.

**Biological Resources**

Future development pursuant to Plan Buildout, particularly related to the potential Bay Inlet cut and the replacement/exchange of the Edgewater Freshwater Marsh, could have a substantial adverse effect, either directly or through habitat modifications, on candidate, sensitive or special status species. Not until such time as the details of these Project elements are known, permits from responsible agencies are sought, and the requirements and conditions of the responsible regulatory agencies specific to these Project elements are fully known, can any determination be made as to the efficacy of recommended mitigation measures (including MM Bio 1A-1: Pre-construction Nesting Bird Surveys and Buffers, MM Bio 1A-2: In-water Work Restrictions, MM Bio 1A-3: Salt Marsh Protection, MM Bio 1B-1: In-Bay Dredge Requirements, and MM Bio 1B-2: Freshwater Marsh Restoration Plan). Therefore, this impact is conservatively deemed to be significant and unavoidable.

**Cultural and Historic Resources**

As discussed at the September 8, 2014 and February 9<sup>th</sup> and 23, 2015 Landmarks Preservation Advisory Board hearings, future development of the Coliseum District would result in ultimate demolition of the Oakland Coliseum and potentially the Arena, causing a substantial adverse change in the significance of the Oakland Coliseum and Arena Complex, a historical resource as defined in CEQA Guidelines Section 15064.5. Under the proposed Project, demolition of the Oakland Coliseum is identified as the only feasible option to move forward with development within the Coliseum District, whereas demolition of the existing Arena is identified as only one of several potential development options. Even with implementation of MM Cultural 1A-1: Site Recordation, MM Cultural 1A-2: Public Interpretation Program and MM Cultural 1A-3: Financial Contribution, this impact would be significant and unavoidable.

*Coliseum*

The Draft Plan is based on the assumption that in the absence of new venues, the Raiders and the A's are likely to relocate away from the current Coliseum and perhaps out of Oakland. Both of these professional sports franchises have clearly communicated that in their opinion the Coliseum as a facility is outdated, in poor condition, does not function well logistically, and cannot be renovated in a manner to eliminate these problems.

As a key objective of the Draft Plan, the City of Oakland is seeking the retention of the Raiders, A's, and Warriors sports franchises in Oakland (and within the Coliseum District) by prioritizing development of new sports venues that maximize benefits to each of these sports franchises, and that serve as economic development catalyst for the remainder of the Plan Area and for all of Oakland. To retain the teams, new sports facilities will need to be constructed, and will need adequate access, circulation, and parking. To maximize the economic value for the City and County, the land surrounding the new venues is also needed for development of new revenue-generating uses such as residential, retail, hotels, and science and technology uses. The Draft Plan also acknowledges that the City's sports franchises may make independent business decisions to leave the Coliseum site despite the City's planning efforts to retain them, and so provides the flexibility for development scenarios that include fewer (and even no) new sports venues.

However, even under the no new sports venue scenario, there is no planning program that provides for on-going retention of the existing Coliseum. No potential tenants have been identified, other than the A's and the Raiders, who could support the debt service, operations and maintenance costs of keeping the Coliseum open. Therefore, demolition of the existing Coliseum is a significant and unavoidable outcome of the Specific Plan, resulting in the loss of the Coliseum as an historic and cultural resource and the loss of the major contributor of the Coliseum Complex historic district. Mitigations for this loss have been proposed in the Final EIR, amended by the Landmarks Board, and these revisions are discussed more fully, below.

### *Arena*

The Arena is a facility with much greater flexibility and economically viable alternative uses than is the Coliseum. The Specific Plan does not pre-determine that the Arena would need to be demolished, even if the Warriors do relocate to San Francisco. The only scenario (under the multiple options presented within the Specific Plan) in which the existing Arena would be demolished is if the Warriors choose to remain in Oakland and to build a new Arena, perhaps on the water-side of I-880. It would not be economically viable to operate two large arena facilities immediately adjacent to each other. Therefore, under that scenario, demolition of the existing Arena would be a significant and unavoidable outcome of the Specific Plan, resulting in the loss of the Arena as an historic resource and the loss of the only other contributor to the Coliseum Complex historic district.

Other plausible scenarios for the Arena include a scenario wherein the Warriors decide to stay in Oakland and at the existing Arena, and choose to invest in facility upgrades to the Arena to better suit their needs and desires. Alternatively, the Warriors may leave the Arena, but the Arena is incorporated into the economic development plans for the Coliseum District. Under either of these scenarios, demolition of the existing Arena would not occur and the significant impact related to the loss of the Arena as an historic resource would be avoided. As the only remaining contributor to the Coliseum Complex historic district, it is unlikely that the historic district status would remain.

### **Noise**

Future development of new sports and special events venues in the Coliseum District would generate operational noise that would exceed the City of Oakland Noise Ordinance at new, on-site sensitive receivers. There is no feasible mitigation to reduce game-day and special event noise from the new stadium and ballpark (assuming a non-roof design) at proposed new on-site sensitive receivers, and this impact is considered significant and unavoidable.

### **Transportation**

- Under the Existing plus Coliseum District scenario, 9 intersections would be significantly affected by traffic generated within the Coliseum District. Intersection improvements recommended in this EIR can reduce the impacts at all affected intersections to a less than significant level. However, 8 of these 9 intersections are conservatively identified as significant and unavoidable because they are not in the City of Oakland's jurisdiction and implementation of recommended improvements cannot be ensured.
- Under the 2035 plus Coliseum District scenario, 25 intersections would be significantly affected by traffic generated within the Coliseum District. Intersection improvements recommended in this EIR can reduce the impacts at 15 of these affected intersections to a less than significant level. However, 11 of these 15 intersections are conservatively identified as significant and unavoidable because they are not in the City of Oakland's jurisdiction and implementation of recommended improvements cannot be ensured. No improvements are identified as being feasible to reduce impacts at the remaining 10 affected intersections, and these impacts would remain significant and unavoidable.
- Under the 2035 plus Plan Buildout scenario, 40 street intersections would be significantly affected by traffic generated by Plan Buildout. Intersection improvements recommended in this EIR can reduce the impacts at 21 of these affected intersections to a less than significant level. However, 14 of these 21 intersections are conservatively identified as significant and unavoidable because they are not within the City of Oakland's jurisdiction and implementation of recommended improvements cannot be ensured. No improvements are identified as being feasible to reduce impacts at the remaining 19 affected intersections, and these impacts would remain significant and unavoidable.

- Under the 2035 plus Coliseum District scenario, traffic generated within the Coliseum District would significantly degrade traffic conditions on northbound I-880 along 1 segment (99th-Hegenberger) during the pm peak, and on southbound I-880 at 3 off-ramps (High off, 98th off, and Davis off) during the pm peak. No feasible mitigation measures are available that would reduce the magnitude of this impact.
- Under the 2035 plus Plan Buildout scenario, traffic generated by Plan Buildout would significantly degrade traffic conditions on northbound I-880 along 3 segments (from 99th Avenue - High) during the pm peak, and on southbound I-880 along 2 segments (Hegenberger - Davis Street) and at 5 ramps (High off, 42nd on, 66th on, 98th off, and Davis off) during the pm peak. No feasible mitigation measures are available that would reduce the magnitude of this impact.
- The incremental addition of special event traffic resulting from the larger sport and event venues may result in significant impacts on event days. An Event Traffic Management Plan is required to reduce the magnitude of the impacts during special events, but the effectiveness of such a Plan cannot be accurately estimated at this time.
- Development under the proposed Project would generate substantial multi-modal traffic traveling across at-grade railroad crossings at 66th, 69th and 75th Avenues that cause or expose roadway users to a permanent and substantial transportation hazard. Specific crossing improvements are recommended in this EIR, but may not prove feasible (physically, financially or otherwise), and require the consent or approval of the CPUC or Railroad and cannot be ensured.

### **Impacts deemed Less than Significant in the Draft EIR**

The DEIR contains many environmental impacts which were found to be Less than Significant. Due to its potential impact on an existing creek in Oakland, and the importance of Creek protection to the City, the discussion below is intended to inform the public about the possibility of the relocation of Elmhurst Creek, as it currently transects the Coliseum parking lot in an open drainage ditch. Other environmental impacts which were found to be Less than Significant are discussed in the DEIR, and not in this report.

As discussed in more detail in the Draft EIR (Chapter 4.8 Hydrology and Water Quality), the potential relocation of Elmhurst Creek to make land at the current Coliseum parking lots available for the construction of a new Football Stadium would have an environmental impact, but it was found to be less than significant with the application of the City's Standard Conditions of Approval. The DEIR studied three alternatives for Elmhurst Creek:

- Option A: Allow the existing Creek to remain in its current alignment and within its existing dimensions.
- Option B: Allow the existing Creek to remain in its current alignment, but improve the channel to meet current flood control standards, and then allow bridges and overpasses to cross the creek for patrons of events to get from their cars in the parking lot to the new Stadium.
- Option C: The DEIR's preferred option is to realign Elmhurst Creek far enough to the south to provide clearance for construction of a new Stadium. This option includes culverts, relocation of the Creek under or along the Hegenberger Road right of way, and daylighting the Creek on the east side of I-880, near the confluence of several other local drainages near the Hegenberger Road interchange.

The DEIR notes that option C, while it is the preferred option, would require the most number of outside agency permits, such as from the City of Oakland, The San Francisco Bay Regional Water Quality Control Board, the Army Corps of Engineers, among others. For their part, Water Board staff have indicated to the

City, through a comment letter on the DEIR, that a permit to culvert 1,500 feet of the Creek (Option C) is unlikely to be issued by the Board to a project developer, and that Option A or B are more likely to receive permits.<sup>6</sup>

## **CEQA PROJECT ALTERNATIVES**

Chapter 5 of the Draft EIR analyzes a reasonable range of alternatives to the Plan that would feasibly attain most of the Plan's basic objectives, and avoid or substantially lessen many of the Plan's significant environmental effects. The Draft EIR includes detailed analysis of four alternatives, as well as discussion of other alternatives that were considered but not selected for detailed analysis. All of the alternatives, including the No Project Alternative, would be subject to the same City of Oakland Standard Conditions of Approval (SCAs) and mitigation measures (as applicable) that would apply to the proposed Project. These four analyzed include:

**Alternative #1: No Project Alternative:** The No Project Alternative describes conditions that are reasonably expected to occur in the event that the Coliseum Area Specific Plan is not approved (and even the "no-team" scenario of the Specific Plan is not adopted), and there is no overall strategy put in place for redevelopment of the Coliseum District in a manner that entices and attracts the sports franchises to remain and to be part of a transformative revitalization effort for the Coliseum area. Without such a plan, there is not stimulus or catalyst for retention of the sports franchises or redevelopment of the adjacent Airport Business Park. The expectation is that all three professional sports franchises would only remain within the Coliseum District until they can identify alternative locations, at which point they would relocate. Overall, this alternative would see modest redevelopment of the site including removal of the existing Coliseum, but not redevelopment at a level as envisioned under the Project.

**Alternative #2: Fewer Sports and Entertainment Venues:** This Alternative and its sub-alternative variations assume that, irrespective of the multiple individual decisions made by the privately owned sport franchises, the City will move forward with adoption and implementation of the Coliseum Area Specific Plan. Under this Alternative, the City may elect to move forward with development scenarios for the Coliseum District that may include three (3) new sports venues as proposed under the Project, or only two (2) new venues, one (1) new venue, or even no new venues. The amount of residential, retail, and science and technology development expected to occur within the Coliseum District and pursuant to Plan Buildout will be similar to that anticipated under the Project, but spread out across more land within the Coliseum District area if not otherwise used by event venues.

**Alternative #3: Reduced Alternative:** The Reduced Alternative provides a comparative assessment of an alternative development program for the Coliseum District which uses less of the District's development potential than envisioned under the Project. Under this alternative, new residential development would occur in the same locations as is proposed under the Project, but at lower overall densities and reflecting lower building heights.

Similarly, the amount of non-residential development pursuant to the Reduced Alternative is lower than that envisioned under the Project, with new building space generally occurring in the same locations as proposed under the Project but at lower building intensities and heights. This alternative does not alter or reduce the potential for sports and event venue development, but could also adapt to accommodate any of the options for 3 new venues, 2 new venues, 1 new venue, or no venues. Analysis of this Alternative

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<sup>6</sup> See Comment Letter A6 and responses, in the Final EIR.



assumes 3 new sports and special event venues, similar to the Project. The Reduced Alternative also assumes a reduction in total overall development potential throughout the remainder of the Project Area (in Sub-Areas B, C and D), reflecting lower building intensity and height.

**Alternative #4:** Maximum Development Alternative: This alternative explores the potential of maximum buildout of the Coliseum District pursuant to the Draft Specific Plan. This alternative maximizes the development potential of the Coliseum District based on maximizing the non-vehicle mode split assumptions underlying the Draft Specific Plan's Trip Budget.<sup>1</sup> This alternative is calculated based on the highest development potential possible assuming maximum investment and effective implementation of all transit, bicycle, pedestrian and non-vehicle enhancements to achieve a non-vehicle (i.e., transit) mode split of as much as 63% of all PM peak hour trips (i.e., 63 % of all trips to and from the Coliseum District during the PM peak hour are made by transit or other non-vehicle modes, and only 37% of all PM peak hour trips are made in automobiles). Based on the Trip Budget of the Specific Plan, such an increased transit mode split could achieve much greater development within the Coliseum District without exceeding the PM peak hour Trip Budget. The Project's definition of buildout for non-Coliseum District development (Sub-Area B, C and D) already define the Maximum Alternative for these areas.

### Summary Comparison

Table 2 compares the amount of development proposed under the Plan to these four identified alternatives.

**Table 2: Summary Comparative Buildout Scenarios - Project and Alternatives**

<b>Net Increase Compared to Existing:</b>	<b>Project</b>	<b>Alternative #1: No Project</b>	<b>Alternative #2: Fewer Sports Venues</b>	<b>Alternative #3: Reduced Development</b>	<b>Alternative #4: Max. Buildout</b>
New Non-Residential, Non-Sports (sq.ft.)	7,917,000	500,000	7,917,000	4,462,000	9,330,000
New Jobs	20,970	100	18,140	13,230	23,310
New Housing Units	5,750	1,640	5,750	3,735	7,250
New Population	10,240	2,952	10,240	6,780	12,970

### Responses to Draft EIR Comments (Final EIR)

City staff received comments on the Draft EIR from thirteen public agencies, nine groups or organizations, and eight individuals. Additional oral comments were provided at the following public hearings:

- September 8, 2014 Landmarks Preservation Advisory Board meeting
- September 17, 2014 Alameda County Airport Land Use Commission Hearing
- September 18, 2014 Bicyclist and Pedestrian Advisory Commission,
- September 25, 2014 Port of Oakland Board of Commissioners
- October 1, 2014 Planning Commission Hearing

Responses to all of the comments provided by agencies, organizations and individuals are provided in the

Final EIR/Response to Comment document, including certain revisions and changes to text in the Draft EIR<sup>7</sup>. None of these changes to the Draft EIR involve a new significant environmental impact, a substantial increase in the severity of an environmental impact, or a feasible mitigation measure or alternative considerably different from that presented in the Draft EIR. Recirculation of the Draft EIR is not warranted.

In sum, City Planning staff recommends the Planning Commission adopt the CEQA findings in **Attachment G**, which include certification of the EIR, rejection of alternatives as infeasible, and a Statement of Overriding Considerations.

The Coliseum EIR is intended to assess the environmental impacts of the proposed Coliseum Area Specific Plan. The City intends to use the streamlining/ tiering provisions of CEWQA to the maximum feasible extent, so that future environmental review of specific development projects are expeditiously undertaken, without the need for repetition and redundancy, as provided in CEQA Guidelines Section 15152 and elsewhere. Specifically, pursuant to CEQA Guidelines Section 15183, streamlined environmental review is allowed for projects that are consistent with the development density established by zoning, community plan, specific plan, or general plan policies for which an EIR was certified, unless such a project would have environmental impacts peculiar or unique to the project or the project site. Likewise, Public Resources Code Section 21094.5 and CEQA Guidelines Section 15183.3 also provides for streamlining of certain qualified, infill projects. In addition, CEQA Guidelines Sections 15162-15164 allow for the preparation of a Subsequent (Mitigated) Negative Declaration, Supplemental, or Subsequent EIR, and/or Addendum, respectively, to a certified EIR when certain conditions are satisfied. Moreover, California Government Code Section 65457 and CEQA Guidelines Section 15182 provide that once an EIR is certified and a specific plan adopted, any residential development project, including any subdivision or zoning change that implements and is consistent with the specific plan, is generally exempt from additional CEQA review under certain circumstances. The above are merely examples of possible streamlining/tiering mechanisms that the City may pursue and in no way limit future environmental review of specific projects.

When a specific public improvement project or development application comes before the City, the proposal will be subject to its own, project-specific environmental determination by the City. This evaluation will include consideration of whether:: a) the action's environmental effects were fully disclosed, analyzed and, as needed, mitigated within the Coliseum EIR; b) the action is exempt from CEQA; c) the action warrants the preparation of a (Mitigated) Negative Declaration; or d) the action warrants preparation of a supplemental or subsequent focused EIR, limited to certain site-specific issues. Again, the above are merely examples of possible streamlining/tiering mechanisms, that the City may pursue, and in no way limit future environmental review of specific projects.

## **CONCLUSION AND NEXT STEPS**

The Oakland Planning Commission is being asked to hear from the public, and to provide feedback to Strategic Planning staff on the proposed final Draft Specific Plan, General Plan Amendments, and Planning Code amendments (text and map changes), and Final EIR

The tentative schedule for future public meetings and hearings that will be held on the final Plan, EIR and Zoning include:

- March 11, 2015: Oakland Parks and Recreation Advisory Commission;
- March 18, 2015: Alameda County Airport Land Use Commission;

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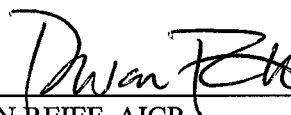
<sup>7</sup> See Chapter 7 of the Final EIR.

- March 24, 2015: City Council Community and Economic Development Committee;
- March 31, 2015: Oakland City Council hearing #1, certifying the EIR, and adopting the Specific Plan; adopting the General Plan amendments; introducing the proposed zoning text and maps
- April 21, 2015: Oakland City Council hearing #2, adopting the proposed zoning text and maps.

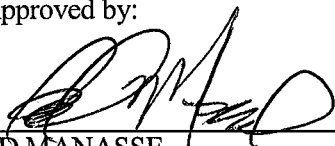
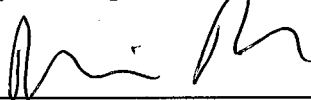
**RECOMMENDATIONS:**

1. Adopt the CEQA findings for the Coliseum Area Specific Plan (Specific Plan) in **Attachment F**, which include certification of the EIR, rejection of alternatives as infeasible, and a Statement of Overriding Considerations;
2. Adopt the Standard Conditions of Approval and Mitigation Monitoring Reporting Program (SCAMMRP) in **Attachment G**
3. Recommend the City Council adopt the Specific Plan, General Plan and Planning Code Amendments based, in part, upon the Specific Plan Adoption Findings in **Attachment F**; and
4. Authorize staff to make minor ongoing revisions and to make non-substantive, technical conforming edits to the Planning Code that may have been overlooked in deleting old sections and cross-referencing new sections to the new Coliseum District Zone (which are essentially correction of typographical and/or clerical errors) and to return to the Planning Commission for major revisions only.

Prepared by:

DEVAN REIFF, AICP  
Planner III

Approved by:

ED MANASSE  
Strategic Planning ManagerApproved for forwarding to the  
City Planning Commission:DARIN RANELLETTI, Deputy Director  
Department of Planning and Building**ATTACHMENTS:**

- A. February 4, 2015 Planning Commission Staff Report
- B. Proposed changes to the Oakland Planning Code ("zoning text amendments"), adding new section "Chapter 17.101H - D-CO Coliseum Area District Zones Regulations" and showing changes made since

February 4, 2015 Planning Commission hearing

B1. Proposed revisions throughout the Planning Code, to incorporate Chapter 17.101H - D-CO Coliseum Area District Zones Regulations, and to make non-substantive “code cleanups”

C. Proposed new zoning and General Plan designations maps

D. Draft EIR Comment letter from Alameda County Parks, Recreation and Historical Commission

E. East Bay Municipal Utility District letter, dated February 24, 2015.

F. CEQA findings

G. Standard Conditions of Approval and Mitigation Monitoring Reporting Program (SCAMMRP)

H. Map of Coliseum Plan Sub-Areas

I. Comparison Table of new D-CO zones with existing zones in the Plan Area

<b>Location:</b>	The Coliseum Area Specific Plan area ("Plan Area") is located in Oakland and covers an area of approximately 800 acres bounded by 66 <sup>th</sup> Avenue to the north, San Leandro Street and Hawley Street to the east, Hegenberger Road to the south, and San Leandro Bay and the Oakland International Airport to the west. The Plan Area includes the Oakland O.co Coliseum and Oracle Arena and the Oakland Airport Edgewater Business Park.
<b>Proposal:</b>	Conduct a public hearing and receive historic and cultural resource-related comments on the Final Environmental Impact Report (FEIR), the Final Coliseum Area Specific Plan, and associated General Plan and Planning Code amendments (text and map changes), along with Design Guidelines (collectively called "Related Actions").
<b>Applicant:</b>	City of Oakland
<b>Case File Number:</b>	<b>ZS13103, ER130004</b>
<b>General Plan:</b>	<u>Land Use and Transportation Element (LUTE) Areas:</u> Regional Commercial, Community Commercial, Business Mix, <u>Estuary Policy Plan Areas:</u> General Commercial 2, Light Industry 3, Parks
<b>Zoning:</b>	CR-1, IO, M-40, S-15, CIX-2
<b>Environmental Determination:</b>	An Environmental Impact Report (EIR) has been prepared for the Coliseum Area Specific Plan. The Draft EIR (DEIR) was published on August 22, 2014; and the comment period ended October 6, 2014. A Final EIR is expected to be published on or about February 20, 2015.
<b>Historic Status:</b>	CEQA historic resources currently identified in the Plan Area (resources that are on or may be eligible for National, California, or Local Registers of Historical Resources) include the O.co Coliseum and Oracle Arena (individually rated A and B by the Oakland Cultural Heritage Survey and together constituting an Area of Primary Importance) and the Warehouse Union Local 6 building at 99 Hegenberger Road (PDHP, preliminary rating *c3, of potential future significance; now over 50 years old). Portions of the Project Area contain other older buildings and structures not currently evaluated as significant but of possible future interest.
<b>Service Delivery District:</b>	5, 6
<b>City Council District:</b>	7 (with CCD 6 representing 66 <sup>th</sup> Avenue frontage of the Plan Area)
<b>Status:</b>	The Proposed Final Coliseum Area Specific Plan was released on January 30, 2015. The Final EIR will be published on or about February 20, 2015.
<b>Action to be Taken:</b>	Receive public and Board member cultural-resource related comments on the FEIR, Final Specific Plan and Related Actions.
<b>Finality of Decision:</b>	N/A
<b>For Further Information:</b>	Contact project planner Devan Reiff at <b>510-238-3550</b> or <a href="mailto:dreiff@oaklandnet.com">dreiff@oaklandnet.com</a> Project website: <a href="http://www.oaklandnet.com/coliseumcity">www.oaklandnet.com/coliseumcity</a>



## **SUMMARY**

The purpose of this hearing is to hear historic and cultural resources-related comments from the Landmarks Preservation Advisory Board (LPAB) and the public on the Final Draft Coliseum Area Specific Plan (Final Draft Plan), the Final Environmental Impact Report (FEIR), and associated General Plan amendments, Planning Code amendments and Zoning Map changes (collectively called "Related Actions").

On February 9, 2015, the LPAB held a public hearing to hear an informational presentation by City staff about the revisions made the Final Draft Coliseum Area Specific Plan, and the proposed zoning and General Plan amendments (See **Attachment A** to this report). Comments were received from the Board and the public at the hearing, but no action on the Plan or the EIR was taken. The LPAB elected to hold this special February 23, 2015 meeting in order that their comments would be included in the Planning Commission (PC) staff report that will accompany the Coliseum Area Specific Plan and EIR at the PC hearing of March 4, 2015.

Board members at the February 9, 2015 meeting expressed interest in the affordable housing policies in the Plan, and the description of cultural resources in the Plan. A public speaker also encouraged the Board to come up with a formula for mitigation to compensate for the proposed demolition of the Coliseum, as "the largest potential historic resource in Oakland."

This report focuses on three key cultural and historic resource-related issues in the Final EIR, raised by both public commenters and LPAB members:

- a) The formula for determining any costs for mitigation of the loss of the potential historic resource (the proposed demolition of the O.co Coliseum stadium, and/or the Oracle Arena);
- b) The proper sequence for the preparation of the City-mandated "Demolition Findings"; and
- c) The possibility of reuse and renovation, instead of the demolition, of the Coliseum stadium.

Each of these issues are discussed in the Final EIR, and in the "Key Cultural and Historic Resource-Related Issues in Final EIR" section of this report.

The Final Draft Plan, Final EIR, and proposed Related Actions were previously furnished separately to the LPAB, and are available to the public, through the City's project website:

[www.oaklandnet.com/coliseumcity](http://www.oaklandnet.com/coliseumcity). Limited copies of the Final EIR and the Plan are also available, at no charge, at the Oakland Bureau of Planning office, 250 Frank Ogawa Plaza, Suite 3315, Oakland, CA 94612.

## **OVERVIEW**

The Final Draft Coliseum Area Specific Plan articulates a new, forward-looking vision for the area between 66<sup>th</sup> Avenue and Hegenberger Road, including the Oakland-Alameda County Coliseum complex, the Coliseum BART station and adjoining parking lots, the Oakland Airport Business Park, and environs. The Final Draft Plan supports the City's efforts to retain Oakland's three major professional sports teams, provide the regulations to encourage new transit-rich housing development at and near the Coliseum BART station, and allow for the development of new office and commercial space at the Coliseum and in the Business Park.

The Coliseum Area Specific Plan Area (Plan Area) covers approximately 800 acres, and is generally bounded by 66th Avenue and East Creek Slough to the north, San Leandro Street to the east, Hegenberger Road to the south, and San Leandro Bay and the Oakland International Airport to the west. The Plan Area is

divided for Specific Plan purposes into five Sub-Areas, A through E. For ease of comprehension, the current Coliseum/Arena site and Coliseum BART station are designated as Sub Area A; the Oakland Airport Business Park as Sub-Areas, B, C and D, and the City of Oakland- and East Bay Municipal Utility District-owned lands between Damon Slough and East Creek Slough as Sub Area E. As used in the Plan and in this report, the "Coliseum District" describes an area which includes both the current Coliseum/Arena complex and a portion of Subarea B on the west side of I-880.

#### Changes made to Final Draft Specific Plan

During the City's public review process, following the August 22, 2014 release of the Draft Coliseum Area Specific Plan, numerous suggestions to change or amend the Draft Plan were made by the public, outside agencies, Planning Commissioners, community groups, and other interested parties. Staff has made some of the suggested changes, and not others, and released the Final Draft Plan on January 30, 2015. Changes made between the two drafts were discussed at the February 9, 2015 LPAB hearing, and detailed in the staff report (see **Attachment A** to this report). Further changes to the Final Draft Plan will be made before a final public review draft is reviewed by the Planning Commission and City Council in March 2015, including recommendations by LPAB members to add more detail on the cultural resources of the Coliseum Complex.

#### Proposed Zoning and General Plan Amendments for the Coliseum Area

The Oakland Planning Code, which is found in Title 17 of the Oakland Municipal Code, serves to implement the Oakland General Plan, particularly the Land Use and Transportation Element (LUTE). The Planning Code governs land uses and development standards, such as building height, bulk and setback, for specific zoning districts within Oakland. Permits to construct new buildings or to alter or demolish existing ones may not be issued unless the proposed project conforms to the Planning Code, or an exception is granted pursuant to provisions of the Planning Code. The Zoning Maps of the Planning Code show the locations of zone districts for all land in the City of Oakland.

In order to implement the Coliseum Area Specific Plan, the City will adopt proposed General Plan Amendments (both text and mapping amendments), and adopt proposed new zoning districts, and map them in the Plan Area. The new zones will be called "District Coliseum Zones" (D-CO-1 through D-CO-6). Ancillary changes throughout the Planning Code are also proposed to allow for consistency with these new Coliseum area zones, such as parking regulations.

The proposed General Plan and Planning Code Amendments were discussed at the February 9, 2015 LPAB hearing, and detailed in the staff report (see **Attachment A** to this report). An alternative zoning map proposal was introduced at the Planning Commission meeting of February 4, 2015, where portions of the Oakland Airport Business Park would not be rezoned at this time during the current public adoption sequence; this would allow for more discussion on zoning with the business owners in the area. City staff will present this alternative proposal at the March 4, 2015 Planning Commission hearing.

#### **California Environmental Quality Act (CEQA)**

The City of Oakland's Planning and Building Department prepared a Draft Environmental Impact Report (DEIR) on the Draft Coliseum Area Specific Plan (Draft Plan) that evaluates the environmental impacts of the proposed Project. A Notice of Availability (NOA) of the Draft Environmental Impact Report (DEIR)

was published on August 22, 2014. The 45-day public comment period on the DEIR was extended to October 6, 2014. The Final EIR will be released on or about February 20, 2015.

The DEIR on the Draft Plan analyzed potentially significant environmental impacts in all environmental categories/topics. The Draft EIR identifies significant unavoidable environmental impacts related to: Air Quality; Biological Resources; Cultural and Historic Resources; Noise; and Transportation and Circulation. The Final EIR will provide a response to comments made by the Board, public agencies, stakeholders and other interested parties.

#### CEQA Historic Resources in the Plan Area

##### **Oakland Coliseum Complex**

The Coliseum complex (which includes the Oakland Coliseum stadium and Arena) was designed by Skidmore, Owings & Merrill, with Edward C. Bassett as partner-in-charge and Myron Goldsmith as senior designer. Construction by the Guy F. Atkinson Company began in 1962, and was completed in 1965. The Oakland Raiders held their first games in the Coliseum and the Oakland Seals hockey team played their first games in the Arena in the fall of 1966, and the Oakland Athletics began playing their first games in the Coliseum in 1968.

In 1996, the Coliseum stadium underwent a major renovation which added over 10,000 seats in the upper deck that now spans the outfield when the stadium is in the baseball configuration. The effect of these new stands was to completely enclose the stadium, eliminating the view of the Oakland hills that had been the stadium's backdrop for 30 years. This 1996 addition altered the physical characteristics of the Coliseum, but no assessment was conducted at that time (or since) to determine whether the 1996 addition materially altered in an adverse manner those physical characteristics of the Coliseum complex that conveyed its historical significance. Therefore, it is conservatively assumed that the Coliseum complex still retains enough of its original physical characteristics as to remain a significant resource under the regulations of the California Environmental Quality Act (CEQA).

In 1998, the Oakland Arena also underwent a major renovation; the façade changes included minor alterations to its appearance from the original 1960's design.

Currently, the Oakland Coliseum is the only multi-purpose stadium in the United States that serves as a full-time home to both a Major League Baseball team (the Oakland Athletics) and a National Football League team (the Oakland Raiders).

The Oakland Cultural Heritage Survey (OCHS) rates the Oakland O.co Coliseum as "A" (Highest Importance) and the Oracle Arena as "B+" (Major Importance). The buildings are also rated as "1+", which means they are contributing structures to an Area of Primary Importance (i.e., the Coliseum complex). Therefore, the Oakland Coliseum, the Oracle Arena and the complex as a whole are on Oakland's Local Register of Historical Resources (Historic Preservation Element Policy 3.8) and are considered historical resources under CEQA. The buildings have not been listed in or formally evaluated for listing in the National Register of Historic Places (NRHP), California Register of Historic Places (CRHR), or Local Register of Historical Resources or recorded on DPR 523B forms, but are considered to be historical resources under CEQA based on the OCHS ratings.

### *Oakland O.co Coliseum and Oracle Arena*

The Oakland O.co Coliseum and Oracle Arena Complex is listed in the Local Register of Historical Resources and is a historical resource under CEQA. The individual Coliseum and Arena buildings have not been formally evaluated for listing in the NRHP or CRHR or recorded on DPR 523 forms, but are considered to be individual historic resources under CEQA based on their OCHS ratings.

No analysis has been conducted to formally determine whether the 1996 addition to the Coliseum materially altered in an adverse manner those physical characteristics of the Coliseum that conveyed its historical significance. But it is conservatively assumed that the Coliseum, as well as the overall Complex, still retains enough of its original physical character-defining elements as to remain an historic resource.

A substantial adverse change to an historic resource includes the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings, such that the significance of the historical resource would be materially impaired. The significance of a historical resource is materially impaired when a project demolishes or materially alters, in an adverse manner, those physical characteristics of the resource that convey its historical significance and that justify its inclusion on, or eligibility for inclusion on an historical resource list. The Coliseum District's only historical resource, the Oakland Coliseum complex (which includes the Coliseum and Arena, associated ancillary buildings, landscaping, fencing, and signage), is proposed for demolition as part of the Project. Demolition of this historical resource is considered a significant impact.

### *Consistency with other Oakland Planning Objectives*

One of the major objectives of the Coliseum Area Specific Plan is to retain the existing sports teams and to maximize the economic value for Oakland and Alameda County from these sports facilities. It would not be possible to construct two new professional sports facilities (a new Stadium and a new Ballpark) within the Coliseum District, provide adequate access and accommodate ancillary economic development, while retaining the existing Coliseum. Furthermore, to maximize the economic value for the City and County, the land surrounding the new venues needs to be developed with revenue-generating uses such as retail, hotels, and science and technology uses. Preserving the existing Coliseum (a partially City-owned and controlled property) would not be consistent with other Oakland planning objectives for economic development, nor is preservation of the existing Coliseum a feasible and warranted preservation strategy without a professional sports franchise tenant.

### *Conclusions*

#### *Coliseum*

The Draft Plan is based on the assumption that in the absence of new venues, the Oakland Raiders and A's are likely to relocate away from the current Coliseum and perhaps out of Oakland. Both of these professional sports franchises have clearly communicated that in their opinion the Coliseum is outdated, in poor condition, does not function well logistically, and cannot be renovated in a manner to eliminate these problems.

As a key objective of the Draft Plan, the City of Oakland is seeking to help facilitate the retention of the Raiders, A's, and Warriors sports franchises in Oakland (and within the Coliseum District) by prioritizing development of new sports venues that maximize benefits to each of these sports franchises, and that serve as economic development catalyst for the remainder of the Plan Area and for all of Oakland. To retain the teams, new sports facilities will need to be constructed, and will need adequate access, circulation, and parking. To maximize the economic value for the City and County, the land surrounding the new venues is

also needed for development of new revenue-generating uses such as residential, retail, hotels, and science and technology uses. The Draft Plan also acknowledges that the City's sports franchises may make independent business decisions to leave the Coliseum site despite the City's planning efforts to retain them, and so provides the flexibility for development scenarios that include fewer (and even no) new sports venues.

However, even under the no new sports venue scenario, there is no planning program that provides for on-going retention of the existing Coliseum. Therefore, demolition of the existing Coliseum is a significant and unavoidable outcome of the Specific Plan, resulting in the loss of the Coliseum as an historic resource and the loss of the major contributor of the Coliseum Complex historic district.

#### *Oracle Arena*

The Oracle Arena is a facility with much greater flexibility and economically viable alternative uses than is the Coliseum. The Specific Plan does not pre-determine that the Oracle Arena would need to be demolished, even if the Warriors sports franchise does relocate to San Francisco. The only scenario (under the multiple options presented within the Specific Plan) in which the existing Arena would be demolished is if the Warriors choose to remain in Oakland and to build a new Arena, perhaps on the waterside of I-880. It would not be economically viable to operate two large arena facilities immediately adjacent to each other. Therefore, under that scenario, demolition of the existing Arena would be a significant and unavoidable outcome of the Specific Plan, resulting in the loss of the Arena as an historic resource and the loss of the only other contributor to the Coliseum Complex historic district.

Other plausible scenarios for the Oracle Arena include a scenario wherein the Warriors decide to stay in Oakland and at the existing Arena, and choose to invest in facility upgrades to the Arena to better suit their needs and desires. Alternatively, the Warriors may leave the Arena, but the Arena is incorporated into the economic development plans for the Coliseum District. Under either of these scenarios, demolition of the existing Arena would not occur and the significant impact related to the loss of the Arena as an historic resource would be avoided. As the only remaining contributor to the Coliseum Complex historic district, it is unlikely that the historic district status would remain.

#### Responses to Draft EIR comments (Final EIR)

City staff received comments on the Draft EIR from thirteen public agencies. Additionally, there were comments from nine organizations, and oral comments provided at the LPAB meeting of September 8, 2014 and the Planning Commission meeting of October 1, 2014. Responses to all of the comments provided by agencies, organizations and individuals are provided in the Final EIR/Response to Comment document, including certain revisions and changes to the text in the Draft EIR. None of these changes to the Draft EIR involve a new significant environmental impact, a substantial increase in the severity of an environmental impact, or a feasible mitigation measure, or alternative considerably different from that presented in the Draft EIR. Therefore, recirculation of the Draft EIR is not warranted.

For ease of review, in the Final EIR, the responses to Landmarks Board members comments made at the September 8, 2014 LPAB meeting is found in Chapter 6, starting on page 6-1. Responses to letters from the Oakland Heritage Alliance<sup>1</sup> are in Chapter 5, starting on page 5-105.

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<sup>1</sup> Starting on page 5-84 of the Final EIR.

**Key Cultural and Historic Resource-Related Issues in the Final EIR**

There are three key cultural and historic resource issues in the Final EIR, raised by both public commenters and LPAB members:

- a) The formula for determining any costs for mitigation of the loss of the potential historic resource (the proposed demolition of the O.co Coliseum stadium, and/or the Oracle Arena);
- b) The proper sequence for the preparation of the City-mandated "Demolition Findings"; and
- c) The possibility of reuse and renovation, instead of the demolition, of the Coliseum stadium.

***Mitigation for Proposed Demolition of the Oakland Coliseum***

Mitigation for the proposed demolition of the Oakland Coliseum is included in *Mitigation Measure (MM) Cultural 1A-3* of the Draft EIR, which requires a financial contribution be made to the City of Oakland, and used to fund historic preservation projects within, or in the vicinity of, the Coliseum District. Commenters to the Draft EIR suggested a formula by which a monetary amount could be determined. Because the ultimate decision making authority for this project lies with the City Council, staff believes the final determination of an appropriate formula is within the Council's purview. As a result, staff have revised *MM Cultural 1A-3* in the Final EIR stating that: "the Landmarks Preservation Advisory Board may recommend a monetary value or a formula for assessing the amount of financial contribution for the City's Council's consideration, but the amount of any such contribution shall be determined in connection with negotiations between the City and the developer(s), and as ultimately determined by the City Council."<sup>2</sup>

***Preparation of "Demolition Findings"***

The City prepared a Draft and Final EIR that fulfills its CEQA requirements to provide full disclosure of potential impacts to historic resources, to identify applicable mitigation measures, and to discuss alternatives capable of avoiding such impacts. The City's "Demolition Findings" require an applicant who is proposing the demolition of a historic resource in Oakland to submit, among other reports and documents, a market analysis. As yet, there is no developer for the Coliseum Plan efforts, and there is no applicant proposing to demolish the Coliseum stadium. As a result, there is no entity to provide the documentation necessary to support the "Demolition Findings." Those Findings will be prepared when there is an application to build a new stadium and demolish the current Coliseum. However, because there was strong interest from the Board Chair and others, the City did prepare a qualitative response to the demolition findings questions, using available information; that response is on pages 5-109 and following of the Final EIR.

***Reuse and renovation of the Oakland Coliseum***

Landmarks Board members and the public have expressed an interest in knowing if there are alternatives which would allow the Coliseum stadium to be renovated and reused for either the current sports teams, or for a future (as yet unknown) tenant. In the Draft EIR, this alternative was discussed in the section, "Alternatives Considered but Not Analyzed Further in the EIR."<sup>3</sup> In the Final EIR, a discussion of the economics of this alternative were analyzed (see response B3A-5); the resulting conclusion is that there is no foreseeable tenant which could pay rent to the Oakland-Alameda County Coliseum Authority in an amount high enough to pay for operations of the facilities. In addition, ongoing debt payments for the bonds which paid for the 1990's renovations at the Coliseum and Arena, cost the City and the County each approximately \$10 million per year.

<sup>2</sup> See Coliseum Area Specific Plan Final EIR, page 7-9.

<sup>3</sup> See Coliseum Area Specific Plan Draft EIR, page 5-6.

**Level of Analysis and Streamlining Future Environmental Review**

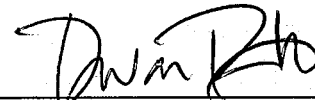
The Coliseum EIR is intended to assess the environmental impacts of the proposed Coliseum Area Specific Plan. The City intends to use the streamlining/ tiering provisions of CEWQA to the maximum feasible extent, so that future environmental review of specific development projects are expeditiously undertaken, without the need for repetition and redundancy, as provided in CEQA Guidelines Section 15152 and elsewhere. Specifically, pursuant to CEQA Guidelines Section 15183, streamlined environmental review is allowed for projects that are consistent with the development density established by zoning, community plan, specific plan, or general plan policies for which an EIR was certified, unless such a project would have environmental impacts peculiar or unique to the project or the project site. Likewise, Public Resources Code Section 21094.5 and CEQA Guidelines Section 15183.3 also provides for streamlining of certain qualified, infill projects. In addition, CEQA Guidelines Sections 15162-15164 allow for the preparation of a Subsequent (Mitigated) Negative Declaration, Supplemental, or Subsequent EIR, and/or Addendum, respectively, to a certified EIR when certain conditions are satisfied. Moreover, California Government Code Section 65457 and CEQA Guidelines Section 15182 provide that once an EIR is certified and a specific plan adopted, any residential development project, including any subdivision or zoning change that implements and is consistent with the specific plan, is generally exempt from additional CEQA review under certain circumstances. The above are merely examples of possible streamlining/tiering mechanisms that the City may pursue and in no way limit future environmental review of specific projects.

When a specific public improvement project or development application comes before the City, the proposal will be subject to its own, project-specific environmental determination by the City. This evaluation will include consideration of whether:: a) the action's environmental effects were fully disclosed, analyzed and, as needed, mitigated within the Coliseum EIR; b) the action is exempt from CEQA; c) the action warrants the preparation of a (Mitigated) Negative Declaration; or d) the action warrants preparation of a supplemental or subsequent focused EIR, limited to certain site-specific issues. Again, the above are merely examples of possible streamlining/tiering mechanisms, that the City may pursue, and in no way limit future environmental review of specific projects.

**RECOMMENDATION:**

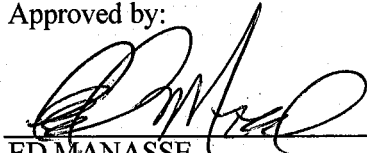
Staff recommends that the Landmarks Preservation Advisory Board take public testimony, close the public hearing, and provide cultural resource-related comments on the Final Draft Coliseum Area Specific Plan, Final Environmental Impact Report, and associated Related Actions.

Prepared by:



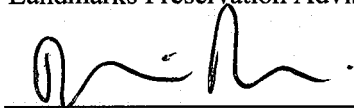
DEVAN REIFF, AICP  
Planner III

Approved by:



ED MANASSE  
Strategic Planning Manager

Approved for forwarding to the  
Landmarks Preservation Advisory Board



DARIN RANELLETTI, Deputy Director  
Bureau of Planning

**ATTACHMENTS:**

- A. LPAB Staff Report to February 9, 2015 meeting



**ATTACHMENT B to City Planning Commission Staff Report of March 4, 2015**

NOTE: Substantive revisions from the February 4, 2014 version of the proposed D-CO zoning text submitted to the Planning Commission are shown with additions underlined and in greyscale; deletions are in ~~strikeout~~.

**Title 17 PLANNING**

**Chapters:**

Chapter 17.101H - D-CO COLISEUM AREA DISTRICT ZONES REGULATIONS

ATTACHMENT B to City Planning Commission Staff Report of March 4, 2015

**Chapter 17.101H D-CO COLISEUM AREA DISTRICT ZONES REGULATIONS**

**Sections:**

- 17.101H.010 Title, intent, and description.
- 17.101H.020 Required design review.
- 17.101H.030 Permitted and conditionally permitted activities.
- 17.101H.040 Permitted and conditionally permitted facilities.
- 17.101H.050 Property development standards.
- 17.101H.060 Special regulations applying to mixed-use developments on Bay Area Rapid Transit (BART) stations on sites with one (1) acre or more land area.
- 17.101H.070 Use permit criteria in the D-CO-1 Zone.
- 17.101H.080 Special regulations for large scale developments.
- 17.101H.090 Special regulations for Mini-lot and Planned Unit Developments.
- 17.101H.100 Other zoning provisions.

**17.101H.010 Title, intent, and description.**

- A. Title and Intent. The provisions of this chapter shall be known as the D-CO Coliseum Area District Zones Regulations. The intent of the D-CO Zones is to:

1. Implement the Coliseum Area Specific Plan (CASP) in the Coliseum Plan Area; District;
2. Support retention of Oakland's professional sports teams, and the economic benefit of the sports teams and their facilities for the City of Oakland and Alameda County;
- 3a. Allow for the consideration of residential, commercial, and mixed-use developments at high densities in designated locations in the Coliseum Plan Area; Allow for the construction of a significant amount of new residential units at the Coliseum BART parking lots, at the current Coliseum complex parking lots, and at the San Leandro Bay waterfront;
43. Encourage the creation of a regionally significant jobs and employment center in the Coliseum Plan Area District that builds on the area's prime transit-oriented and airport-adjacent location;
54. Establish development standards that allow a broad mix of uses to compatibly co-exist;
65. Provide convenient access to public open space and the waterfront;
76. Improve access to the Coliseum Plan area's creeks, channels, and bay frontage, and provide recreational opportunities along these waterways;
87. Encourage quality and variety in building and landscape design, as well as compatibility in use and form; and

## ATTACHMENT B to City Planning Commission Staff Report of March 4, 2015

98. Encourage development that is respectful of the environmental qualities that the Coliseum Plan area has to offer.
- B. Description of Zones. This Chapter establishes land use regulations for the following six (6) zones:
1. **D-CO-1 Coliseum Area Transit Oriented Development District Zone-1 (Coliseum BART/ San Leandro Street).** The D-CO-1 Zone is intended to create, preserve and enhance areas devoted primarily to serve multiple nodes of transportation and to feature high-density residential, commercial, and mixed-use developments, to encourage a balance of pedestrian-oriented activities, transit opportunities, and concentrated development; and encourage a safe and pleasant pedestrian environment near transit stations by allowing a mixture of residential, civic, commercial, and light industrial activities.
  2. **D-CO-2 Coliseum Area Commercial District Zone-2 (Coliseum District).** The D-CO-2 Zone is intended to create, maintain and enhance areas that allow a broad mixture of residential, retail, commercial, office, and light industrial uses, and serve as region-drawing centers of sports, entertainment, and business activities.
  3. **D-CO-3 Coliseum Area Commercial District Zone-3 (Oakport South / Hegenberger Road).** The D-CO-3 Zone is intended to create, maintain and enhance areas suitable for a wide variety of retail, commercial, and industrial operations along the Oakport Street and Hegenberger Road corridors, and in region-drawing centers of commercial, and light industrial activities.
  4. **D-CO-4 Coliseum Area Commercial District Zone-4 (Edgewater North / Waterfront).** The D-CO-4 Zone is intended to create, maintain and enhance a mix of activities on or near the Northwest Edgewater Drive waterfront. This zone allows for the consideration of housing, if shown to be compatible in an area with a strong presence of commercial and industrial activities.
  5. **D-CO-5 Coliseum Area Commercial Industrial Mix District Zone-5 (Edgewater South / Pardee Drive).** The D-CO-5 Zone is intended to create, preserve, and enhance areas near Pardee Drive and within the southern portion of the Airport Business Park that are appropriate for a wide variety of office, commercial, industrial, and logistics activities.
  6. **D-CO-6 Coliseum Area Commercial Industrial Mix District Zone-6 (Oakport North).** The D-CO-6 Zone is intended to apply to commercial, industrial and institutional areas with strong locational advantages that make possible the attraction of higher intensity commercial and light industrial land uses and development types.

**17.101H.020 Required design review.**

- 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. Properties located within the Land Use Jurisdiction of the Port of Oakland, as

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amended, are subject to the Port's Land Use and Development Code, which supersedes the Oakland Planning Code in areas of the Port's jurisdiction,

- B. In addition to the design review criteria listed in Chapter 17.136, conformance with the design review guidelines in the Coliseum Area Specific Plan is required for any proposal in the D-CO 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 Coliseum Area Specific Plan, the design objectives in the Coliseum Area Specific Plan shall prevail.

**17.101H.030 Permitted and conditionally permitted activities.**

Table 17.101H.01 lists the permitted, conditionally permitted, and prohibited activities in the D-CO zones. The descriptions of these activities are contained in Chapter 17.10. Section 17.10.040 contains permitted accessory activities.

"P" designates permitted activities in the corresponding zone.

"C" designates activities that are permitted only upon the granting of a Conditional Use permit (CUP) in the corresponding zone (see Chapter 17.134 for the CUP procedure).

"L" designates activities subject to certain limitations or notes listed at the bottom of the table.

"—" designates activities that are prohibited except as accessory activities according to the regulations contained in Section 17.10.040.

**Table 17.101H.01: Permitted and Conditionally Permitted Activities**

Activities	Zones						Additional Regulations
	D-CO-1	D-CO-2	D-CO-3	D-CO-4	D-CO-5	D-CO-6	
Residential Activities							
Permanent	P(L1)	P(L1)	—	C(L1)(L4)	—	—	
Residential Care	C(L1)	C(L1)	—	C(L1)	—	—	17.103.010
Service-Enriched Permanent Housing	C(L1)	C(L1)	—	C(L1)	—	—	17.103.010
Transitional Housing	C(L1)	C(L1)	—	C(L1)	—	—	17.103.010
Emergency Shelter	—	—	—	—	—	—	17.103.010

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Semi-Transient	C	C	—	—	—	—	17.103.010
Bed and Breakfast	—	—	—	—	—	—	17.10.125
Activities	Zones						Additional Regulations
	D-CO-1	D-CO-2	D-CO-3	D-CO-4	D-CO-5	D-CO-6	
Civic Activities							
Essential Service	P	P	P	P	P	P	
Limited Child-Care Activities	P	P	C	C(L6)	—	—	
Community Assembly	<del>C</del> P(L2)	<del>C</del> P	<del>C</del> P(L2)	<del>C</del> P(L2)	C	C	
Recreational Assembly	<del>P</del> (L2)	P	P	P	C	C	
Community Education	P	P	C	C	—	C	
Nonassembly Cultural	P	P	P	P	C	C	
Administrative	P	P	P	P	C	C	
Health Care	C	C	C	C	—	—	
Special Health Care	—	—	—	—	—	—	
Utility and Vehicular	C	C	C	C	C	C	
Extensive Impact	<del>C</del> (L5)	<del>C</del> (L5)	C(L5)	<del>C</del> (L5)	<del>C</del> (L5)	<del>C</del> (L5)	
Commercial Activities							

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General Food Sales	P	P	P	P(L2)	P(L2)	P(L2)	
Full Service Restaurants	P	P	P	P(L2)	P(L2)	P(L2)	
Limited Service Restaurant and Cafe	P	P	P	P(L2)	P(L2)	P(L2)	
Fast-Food Restaurant	C	C	C	<del>—</del> €	<del>—</del> €	<del>—</del> €	17.103.030 and 8.09
Convenience Market	C	C	C	C	—	C	17.103.030
Alcoholic Beverage Sales	C	C	C	C	—	—	17.103.030 and 17.114.030
Mechanical or Electronic Games	C	P	<del>P</del> C(L6)	—	—	—	
Medical Service	P	P	C	C	C	C	
General Retail Sales	P	P	<del>P</del> C(L10)	P	<del>P</del> C(L10)	<del>P</del> C(L10)	
Large-Scale Combined Retail and Grocery Sales	—	C	—	—	—	—	
Consumer Service	P(L8)	P(L8)	P(L8)	P(L8)	C	C	<u>17.102.170</u> and <u>17.102.450</u>
Consultative and Financial Service	P	P	P	P	—	—	
Check Cashier and Check Cashing	—	—	—	—	—	—	17.103.040
Consumer Cleaning and Repair Service	P	P	P	P	—	—	

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Consumer Dry Cleaning Plant	C	C	C	C	—	—	
Group Assembly	P(L14)	P(L14)	<del>P(L6)</del> <u>C</u> (L14)	<del>P(L3)</del> <u>C</u> (L14)	C(L14)	C(L14)	
Personal Instruction and Improvement Services	P	P	P	<u>C</u> P	C	C	
Administrative	P	P	P	P	P	P	
Business, Communication, and Media Services	P	P	P	P	P	P	
Broadcasting and Recording Services	P	P	P	P	P	P	
Research Service	<u>P</u> (L9)	<u>P</u> (L9)	<u>P</u> (L9)	<u>P</u> (L9)	<u>P</u> (L9)	<u>P</u> (L9)	
General Wholesale Sales	P(L2)	P(L2)	<u>P</u> (L3) (L2)	P(L2)	<u>P</u> (L2)	P(L2)	
Transient Habitation (Hotels)	C	C	C	C	—	C	17.103.050
Building Material Sales	—	—	—	—	<u>C</u> —	—	
Automobile and Other Light Vehicle Sales and Rental	C	C	C	—	—	C	
Automobile and Other Light Vehicle Gas Station and Servicing	—	—	C(L11)	—	—	—	
Automobile and Other Light Vehicle Repair and Cleaning	—	—	C(L11)	—	—	—	

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Taxi and Light Fleet-Based Services	—	—	—	—	—	—	
Automotive Fee Parking	C	C	C(L11)(L15)	C	C	C	
Animal Boarding	—	—	C(L11)(L13)	—	—	—	
Animal Care	C	C	C	—	—	—	
Undertaking Service	—	—	—	—	—	—	
<b>Industrial Activities</b>							
Custom Manufacturing	<del>P(L3)</del>	P	<del>P(L3)</del>	<del>P(L3)</del>	P	P	17.120
Light Manufacturing	C	<del>P</del> €	<del>P(L3)(L9)</del>	€ <del>P(L3)</del>	P	P	17.120
General Manufacturing	—	—	<del>C(L11)(L13)</del>	—	<del>—</del> <u>C(L11)(L13)</u>	—	
Heavy/High Impact	—	—	—	—	—	—	
Research and Development	P	P	P	P	P	P	
Construction Operations	—	—	—	—	<del>—</del> <u>C</u>	—	
Warehousing, Storage, and Distribution-Related:							
A. General Warehousing, Storage and Distribution	—	<del>—</del> <u>P(L3)(L9)</u>	<del>P(L2)(L9)</del>	€ <del>P(L3)(L9)</del>	P(L9)	P(L9)	
B. General Outdoor Storage	—	—	—	—	C(L11)(L13)	C(L13)	
C. Self- or Mini Storage	—	—	—	—	C(L11)	—	
D. Container Storage	—	—	—	—	—	—	



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E. Salvage/Junk Yards	—	—	—	—	—	—	
Regional Freight Transportation-Related:							
A. Seaport	—	—	—	—	—	—	
B. Rail Yard	—	—	—	—	—	—	
Trucking and Truck-Related:							
A. Freight/Truck Terminal	—	—	—	—	C(L7)	—	
B. Truck Yard	—	—	—	—	C(L7)	—	
C. Truck Weigh Stations	—	—	—	—	C(L7)	—	
D. Truck & Other Heavy Vehicle Sales, Rental & Leasing	—	—	—	—	C(L7)	—	
E. Truck & Other Heavy Vehicle Service, Repair, and Refueling	—	—	—	—	C(L7)	—	
Recycling and Waste-Related:							
A. Satellite Recycling Collection Centers	—	—	—	—	—	—	
B. Primary Recycling Collection Centers	—	—	—	—	—	—	17.73.035
Hazardous Materials Production, Storage, and Waste Management-Related:							
A. Small Scale Transfer and Storage	—	—	—	—	—	—	

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B. Industrial Transfer/Storage	—	—	—	—	—	—	
C. Residuals Repositories	—	—	—	—	—	—	
D. Oil and Gas Storage	—	—	—	—	—	—	
<b>Agriculture and Extractive Activities</b>							
Limited Agriculture	P(L16)	P(L16)	P(L16)	P(L16)	P(L16)	P(L16)	
Extensive Agriculture	C(L17)	C(L17)	C(L17)	C(L17)	C(L17)	C(L17)	
Plant Nursery	—	C	C	C	C(L12)	C(L12)	
Mining and Quarrying	—	—	—	—	—	—	
<b>Accessory off-street parking serving prohibited activities</b>	C	C	C	C	C	C	17.116.175
<b>Additional activities that are permitted or conditionally permitted in an adjacent zone, on lots near the boundary thereof.</b>	C	C	C	C	C	C	17.102.110

**Limitations on Table 17.101H.01:**

**L1.** No Residential Care, Service-Enriched Permanent Housing, Transitional Housing, or Emergency Shelter Residential Activity shall be located closer than three hundred (300) feet from any other such activity. See Section 17.103.010 for other regulations regarding these activities.

**L2.** The total floor area devoted to these activities by a single establishment shall only exceed ten thousand (10,000) square feet upon the granting of a Conditional Use Permit (see Chapter 17.134 for the CUP procedure).

**L3.** The total floor area devoted to these activities by a single establishment shall only exceed twenty-five thousand (25,000) square feet upon the granting of a Conditional Use Permit (see Chapter 17.134 for the CUP procedure).

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**L4.** ~~This activity is only permitted upon determination that the proposal conforms to the general use permit criteria set forth in the Conditional Use Permit procedure in Chapter 17.134, and to all of the following additional use permit criteria:~~

1. That the project is designed in a way that minimizes the potential health impacts of locating a residential use near the surrounding activities; ~~That there will be no health risk to new residents from neighboring business operations;~~

2. That new development will meet residential environmental safety standards;

3. That the design of the development accounts for the projected rise in sea levels and the potential for inundation by the Bay and other flood waters; ~~that the design of future development demonstrates adaptation to rising sea levels and the potential for inundation by the Bay and other flood waters;~~

4. That aviation easements for the Oakland International Airport will be negotiated with future owners or tenants, and deed disclosures about proximity to Airport operations will be made; and

5. That measures that minimize adverse impacts to the surrounding activities have been incorporated into the project. ~~That the cumulative effects of locating the project within the proposed area have been analyzed and, where applicable, measures that minimize adverse impacts to the surrounding community have been incorporated into the project.~~

**L5.** The Extensive Impact Civic Activity category includes, but is not limited to, stadiums and sports arenas (see Section 17.10.240.Q). In the D-CO-3 Zone, stadiums and sports arenas are only allowed in the area between Damon Slough and Elmhurst Creek.

**L6.** Conditionally permitted ~~Permitted outright~~ if located in the D-CO-3 or D-CO-4 Zones between Damon Slough and Elmhurst Creek; prohibited ~~conditionally permitted~~ if located elsewhere in the D-CO-3 or D-CO-4 Zones (see Chapter 17.134 for the CUP procedure).

**L7.** In the D-CO-5 Zone, these activities are only allowed in the area between San Leandro Creek and Doolittle Drive.

**L8.** See Section 17.102.170 for special regulations relating to massage services and Section 17.102.450 for special regulations related to Laundromats.

**L9.** Not including accessory activities, this activity shall take place entirely within an enclosed building. Other outdoor activities shall only be permitted upon the granting of a conditional use permit (see Chapter 17.134 for the CUP procedure).

**L10.** Permitted outright if located within five hundred (500) ~~one thousand (1,000)~~ feet of Highway 880 or Hegenberger Road; conditionally permitted if located elsewhere (see Chapter 17.134 for the CUP procedure).

**L11.** These activities are not permitted within three hundred (300) feet of a lot line adjacent to the Hegenberger Road right-of-way.

**L12.** This activity is only permitted upon the granting of a Conditional Use Permit (see Chapter 17.134 for the CUP procedure) and that all repair and servicing is performed in an enclosed building.

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**L13.** ~~These activities are not permitted within three hundred (300) feet of a lot line adjacent to the Oakport Street right-of-way. A Conditional Use Permit is required if located within three hundred (300) feet of: a) the Estuary or Bay shoreline; b) the Damon Slough, Elmhurst Creek, East Creek Slough, or San Leandro Creek top of bank; or c) any Open Space zone (see Chapter 17.134 for the CUP procedure). All outdoor storage shall be screened by a solid wall of at least eight (8) feet in height, with buffer planting installed along the exterior wall perimeter. Any Outdoor Storage activities to be located within three hundred (300) feet of: a) the Oakport Street right-of-way; b) the Estuary or Bay shoreline; c) the Damon Slough, Elmhurst Creek, East Creek Slough, or San Leandro Creek top of bank; or d) any Open Space zone shall only be permitted upon determination that the proposal conforms to the general use permit criteria set forth in the Conditional Use Permit procedure in Chapter 17.134, and to all of the following additional use permit criteria:~~

1. The activity is screened in a manner as determined by the Planning Director, including but not limited to, buffer planting installed along the site exterior; and

2. The proposal will not adversely affect the livability or appropriate development of abutting properties and the surrounding district in terms of noise, water and pollutant runoff, heavy equipment operation, hours of operation, odor, security, and vehicular traffic.

**L14.** No new or expanded adult entertainment activity shall be located closer than one thousand (1,000) feet to the boundary of any Residential zone or three hundred (300) feet from any other adult entertainment activity. See Section 17.102.160 for further regulations regarding adult entertainment activities.

**L15.** Existing fee parking lots within three hundred (300) feet of a lot line adjacent to the Hegenberger Road right-of-way may be reconfigured to increase the number of parking spaces and make more efficient use of the existing parking area. Expansion of existing facilities to include structured parking or expanding the size of the parcel with the parking constitutes an expansion of a nonconforming use and is not permitted.

**L16.** Limited Agriculture is permitted outright if the activity occupies less than one (1) acre of land area and any sales area is less than one thousand (1,000) square feet; conditionally permitted if the activity is larger in either land or sales area (see Chapter 17.134 for the CUP procedure).

**L17.** Extensive Agriculture is only permitted upon the granting of a Conditional Use Permit (see Chapter 17.134 for the CUP procedure). In addition to the criteria contained in Section 17.134.050, this activity must meet the following use permit criteria:

1. The proposal will not adversely affect the livability or appropriate development of abutting properties and the surrounding neighborhood in terms of noise, water and pesticide runoff, farming equipment operation, hours of operation, odor, security, and vehicular traffic.

#### **17.101H.040 Permitted and conditionally permitted facilities.**

Table 17.101H.02 lists the permitted, conditionally permitted, and prohibited facilities in the D-CO zones. The descriptions of these facilities are contained in Chapter 17.10.

"P" designates permitted facilities in the corresponding zone.

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"C" designates facilities that are permitted only upon the granting of a Conditional Use Permit (CUP) in the corresponding zone (see Chapter 17.134 for the CUP procedure).

"L" designates facilities subject to certain limitations listed at the bottom of the Table.

"—" designates facilities that are prohibited.

**Table 17.101H.02: Permitted and Conditionally Permitted Facilities**

Facilities	Zones						Additional Regulations
	D-CO-1	D-CO-2	D-CO-3	D-CO-4	D-CO-5	D-CO-6	
Residential Facilities							
One-Family Dwelling	—	—	—	—	—	—	
One-Family Dwelling with Secondary Unit	—	—	—	—	—	—	17.103.080
Two-Family Dwelling	P	P	—	C	—	—	
Multifamily Dwelling	P	P	—	C	—	—	
Rooming House	—	—	—	—	—	—	
Mobile Home	—	—	—	—	—	—	
Nonresidential Facilities							
Enclosed Nonresidential	P	P	P	P	P	P	
Open Nonresidential	C(L1)	P	P	C(L1)	P	P	
Sidewalk Cafe	P	P	P	P	C	C	17.103.090
Drive-In	—	C	C	—	—	—	
Drive-Through	—	C(L2)	C(L2)	—	<div><div></div><div>C(L2)</div></div>	<div><div></div><div>C(L2)</div></div>	17.103.100

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<b>Telecommunications Facilities</b>							
Micro Telecommunications	P(L3)	P(L3)	P(L3)	P(L3)	P(L3)	P(L3)	17.128
Mini Telecommunications	P(L3)	P(L3)	P(L3)	P(L3)	P(L3)	P(L3)	17.128
Macro Telecommunications	C	C	C	C	C	C	17.128
Monopole Telecommunications	C	C	C	C	C	C	17.128
Tower Telecommunications	—	—	—	—	—	—	17.128
<b>Sign Facilities</b>							
Residential Signs	P	P	—	P	—	—	17.104
Special Signs	P	P	P	P	P	P	17.104
Development Signs	P	P	P	P	P	P	17.104
Realty Signs	P	P	P	P	P	P	17.104
Civic Signs	P	P	P	P	P	P	17.104
Business Signs	P	P	P	P	P	P	17.104
Advertising Signs	—	—	—	—	—	—	17.104

**Limitations on Table 17.101H.02:**

**L1.** Open Nonresidential Facilities accommodating activities other than Civic Activities, Limited Agriculture, seasonal sales, or special events are only permitted upon the granting of a Conditional Use Permit (see Chapter 17.134 for the CUP procedure).

**L2.** No new or expanded Fast-Food Restaurants with Drive-Through Nonresidential Facilities shall be located closer than three hundred (300) feet of a lot line adjacent to the Hegenberger Road or Oakport Street right-of-way, or five hundred (500) feet of an elementary school, park, or playground. See Sections 17.103.030 and 17.103.100 for further regulations regarding Drive-Through Nonresidential Facilities.

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**L3.** See Section 17.128.025 for restrictions on Telecommunication Facilities near Residential Zones.

**17.101H.050 Property development standards.**

Zone Specific Standards. Table 17.101H.03 below prescribes development standards specific to individual zones. The number designations in the "Additional Regulations" column refer to the regulations listed at the end of the Table. "N/A" designates the regulation is not applicable to that zone.

**Table 17.101H.03 Property Development Standards**

Development Standards	Zones						Additional Regulations
	D-CO-1	D-CO-2	D-CO-3	D-CO-4	D-CO-5	D-CO-6	
Minimum Lot Dimensions							
Width mean	25 ft.	25 ft.	25 ft.	25 ft.	25 ft.	25 ft.	1
Frontage	25 ft.	25 ft.	25 ft.	25 ft.	25 ft.	25 ft.	1
Lot area	4,000 sf.	5,000 sf.	5,000 sf.	5,000 sf.	10,000 sf.	10,000 sf.	1

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Development Standards	Zones						Additional Regulations
	D-CO-1	D-CO-2	D-CO-3	D-CO-4	D-CO-5	D-CO-6	
Minimum/Maximum Setbacks							
Minimum front	0 ft.	0 ft.	0/10 ft.	0 ft.	10 ft.	0 ft.	2
Minimum interior side	0 ft.	0 ft.	0 ft.	0 ft.	0 ft.	0 ft.	2
Minimum street side of a corner lot	0 ft.	0 ft.	0 ft.	0 ft.	10 ft.	10 ft.	2
Rear (residential facilities)	10 ft.	10 ft.	N/A	10 ft.	N/A	N/A	2, 3
Rear (nonresidential facilities)	0 ft.	0 ft.	0 ft.	0 ft.	0 ft.	0 ft.	3
Height Regulations							
Maximum height allowed by right	159 ft.	159 ft.	159 ft.	159 ft.	159 ft.	85 ft.	4, 5, 6  Additional height may be allowed by the Planning Director, pursuant to FAA review and CUP approval



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Development Standards	Zones						Additional Regulations
	D-CO-1	D-CO-2	D-CO-3	D-CO-4	D-CO-5	D-CO-6	
Fence heights & other regulations	See Chapter 17.108.140 for fences, dense hedges, barriers, & free standing walls.						
Maximum fence height adjacent to Open Space zones	8 ft.	8 ft.	8 ft.	8 ft.	8 ft.	8 ft.	
<b>Maximum Residential Density (square feet of lot area required per dwelling unit)</b>							
Regular Units	130	130	N/A	260	N/A	N/A	
Rooming Units	65	65	N/A	130	N/A	N/A	
<b><u>Maximum Nonresidential Intensity (Floor Area Ratio)</u></b>							
Maximum Nonresidential <u>Floor Area Ratio (FAR)</u>	8.0	8.0	6.0	5.0	4.0	4.0	

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Development Standards	Zones						Additional Regulations
	D-CO-1	D-CO-2	D-CO-3	D-CO-4	D-CO-5	D-CO-6	
Minimum Usable Open Space							
Usable Open Space per Regular Dwelling Unit	75 sf.	75 sf.	N/A	100 sf.	N/A	N/A	
Usable open space per Rooming Unit	38 sf.	38 sf.	N/A	50 sf.	N/A	N/A	
Minimum Parking and Loading Requirements	See Chapter 17.116 for loading and automobile parking; and Chapter 17.117 for bicycle parking						
Minimum Required Parking	See Chapter 17.116 for automobile parking and Chapter 17.117 for bicycle parking						
Courtyard Regulations	See Sec. 17.108.120	See Sec. 17.108.120	N/A	See Sec. 17.108.120	N/A	N/A	
Landscaping Regulations							
Site landscaping (% of entire lot area)	See Chs.17.110 and 17.124	See Chs.17.110 and 17.124	5%	See Chs.17.110 and 17.124	5%	5%	7, 8, 9
Parking lot landscaping (% of parking lot area)	See Chs.17.110 and 17.124	See Chs.17.110 and 17.124	10%	See Chs.17.110 and 17.124	10%	10%	7, 8

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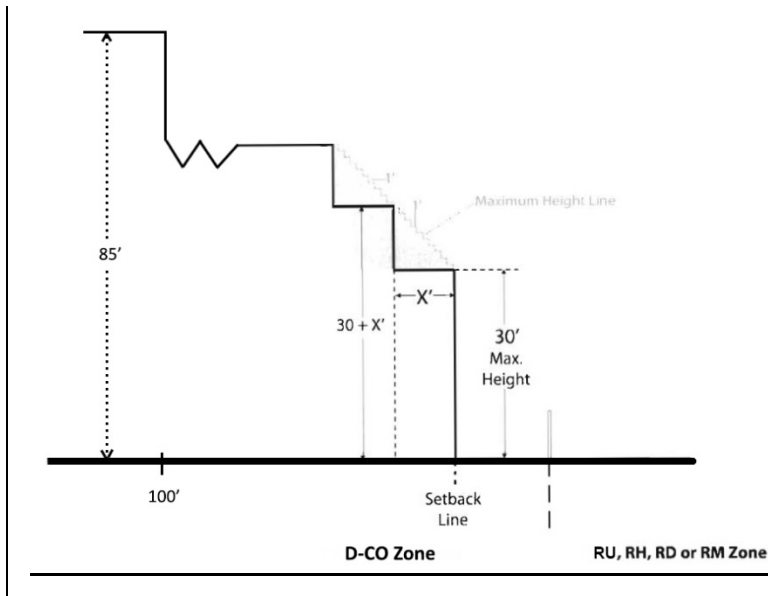
**Additional Regulations for Table 17.101H.03:**

1. See Section 17.106.010 and 17.106.020 for exceptions to lot area, width mean, and street frontage regulations.
2. In the D-CO-3 Zone, a minimum front yard setback area of ten (10) feet shall apply to frontages adjacent to the Hegenberger Road and Oakport Street right-of-way, except for retail and similar facilities oriented toward pedestrian activity. This minimum front yard in the D-CO-3 Zone, where applicable, shall be developed as open landscaped areas, including but not limited to lawn, ground cover, shrubs, trees, and decorative paving materials, subject to the standards for required landscaping and screening in Chapter 17.124. In the D-CO-1, D-CO-2, and D-CO-4 Zones, see Section 17.108.080 for the required interior side and rear yard setbacks on a lot containing two (2) or more living units and opposite a legally required living room window.
3. In the D-CO-1, D-CO-2, and D-CO-4 Zones, wherever a rear lot line abuts an alley, one-half ( $\frac{1}{2}$ ) of the right-of-way width of the alley may be counted toward the required minimum rear setback; provided, however, that the portion of the minimum rear setback actually on the lot itself shall not be so reduced to less than ten (10) feet. Also, see Section 17.108.130 for allowed projections into setbacks.
4. The height of all structures shall be subject to Federal Aviation Administration (FAA) regulations.
5. The maximum by-right height of 159 feet may only be exceeded in the following situation: a) the proposed structure has undergone a Federal Aviation Administration (FAA) Review, and b) the additional height has received approval pursuant to the City's conditional use permit procedure (see Chapter 17.134).

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**6.** Buildings shall have an eighty-five (85) foot maximum height when located within one hundred (100 feet) of any lot line that abuts a lot in a RH, RD, RM, RU, or S-15 zone. In addition, buildings shall have a thirty (30) foot maximum height at the setback line associated with any rear or interior side lot line that abut a lot in a RH, RD, RM, or RU zone; this maximum height shall increase one foot for every foot of distance away from this setback line (see Illustration for Table 17.101H.03 [Additional Regulation 6], below). Also, see Section 17.108.030 for allowed projections above height limits and Section 17.108.020 for increased height limits for civic buildings.

Illustration for Table 17.101H.03 [Additional Regulation 6]  
\*for illustration purposes only



**7.** All projects which involve the construction of a new Nonresidential Facility, or the addition to an existing Nonresidential Facility of over one thousand (1,000) square feet, shall comply with the landscape requirements in this chapter and in Chapter 17.124. Landscaping shall consist of pervious surface with lawn, ground cover, shrubs, permeable paving materials, and/or trees and which is irrigated and maintained. See Chapter 17.124 and Section 17.124.025 for other Landscaping and Screening Standards.

**8.** Parking Lot Landscaping applies only to lots associated with new construction of more than ten thousand (10,000) square feet of floor area. Shade trees shall be provided at a ratio of one (1) tree for every ten (10) spaces through the parking lot. A minimum of ten percent (10%) of a surface parking lot shall be landscaped accompanied by an irrigation system that is permanent, below grade and activated by automatic timing controls which may be provided entirely in permeable surfacing in lieu of irrigated landscaping if approved through the Design Review process (see Chapter 17.136). Parking lots located adjacent to a public right-of-way shall include screening consisting of a minimum of five (5) foot deep planted area or a three (3) foot tall opaque, concrete, or masonry wall with a minimum three (3) foot deep planted area. Chain link, cyclone, and barbed wire fencing is prohibited in all cases.

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9. For all projects involving the construction of a new Nonresidential Facility, or the addition to an existing Nonresidential Facility of over one thousand (1,000) square feet, street trees are required (see Chapter 17.124 and Section 17.124.025 for other Landscaping and Screening Standards). In addition to the general landscaping requirements set forth above, a minimum of one (1) 15-gallon tree, or substantially equivalent landscaping consistent with City policy and as approved by the Director of City Planning, shall be provided for every twenty (20) feet of street frontage or portion thereof and, if a curbside planting strip exists, for every twenty-five (25) feet of street frontage. On streets with sidewalks where the distance from the face of the curb to the outer edge of the sidewalk is at least six and one-half (6½) feet, the trees to be provided shall include street trees to the satisfaction of the Tree Division.

**17.101H.060 Special regulations applying to mixed-use developments on Bay Area Rapid Transit (BART) stations on sites with one (1) acre or more land area.**

No mixed-use developments that include Bay Area Rapid Transit (BART) stations located on sites with one (1) acre or more land area shall be permitted except upon the granting of a conditional use permit pursuant to Section 17.101H.070 and the conditional use permit procedure in Chapter 17.134 or upon the granting of a planned unit development permit pursuant to Chapters 17.140 and 17.142, and shall be subject to the following special regulations:

- A. Intermodal Activities and Pedestrian Plaza. Developments should incorporate multiple forms of public transportation and a pedestrian plaza.
- B. Professional Design. The application shall utilize the following professionals in the design process for the development:
  1. An architect licensed by the state of California; and
  2. A landscape architect licensed by the state of California, or an urban planner holding or capable of holding membership in the American Institute of Certified Planners.
- C. Undergrounding of Utilities. All electric and telephone facilities; fire alarm conduits; street light wiring; and other wiring, conduits, and similar facilities shall be placed underground by the developer as required by the City. Electric and telephone facilities shall be installed in accordance with standard specifications of the serving utilities. Street lighting and fire alarm facilities shall be installed in accordance with standard specifications of the Electrical Department.
- D. Performance Bonds. The City Planning Commission or, on appeal, the City Council may, as a condition of approval of any said development, require a cash bond or surety bond for the completion of all or specified parts of the development deemed to be essential to the achievement of the purposes set forth in Section 17.101H.060. The bond shall be in a form approved by the City Attorney, in a sum of one hundred fifty percent (150%) of the estimated cost of the work, and conditioned upon the faithful performance of the work specified within the time specified. This requirement shall not apply if evidence is provided to the city which indicates that alternative bonding or other assurances have been secured by the Bay Area Rapid Transit District.

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**17.101H.070 Use permit criteria in the D-CO-1 Zone.**

In the D-CO-1 Zone, a conditional use permit for any activity or facility listed in Sections 17.101H.030, 17.101H.040, and 17.101H.060, may be granted only upon determination that the proposal conforms to the general use permit criteria set forth in the conditional use permit procedure in Chapter 17.134 and to the following additional use permit criteria:

- A. That the proposal will be of a quality and character which harmonizes with and serves to protect the value of private and public investment in the area;
- B. That the proposal will encourage an appropriate mixture of Residential and/or Commercial Activities in a manner which promotes and enhances use of multiple modes of transportation;
- C. That the proposal is designed to provide a safe and pleasant pedestrian environment;
- D. That no front yard parking, loading area, or driveway shall connect or abut directly with the principal commercial street unless the determination can be made:
  1. That vehicular access cannot reasonably be provided from a different street or other way;
  2. That every reasonable effort has been made to share means of vehicular access with abutting properties;
  3. That the proposal is enclosed or screened from view of the abutting principal street by the measures required in Section 17.110.040B.
- E. That the amount of off-street parking, if any, provided in excess of this code will not contribute significantly to an increased orientation of the area to automobile or truck movement.
- F. In addition to the foregoing criteria and any other applicable requirements, auto fee parking within this zone shall be subject to the following additional use permit criteria:
  1. The Auto fee parking is ~~shall be~~ part of a larger development that contains a significant amount of commercial and/or residential facilities;
  2. The Auto fee parking is ~~may only be~~ contained in a structured parking facility of at least three stories that replaces an existing at grade parking facility;
  3. The new parking structure ~~shall represents~~ no more than a seventy-five percent (75%) increase of existing parking at the site;
  4. Auto fee parking at the site is ~~shall be specifically designated by a city sponsored plan or study~~ designed to promote a transit oriented district as defined by the general plan;
  5. ~~The facility or facilities containing the residential and/or commercial activities shall be adjacent to the principal street(s) and~~ Where feasible, the auto fee parking is located ~~shall be~~ behind and substantially visually obstructed from the principal ~~s~~Street(s) by the residential and/or commercial facility or facilities; and
  6. The project shall be consistent in all significant respects with the general plan's goals, objectives, and policies that promote transit oriented development and districts.

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For purposes of this subsection 17.101H.100(F) "principal street" means the street or streets on which the development is most primarily oriented and that is appropriately designated in the general plan to accommodate the amount of trips proposed. On an interior lot, the principal street shall be the street in front of the development. On a corner lot, the principal streets shall be both the streets adjacent to the development. On a lot that has frontage on three (3) or more streets, at least two (2) streets shall be designated as principal streets.

**17.101H.080 Special regulations for large scale developments.**

No development which involves more than one hundred thousand (100,000) square feet of a new floor area shall be permitted except upon the granting of a conditional use permit pursuant to the conditional use permit procedure in Chapter 17.134, or upon the granting of a planned unit development approval pursuant to Chapters 17.140 and 17.142.

**17.101H.090 Special regulations for Mini-lot and Planned Unit Developments.**

- A. Mini-lot Developments. In mini-lot developments, certain regulations that apply to individual lots in the D-CO Zones may be waived or modified when and as prescribed in Chapter 17.142.
- B. Planned Unit Developments. Large integrated developments shall be subject to the Planned Unit Development regulations in Chapter 17.142 if they exceed the sizes specified therein. In developments which are approved pursuant to said regulations, certain uses may be permitted in addition to those otherwise allowed in the D-CO Zones, and certain of the other regulations applying in said zones may be waived or modified.

**17.101H.100 Other zoning provisions.**

The following contains referrals to other regulations that may apply:

- A. General Provisions. The general exceptions and other regulations set forth in Chapters 17.102, 17.103, 17.104, 17.106, and 17.108 shall apply in the D-CO Zones.
- B. 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.
- C. Nonconforming Uses. Nonconforming uses and changes therein shall be subject to the nonconforming use regulations in Chapter 17.114.
- D. Recycling Space Allocation Requirements. The regulations set forth in Chapter 17.118 shall apply in the D-CO Zones.
- E. Landscaping and Screening Standards. The regulations set forth in Chapter 17.124 and Chapter 17.102.400, screening of utility meters, etc., shall apply in the D-CO Zones.
- F. Buffering. All uses shall be subject to the applicable requirements of the buffering regulations in Chapter 17.110 with respect to screening or location of parking, loading, storage areas, control of artificial illumination, and other matters specified therein.

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- G. Performance standards regarding the control of noise, odor, smoke, and other objectionable impacts in Chapter 17.120 shall apply in the D-CO Zones.



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**Title 17 PLANNING**

**Chapters:**

Chapter 17.73 - CIX, IG AND IO INDUSTRIAL ZONES REGULATIONS

Chapter 17.101G - D-LM LAKE MERRITT STATION AREA DISTRICT ZONES REGULATIONS

Chapter 17.103 - SPECIAL REGULATIONS AND FINDINGS FOR CERTAIN USE  
CLASSIFICATIONS

Chapter 17.104 - GENERAL LIMITATIONS ON SIGNS

Chapter 17.108 - GENERAL HEIGHT, YARD, AND COURT REGULATIONS

Chapter 17.110 - BUFFERING REGULATIONS

Chapter 17.116 - OFF-STREET PARKING AND LOADING REQUIREMENTS

Chapter 17.120 - PERFORMANCE STANDARDS

Chapter 17.128 - TELECOMMUNICATIONS REGULATIONS

Chapter 17.134 - CONDITIONAL USE PERMIT PROCEDURE

Chapter 17.135 - SPECIAL USE PERMIT REVIEW PROCEDURE FOR THE OS ZONE

Chapter 17.136 - DESIGN REVIEW PROCEDURE

Chapter 17.142 - MINI-LOT AND PLANNED UNIT DEVELOPMENT REGULATIONS

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**Chapter 17.73 CIX, IG AND IO INDUSTRIAL ZONES REGULATIONS**

**Sections:**

17.73.015 Required design review process.

**17.73.015 Required design review process.**

- A. In the CIX-1A, CIX-1B, CIX-1C, and CIX-1D Zones: 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 the CIX-1, CIX-2, IG, and IO Zones: Except for projects that are exempt from design review as set forth in Section 17.136.025, no Residential 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.
- CB. No facility located within one hundred fifty (150) feet of any Residential zone boundary and accommodating the following activities shall be constructed, established, or expanded in size unless plans for the proposal have been approved pursuant to the Regular Design Review procedure in Chapter 17.136.
  - 1. Automobile and Other Light Vehicle Gas Station and Servicing Activity.
  - 2. Automobile and Other Light Vehicle Repair and Cleaning Activity.
  - 3. Freight/Truck Terminal.
  - 4. Truck Yard.
  - 5. Truck Weigh Stations.
  - 6. Truck and Other Heavy Vehicle Sales, Rental, and Leasing.
  - 7. Truck and Other Heavy Vehicle Service, Repair, and Refueling.
- DC. Establishment of a work/live unit shall only be permitted upon determination that the proposal conforms to the regular design review criteria set forth in the Regular Design Review procedure in Chapter 17.136 and to all of the additional criteria set forth in Subsection 17.73.040.D.

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**Chapter 17.101G D-LM LAKE MERRITT STATION AREA DISTRICT ZONES REGULATIONS**  
**Sections:**

17.101G.050 Property development standards.

**17.101G.050 Property development standards.**

A. Zone Specific Standards. Table 17.58.03 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 17.101G.03: Property Development Standards**

Development Standards	Zones					Additional Regulations
	D-LM-1	D-LM-2	D-LM-3	D-LM-4	D-LM-5	
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	0 ft	0 ft	0 ft	0 ft	0 ft	2
Maximum front and street side for the first story	None	5 ft	5 ft	10 ft	None	3
Maximum front and street side for the second and third stories or thirty-five (35) feet, whatever is lower	None	5 ft	5 ft	None	None	3
Minimum interior side	0 ft	0 ft	0 ft	0 ft	0 ft	
Minimum corner side	0 ft	0 ft	0 ft	0 ft	0 ft	
Rear	10 ft	0 ft	0 ft	0 ft	0 ft	
Average minimum setback from the Lake Merritt Estuary Channel	60 ft	60 ft	60 ft	60 ft	60 ft	4
Design Regulations						
Ground floor commercial facade transparency	55%	65%	55%	55%	55%	5
Minimum height of the ground floor	15 ft	15 ft	15 ft	15 ft	15 ft	6
Minimum width of storefronts	15 ft	15 ft	15 ft	15 ft	15 ft	7
Minimum depth of storefront bay	50 ft	50 ft	50 ft	50 ft	50 ft	7
Minimum separation between the grade and ground floor living space	2.5 ft	Not Applicable	Not Applicable	2.5 ft	Not Applicable	8

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**Additional Regulations:**

1. See Section 17.106.010 and 17.106.020 for exceptions to lot area, width and street frontage regulations.
2. See Section 17.108.040 for the minimum front yard setback when fifty percent (50%) or more of the frontage on the same block and side of the street is in a residential zone.
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. 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 to fifty percent (50%) upon the granting of regular design review (see Chapter 17.136 for the design review procedure). In addition to the criteria contained in 17.136.050, 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, sidewalk cafes, or 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; and
    - iv. The proposal will not interfere with the movement of people along an important pedestrian street.
  - d. The maximum yard requirements above the ground floor may be waived upon the granting of a conditional use permit (see Chapter 17.134 for the CUP procedure). In addition to the criteria contained in Section 17.134.050, the proposal must also meet each of the following criteria:
    - i. It infeasible to both accommodate the use proposed for the space and meet the maximum yard requirement;
    - ii. The proposal will not weaken the street definition provided by buildings with reduced setbacks; and
    - iii. 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. This regulation is the average setback distance, measured from the mean high tide line, along the total length of channel frontage involved in a project, with a minimum setback at any point of forty (40) feet.
5. 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

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street facing facades, the requirement is one-half ( $\frac{1}{2}$ ) the standard for the facade facing the principal street. The area of required transparency is between two (2) feet and nine (9) 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.

**6.** This height is required for all new principal buildings and is measured from the sidewalk grade to the second story floor.

**7.** This regulation only applies to 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.

**8.** This regulation only applies to ground floor living space located within fifteen (15) feet of a street frontage.

**B.** Height, Bulk, and Intensity Area Specific Standards. Table 17.101G.04 below prescribes height, bulk, and intensity standards associated with the height/bulk/intensity 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.

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

Regulation	Height/Bulk/Intensity Area				Notes
	LM-45	LM-85	LM-175	LM-275	
Maximum Height					
Building base	45 <u>ft</u>	45 <u>ft</u>	45 <u>ft</u> ;  85 ft upon granting of CUP and additional findings in Note 2.a, b, c	45 <u>ft</u> ;  85 ft upon granting of CUP and additional findings in Note 2.a, b, c	1
Tower	—	85 <u>ft</u>	175 <u>ft</u>	275 <u>ft</u>	2

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Regulation	Height/Bulk/Intensity Area				Notes
	LM-45	LM-85	LM-175	LM-275	
Exceptions Allowed With Conditional Use Permit (CUP)	Not applicable	<b>5 bldgs.</b> total (2 on east side and 3 on west side of Lake Merritt Channel) – <b>LM-175</b> standards apply;  <b>3 bldgs.</b> total (1 on east side and 2 on west side of Lake Merritt Channel) – <b>LM-275</b> standards apply	<b>3 bldgs.</b> total – <b>LM-275</b> standards apply	Not applicable	2
<b>Minimum Height</b>					
New principal buildings	25 <u>ft</u>	35 <u>ft</u>	35 <u>ft</u>	35 <u>ft</u>	3
<b>Maximum <u>Residential</u> Density (Square Feet of Lot Area Required Per Unit)</b>					
Dwelling unit	450	225	110	110	2, 4
Rooming unit	225	110	55	55	2, 4
<b>Maximum <u>Nonresidential</u> Intensity (Floor Area Ratio)</b>					
Maximum <u>Nonresidential</u> Floor Area Ratio (FAR)	2.5	5	8	12	2, 4
<b>Tower Regulations</b>					

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Regulation	Height/Bulk/Intensity Area				Notes
	LM-45	LM-85	LM-175	LM-275	
Setback of Tower from building base	Not applicable	0 ft, for buildings not exceeding 85ft in height;  10 ft, along at least 50% of the perimeter length of base for buildings exceeding 85 ft in height	20 ft, along at least 50% of the perimeter length of base;  10 ft, along at least 50% of the perimeter length of base upon granting of CUP and additional findings in Note 2.a, b, c	20 ft, along at least 50% of the perimeter length of base;  10 ft, along at least 50% of the perimeter length of base upon granting of CUP and additional findings in Note 2.a, b, c	See additional CUP findings in Note 2 below
Maximum average per story lot coverage above building base	Not applicable	Not applicable to buildings 85 ft or less in height	65% of site area or 10,000 sf, whichever is greater	75% of site area or 10,000 sf, whichever is greater	2, 5
Maximum tower elevation length	Not applicable	Not applicable to buildings 85 ft or less in height	150 ft	150 ft	2, 5
Maximum diagonal length	Not applicable	Not applicable to buildings 85 ft or less in height	180 ft	180 ft	2, 5
Minimum distance between towers on the same lot	Not applicable	Not applicable to buildings 85 ft or less in height	50 ft	50 ft	2

**Notes:**

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

2. Exceptions to Height/Bulk/Intensity Area Standards. In Height/Bulk/Intensity Areas LM-85 and LM-175, a limited number of buildings, as prescribed above in Table 17.101G.04, may be allowed to utilize the same height/bulk/intensity standards that typically apply to either Height/Bulk/Intensity Area LM-175 or LM-275 upon determination that the proposal conforms to the general use permit criteria set forth in the conditional use permit procedure in Chapter 17.134 and to the following additional use permit criteria:

- a. The proposal is consistent with the intent and desired land use character identified in the Lake Merritt Station Area Plan and its associated policies; and

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- b.** The proposal will promote implementation of the Lake Merritt Station Area Plan;
  - c.** The proposal is consistent with the desired visual character described in the Lake Merritt Station Area Plan and Lake Merritt Station Area Design Guidelines, with consideration given to the existing character of the site and surrounding area; and-
  - d.** —The following application process is followed:
    - i. Applications for any of the height/bulk/intensity exceptions shall be reviewed on a first come, first served basis.
    - ii. A project shall secure a position as one of the specified height/bulk/intensity exceptions following final Conditional Use Permit approval. Such Conditional Use Permits shall include a condition of approval that establishes a schedule for: submittal of a building permit application, timely response to plan check comments, payment of building permit fees such that a building permit can be issued, and commencement of construction. The process for allowing extension of the timeline requirements, if any, shall be specified in the condition.
    - iii. Failure of a permittee to strictly comply with the schedule established by the Conditional Use Permit shall be grounds for revocation of the Conditional Use Permit pursuant to Chapter 17.134.
- 3.** This minimum height excludes the height of the allowed projections into the height limit contained in Section 17.108.030.
- 4.** 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 both the maximum nonresidential Floor Area Ratio (FAR) allowed by the zone and the maximum residential density allowed by the zone. The total lot area shall be used as a basis for computing both the maximum nonresidential FAR and the maximum residential density.
- 5.** 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 determination that the proposal conforms to the general use permit criteria set forth in the conditional use permit procedure in Chapter 17.134 and to the following additional use permit criteria:
- a.** The proposal will result in a signature building within the neighborhood, City, or region based on qualities including, but not limited to, exterior visual quality, craftsmanship, detailing, and high quality and durable materials.



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**Chapter 17.103 SPECIAL REGULATIONS AND FINDINGS FOR CERTAIN USE  
CLASSIFICATIONS**

**Sections:**

Article III - Commercial Activities

**Article III Commercial Activities**

17.103.030 Fast-Food Restaurant, Convenience Market, and Alcoholic Beverage Sales  
Commercial Activities.

**17.103.030 Fast-Food Restaurant, Convenience Market, and Alcoholic Beverage Sales  
Commercial Activities.**

- A. Use Permit Criteria for Fast-Food Restaurants, Convenience Markets, and Establishments Selling Alcoholic Beverages. A conditional use permit for any conditionally permitted Fast-Food Restaurant, Convenience Market, or Alcoholic Beverage Sales Commercial Activity may be granted only upon determination that the proposal conforms to the general use permit criteria set forth in the conditional use permit procedure in Chapter 17.134, to any and all applicable use permit criteria set forth in the particular individual zone regulations, and to all of the following additional use permit criteria:
1. That the proposal will not contribute to undue proliferation of such uses in an area where additional ones would be undesirable, with consideration to be given to the area's function and character, problems of crime and loitering, and traffic problems and capacity;
  2. That the proposal will not adversely affect adjacent or nearby churches, temples, or synagogues; public, parochial, or private elementary, junior high, or high schools; public parks or recreation centers; or public or parochial playgrounds;
  3. That the proposal will not interfere with the movement of people along an important pedestrian street;
  4. That the proposed development will be of an architectural and visual quality and character which harmonizes with, or where appropriate enhances, the surrounding area;
  5. That the design will avoid unduly large or obtrusive Signs, bleak unlandscaped parking areas, and an overall garish impression;
  6. That adequate litter receptacles will be provided where appropriate;
  7. That where the proposed use is in close proximity to residential uses, and especially to bedroom windows, it will be limited in hours of operation, or designed or operated, so as to avoid disruption of residents' sleep between the hours of 10:00 p.m. and 7:00 a.m. The same criteria shall apply to all conditional use permits required by Subsection B. of this Section for sale of alcoholic beverages at full-service restaurants;

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8. That proposals for new Fast-Food Restaurants must substantially comply with the provisions of the Oakland City Planning Commission "Fast-Food Restaurant—Guidelines for Development and Evaluation" (OCPD 100-18).
- B. Special Restrictions on Establishments Selling Alcoholic Beverages.
1. No Alcoholic Beverage Sales Commercial Activity or sale of alcoholic beverages shall be located closer than one thousand (1,000) feet to any other Alcoholic Beverage Sales Commercial Activity measured between closest building walls, except:
    - a. On-sale retail licenses located in the Central District (defined for the purposes of this Chapter} only as within the boundaries of 1-980 and Brush street to the west; both sides of 27th Street to the north; Harrison Street/Lake Merritt and the Lake Merritt Channel to the east; and the Estuary to the south); or
    - b. Off-sale retail licenses located in the Jack London district (defined for the purposes of this Chapter only as within the boundaries of Martin Luther King Jr. Way to the west, I-880 to the north; the Lake Merritt Channel to the east; and the Estuary to the south); or
    - c. If the activity is in conjunction with a Full-Service Restaurant Commercial Activity; or
    - d. Establishments with twenty-five (25) or more full time equivalent (FTE) employees or a total floor area of twelve thousand (12,000) square feet or more.
    - e. If the activity is in conjunction with the on-sale and/or off-sale of alcoholic beverages at an alcoholic beverage manufacturer:
      - i. For the purposes of this Chapter only, an “alcoholic beverage manufacturer” means a Custom or Light Manufacturing Activity producing alcoholic beverages as a principal activity, with a State of California Department of Alcoholic Beverage Control (ABC) license type that includes, but is not limited to, a Type 02 (Winegrower) or Type 23 (Small Beer Manufacturer). The ABC license type shall not consist solely of a bar or liquor store license type, such as a Type 48, 20, or 21. The on-sale and/or off-sale of alcoholic beverages at such an alcoholic beverage manufacturer are excluded from the definition of Alcoholic Beverage Sales Commercial Activities, as specified in Section 17.10.300.
      - ii. The sale of alcoholic beverages at an alcoholic beverage manufacturer is only permitted upon the granting of a Minor Conditional Use Permit, regardless of whether such Custom or Light Manufacturing Activity is otherwise allowed by right in the underlying zone (see Chapter 17.134 for the CUP procedure).
      - iii. Also, no additional CUP findings are required, regardless of whether such sale of alcoholic beverages at an alcoholic beverage manufacturer meets normally required separation requirements, and/or is located in an over-concentrated area.
  2. Sale of alcoholic beverages in conjunction with a Full Service Restaurant Commercial Activity and located within any of the following restricted street areas applied to a depth of two hundred (200) feet on each side of the identified streets and portions of streets, as measured perpendicularly from the right-of-way line thereof: International Boulevard; Foothill Boulevard; MacArthur Boulevard and West MacArthur Boulevard;

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that portion of San Pablo Avenue lying between Highway 1-980 and 1-580; that portion of Edes Avenue lying between Clara Street and Bergedo Drive, shall require a conditional use permit pursuant to the conditional use permit procedure in Chapter 17.134

3. In addition to the criteria prescribed elsewhere in the zoning regulations, a land use permit for an Alcoholic Beverage Sales Commercial Activity located within an Alcoholic Beverage Sales license overconcentrated area shall only be granted, and a finding of Public Convenience or Necessity made, if the proposal conforms to all of the following three (3) criteria:
    - a. That a community need for the project is clearly demonstrated. To demonstrate community need, the applicant shall document in writing, specifically how the project would serve an unmet or underserved need or population within the overall Oakland community or the community in which the project is located, and how the proposed project would enhance physical accessibility to needed goods or services that the project would provide, including, but not limited to alcohol; and
    - b. That the overall project will have a positive influence on the quality of life for the community in which it is located, providing economic benefits that outweigh anticipated negative impacts, and that will not result in a significant increase in calls for police service; and
    - c. That alcohol sales are customarily associated with, and are appropriate, incidental, and subordinate to, a principal activity on the lot.
  4. In addition to the above criteria, projects outside of the Central District, the and Hegenberger Road Corridor, and the D-CO-2 and D-CO-3 Zones shall meet all of the following criteria to make a finding of Public Convenience or Necessity, with the exception of those projects that will result in twenty-five (25) or more full time equivalent (FTE) employees and will result in a total floor area of twelve thousand (12,000) square feet or more:
    - a. The proposed project is not within one thousand (1,000) feet of another alcohol outlet (not including Full Service Restaurant Commercial Activities), school, licensed day care center, public park or playground, churches, senior citizen facilities, and licensed alcohol or drug treatment facilities; and
    - b. Police department calls for service within the "beat" where the project is located do not exceed by twenty percent (20%), the average of calls for police service in police beats Citywide during the preceding one (1) calendar year.
  5. See Chapter 17.156 for Deemed Approved Alcoholic Beverage Sale regulations.
- C. Special Restrictions Applying to Fast-Food Restaurants.
1. No Fast-Food Restaurant Commercial Activity shall be located within a one thousand (1,000) foot radius of an existing or approved Fast-Food Restaurant, as measured from the center of the front property line of the proposed site, except in the Central District (defined for the purposes of this Chapter only as within the boundaries of 1-980 and Brush Street to the west; both sides of 27th Street to the North; Harrison Street/Lake Merritt and the Lake Merritt Channel to the east; and the Estuary to the south), within the main building of Shopping Center Facilities, and in the D-CO-2 and D-CO-3 Zones. ~~CR-1 Regional Commercial Zone.~~

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2. Fast-Food Restaurants with Drive-Through Facilities shall not be located within three hundred (300) feet of a lot line adjacent to the Hegenberger Road or Oakport Street right-of-way, or five hundred (500) feet of a public or private elementary school, park, or playground.
3. Access. Ingress and egress to Fast-Food Facilities shall be limited to commercial arterial streets rather than residential streets. No direct access shall be provided to adjacent residential streets which are less than thirty-two (32) feet in pavement width. Exceptions to either of the requirements may be obtained where the City Traffic Engineer determines that compliance would deteriorate local circulation or jeopardize the public safety. Any such determination shall be stated in writing and shall be supported with findings. Driveway locations and widths and entrances and exits to Fast-Food Facilities shall be subject to the approval of the City Traffic Engineer.
4. Trash and Litter. Disposable containers, wrappers and napkins utilized by Fast-Food Restaurants shall be imprinted with the restaurant name or logo.
5. Vacated/Abandoned Fast-Food Facilities. The project sponsor of a proposed Fast-Food Facility shall be required to obtain a performance bond, or other security acceptable to the City Attorney, to cover the cost of securing and maintaining the facility and site if it is abandoned or vacated within a prescribed high-risk period. As used in this code, the words "abandoned" or "vacated" shall mean a facility that has not been operational for a period of thirty (30) consecutive days, except where nonoperation is the result of maintenance or renovation activity pursuant to valid City permits. The defined period of coverage is four (4) years following the obtaining of an occupancy permit. The bond may be renewed annually, and proof of renewal shall be forwarded to the Director of City Planning. The bond amount shall be determined by the City's Risk Manager and shall be adequate to defray expenses associated with the requirements outlined below. Monitoring and enforcement of the requirements set forth in this Section shall be the responsibility of the Building Official, pursuant to Chapter 8.24 of the Oakland Municipal Code (O.M.C.) and those sections of the Oakland Building Code which are applicable. If a Fast-Food Facility has been vacated or abandoned for more than thirty (30) consecutive days, the project sponsor shall be required to comply with the following requirements, pursuant to the relevant cited City, County and State codes:
  - a. Enclose the property with a security fence and secure the facility;
  - b. Post signs indicating that vehicular parking and storage are prohibited on the site (10.16.070 O.T.C. and 22658 C.V.C.), and that violators will be cited, and vehicles towed at the owner's expense, and that it is unlawful to litter or dump waste on the site (Sections 374b.5 C.P.C. and 374b C.P.C.). All signs shall conform to the limitations on signs for the specific zone and shall be weatherproof and of appropriate size and standard design for the particular function;
  - c. Install and maintain security lighting as appropriate and required by the Oakland Police Department;
  - d. Keep the site free of handbills, posters and graffiti and clear of litter and debris pursuant to Section 8.38.160 of the O.M.C.;
  - e. Maintain existing landscaping and keep the site free of overgrown vegetation.

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**Chapter 17.104 GENERAL LIMITATIONS ON SIGNS**

**Sections:**

- 17.104.020 General limitations on signs—RU-4 and RU-5 zones, and all Commercial and Industrial zones.
- 17.104.030 General limitations on signs—S-1, S-2, S-3, D-CO-1, and S-15 zones.
- 17.104.040 Limitations on Signs within one thousand (1,000) feet of rapid transit routes.
- 17.104.060 General Limitations on Advertising Signs.

**17.104.020 General limitations on signs—RU-4 and RU-5 zones, and all Commercial and Industrial zones.**

The following limitations shall apply to the specified Signs in the RU-4 and RU-5 Zones and all Commercial and Industrial zones, and except as otherwise provided herein, and are in addition to the limitations, if any, prescribed for Signs in the applicable individual zone regulations and development control maps:

- A. Design Review. No business, civic, or residential sign shall be constructed or established, or altered in exterior appearance, unless plans for the proposal have been approved pursuant to the design review procedure in Chapter 17.136.
- B. Permitted Aggregate Sign Area.
  - 1. In the RU-4 and RU-5 Zones and all Commercial zones, the maximum aggregate area of display surface of all business, civic, and residential signs on any one lot shall be one (1) square foot for each one (1) foot of lot frontage in the case of an interior lot, or one-half (0.5) square feet for each one (1) foot of lot frontage in the case of a corner lot. The aggregate shall include only one (1) face of a double-faced sign. The total amount of aggregate sign area shall not exceed two hundred (200) square feet on any one property. Exceptions to the total amount of aggregate sign area normally allowed on any one property may be approved pursuant to the regulations in Subsection B.3. below and to the small project design review procedure in Chapter 17.136.
  - 2. In all Industrial zones, the maximum aggregate area of display surface of all business, civic and residential signs on any one lot shall be one (1) square foot for each one (1) foot of lot frontage in the case of an interior lot, or one-half (0.5) square feet for each one (1) foot of lot frontage in the case of a corner lot. The aggregate shall include only one (1) face of a double-faced sign. The total amount of aggregate sign area shall not exceed three hundred (300) square feet on any one property. Exceptions to the total amount of aggregate sign area normally allowed on any one property may be approved pursuant to the regulations in Subsection B.3. below.
  - 3. Exception to Aggregate Sign Area Limits. The following exceptions to the aggregate sign area limits may be approved:

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- a. In cases in which the maximum aggregate sign area for a property is already being utilized by a portion of the existing tenant spaces in a multi-tenant building or complex, twenty (20) square feet of sign area for each tenant space in the multi-tenant building or complex without existing signage on site is allowed if approved pursuant to the small project design review procedure in Chapter 17.136.
  - b. Signs conforming to a Master Sign Program approved pursuant to Section 17.104.070.
- C. Maximum Height.
  1. Attached Signs. The maximum height of any sign that is attached to a building may not exceed the height of the building wall that it is attached to.
  2. Freestanding Signs. The maximum height of any freestanding sign in the CC, M-20, M-30, M-40, CIX, IG, IO, ~~and D-CE, D-CO-2, D-CO-3, D-CO-4, D-CO-5, and D-CO-6~~ Zones is twenty (20) feet. The maximum height in the RU-4 and RU-5 Zones and all other Commercial and Industrial zones is ten (10) feet.
- D. Limitations on Signs within Required Minimum Yards.
  1. No business, realty, or development sign shall be located within a required minimum yard.
- E. Special Limitations Near Boundaries of Residential Zones, Except the RU-4 and RU-5 Zones. The following special limitations shall apply to the indicated signs within the specified distances from any boundary of a Residential zone, except the RU-4 and RU-5 Zones. For the purposes of this Subsection, a Sign shall be deemed to face a zone boundary if the angle between the face of its display surface and said boundary is less than ninety (90) degrees; and a sign shall be considered visible from a zone boundary if it may be seen from any point located along such boundary within the following indicated distances from the sign and at a height equal to or less than that of the sign.
  1. Within twenty-five (25) feet from any boundary of a Residential zone, except the RU-4 and RU-5 Zones, no business sign shall face said boundary if it is visible therefrom.
- F. Development Signs. In the RU-4 and RU-5 Zones and all Commercial and Industrial zones, the maximum aggregate area of display surface of all development signs on any one lot shall be either seventy-five (75) square feet or one (1) square foot for each two (2) feet of street line abutting the lot, whichever is greater. However, a greater area of display surface may be permitted upon the granting of a conditional use permit pursuant to the conditional use permit procedure in Chapter 17.134.
- G. Realty Signs. In the RU-4 and RU-5 Zones and all Commercial and Industrial zones, the maximum aggregate area of display surface of all Realty Signs on any one lot shall be one (1) square foot for each two (2) feet of street line abutting the lot; provided that such area shall not exceed twenty-five (25) square feet along any consecutive fifty (50) feet of street line; and farther provided that a sign with a display surface of twelve (12) square feet or less shall be permitted for each lot, or for each building or other rentable unit thereon.

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- H. Signs Within One thousand (1,000) Feet of Rapid Transit Routes. Signs within one thousand (1,000) feet of the centerline of rapid transit routes shall be subject to the applicable limitations set forth in Sections 17.104.040 and 17.114.150.
- I. Permitted Projection Over Sidewalk. An awning, canopy, marquee, or single sign that is attached perpendicularly to the face of a building may project up to two-thirds (66.7%) of the distance from the lot line to the curb, but cannot extend more than seven (7) feet from the face of building or closer than two (2) feet to the curb. Any awning, canopy, marquee, or single sign that is attached perpendicularly to the face of a building shall provide eight (8) feet minimum clearance above a sidewalk for framed or rigid portions, and seven (7) feet minimum clearance for any unframed valance.
- J. Temporary Business Signs.
  - 1. Size Allowed. Temporary signs are allowed in addition to permanent signs. The size of the temporary signs may not exceed the allowed square footage for permanent signs.
  - 2. Allowed Time Limits.
    - a. Grand Opening Signs. Temporary signs for the purpose of grand openings of a new business can be in place for a maximum of thirty (30) days. The installation date of the sign shall be placed on the sign to verify compliance with this regulation.
    - b. Special Event Signs. Temporary signs for the purpose of special events may be placed on site a maximum of four (4) times per calendar year and a maximum of five (5) consecutive days per event.
  - 3. Placement of Signs.
    - a. Signs are allowed on private property only. Signs shall not be placed in public rights-of-way or at off-site locations.
    - b. Signs must be affixed to a permanent structure.
  - 4. Temporary signs shall not be illuminated.
  - 5. Durable Materials Required. Signs shall be constructed of durable, rigid material suitable to the location and purpose. Only interior window signs may be made of nonrigid (e.g. paper) material.
  - 6. Removal of Signs. Temporary signs and their components shall be promptly removed at the expiration of the time limits set forth above.
- K. Window Signs. Window signs shall not take up more than twenty-five percent (25%) of any one window. Window signs shall count against the total allowable aggregate sign area for the property as measured in Subsection 17.104.020.B. Interior signs which are located eighteen (18) inches or more from behind the window face shall be exempt from these regulations.
- L. Clear Sight Restrictions. A triangular area measuring fifteen (15) feet from the intersection along each street line shall be kept free of all freestanding signs. A triangular area measuring ten (10) feet from the intersection of a driveway and a street line shall be kept free of all freestanding signs.

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**17.104.030 General limitations on signs—S-1, S-2, S-3, D-CO-1, and S-15 zones.**

The following limitations shall apply to the specified signs in the S-1, S-2, S-3, D-CO-1, and S-15 Zones, and are in addition to the limitations, if any, prescribed for signs in the applicable individual zone regulations or development control maps:

- A. Design Review. No business, civic, or residential sign shall be constructed or established, or altered in exterior appearance, unless plans for the proposal have been approved pursuant to the design review procedure in Chapter 17.136.
- B. Permitted Aggregate Sign Area. S-1, S-2, S-3, D-CO-1, and S-15 Zones. The maximum aggregate area of display surface of all business, civic, and residential signs on any one lot shall be one (1) square foot for each one foot of lot frontage in the case of an interior lot, or one-half (0.5) square feet for each one (1) foot of lot frontage in the case of a corner lot. The aggregate shall include only one (1) face of a double-faced sign. The total amount of aggregate sign area shall not exceed two hundred (200) square feet on any one property. Exceptions to the total amount of aggregate sign area normally allowed on any one property may be approved pursuant to the regulations in Subsection B.1. below.
  - 1. Exception to Aggregate Sign Area Limits. The following exceptions to the aggregate sign area limits may be approved:
    - a. In cases in which the maximum aggregate sign area for a property is already being utilized by a portion of the existing tenant spaces in a multi-tenant building or complex, twenty (20) square feet of sign area for each tenant space in the multi-tenant building or complex without existing signage on site is allowed if approved pursuant to the small project design review procedure in Chapter 17.136.<sup>57</sup>
    - b. Signs conforming to a Master Sign Program approved pursuant to Section 17.104.070.
- C. Maximum Height.
  - 1. Attached Signs. The maximum height of any sign that is attached to a building may not exceed the height of the building wall that it is attached to.
  - 2. Freestanding Signs. The maximum height of any freestanding sign in the S-1, S-2, S-3, D-CO-1, and S-15 Zones is ten (10) feet.
- D. Special Limitations Near Boundaries of Residential Zones, except the RU-4 and RU-5 Zones. Signs shall be subject to the same special limitations along or near boundaries of Residential zones, except the RU-4 and RU-5 Zones, as are set forth in Subsection 17.104.020.E.
- E. Special, Development, and Realty Signs. All special, development, and realty signs shall be subject to the same limitations as are set forth in Subsections C., D. and F. of Section 17.104.010 for such signs in Residential zones, except the RU-4 and RU-5 Zones.
- F. Signs within One Thousand (1,000) Feet of Rapid Transit Routes. Signs within one thousand (1,000) feet of the centerline of rapid transit routes shall be subject to the applicable limitations set forth in Sections 17.104.040 and 17.114.150.



**ATTACHMENT B1 to City Planning Commission Staff Report of March 4, 2015****17.104.040 Limitations on Signs within one thousand (1,000) feet of rapid transit routes.**

The following limitations shall apply in all zones, within one thousand (1,000) feet of the centerline of every rapid transit route, after the date of official determination thereof and except where the route is underground. The distance shall be measured perpendicularly from said centerline, i.e., at right angles to said centerline. These provisions shall not prohibit a sign identifying an on-premises business or naming the product manufactured thereon, except to the extent of requiring design review approval.

- A. Design Review for Certain New or Altered Signs the Advertising Material of Which Is Primarily Viewable from the Transit Route.
  - 1. No sign the advertising material of which is or has become primarily viewable by the passengers on the transit route shall be constructed, established, reoriented, changed as to illumination, or otherwise altered or painted a new color unless plans for such Sign have been approved pursuant to the regular design review procedure in Chapter 17.136.
  - 2. The Director of City Planning shall determine which signs are or have become primarily viewable by the passengers on the transit route, subject to appeal pursuant to the administrative appeal procedure in Chapter 17.132.
- B. Removal of Nonconforming Existing Signs. See Section 17.114.150.

**17.104.060 General Limitations on Advertising Signs.**

Notwithstanding any provisions to the contrary contained within the Planning Code, advertising signs are not permitted in Oakland except (1) as otherwise provided for in this Code, or (2) pursuant to a franchise agreement or relocation agreement authorized by the Oakland City Council, which expressly allows advertising signs and then only under the terms and conditions of such agreements.

**ATTACHMENT B1 to City Planning Commission Staff Report of March 4, 2015****Chapter 17.108 GENERAL HEIGHT, YARD, AND COURT REGULATIONS****Sections:**

17.108.020 Different maximum height in certain situations.

17.108.080 Minimum side yard opposite living room windows.

17.108.140 Fences, dense hedges, barrier, and similar freestanding walls.

**17.108.020 Different maximum height in certain situations.**

General Height for Civic Facilities with Increased Yards. On parcels in the RH, RD, RM, RU, CN, CC, CR, HBX, M-20, S-15, OS, D-CO, and D-CE Zones that have a height limit of less than seventy-five (75) feet, a facility accommodating or serving any Civic Activity may, notwithstanding the maximum height prescribed for facilities in general in the applicable individual zone regulations, have a height of up to seventy-five (75) feet upon the granting of a conditional use permit pursuant to the conditional use permit procedure in Chapter 17.134 if the minimum depth or width, as the case may be, of each front, side, and rear yard, if any, otherwise required is increased for such facility by one (1) foot for each foot by which the facility exceeds the aforesaid maximum height. To the extent allowed by the conditional use permit, the greater height authorized by this Subsection may be exceeded by the projections allowed by Section 17.108.030.

**17.108.080 Minimum side yard opposite living room windows.**

On each lot containing Residential Facilities with a total of two (2) or more living units, except in the case of a One-Family Dwelling with Secondary Unit, a side yard with the minimum width prescribed hereinafter shall be provided opposite any legally required window of a living room in a Residential Facility wherever such window faces any interior side lot line of such lot, other than a lot line abutting an alley, path, or public park. The side yard prescribed by this Section is not required on other lots or in other situations. Such yard shall have a minimum width of eight (8) feet, plus two (2) feet for each story at or above the level of the aforesaid window; provided, however, that such side yard width shall not be required to exceed ten percent (10%) of the lot width in the RU-3, RU-4, RU-5, R-80, CN, CC, C-40, C-45, CBD, D-LM, D-CO, S-1, S-2, S-15, and D-KP Zones and fifteen percent (15%) of the lot width in all other zones, except that in no case shall such side yard width be less than five (5) feet. The side yard required by this Section shall be provided opposite the legally required window and opposite that portion of the wall containing such window, or of any extension of such wall on the same lot, for a distance of not less than eight (8) feet in both directions from the centerline of such legally required window, and at and above finished grade or the floor level of the lowest story containing such a window, whichever level is higher. Such yard shall be provided unobstructed except for the accessory structures or the other facilities allowed therein by Section 17.108.130.

**17.108.140 Fences, dense hedges, barrier, and similar freestanding walls.**

- A. Compliance with Oakland Traffic Code. Notwithstanding other provisions of the Oakland Planning Code, all fences, dense hedges, barrier and similar freestanding walls shall

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comply with the applicable provisions of Chapter 10.60 of the Oakland Traffic Code, entitled "Vision Obscurements at Intersections".

- B. Residential zones and Residential Facilities. The provisions of this Section apply to all properties located in all residential zones, and to all properties located in any zone containing Residential Facilities.
  - 1. Height. In the locations specified below, the height of any fence, dense hedge, or barrier or similar freestanding wall, but excluding retaining walls, shall not exceed the following:
    - a. In any minimum front yard, or any minimum side yard on the street side of a corner lot: forty two (42) inches, except that six (6) feet is permitted in the following cases:
      - i. In the portions of street side yards located within the greater of the following distances, from the rear lot line:
        - a) Thirty-five (35) feet from the rear lot line;
        - b) The distance between the rear lot line and a line that is perpendicular to the street side lot line and that extends to the rearmost enclosed portion of the primary building on the lot; or
      - ii. Upon the granting of small project design review pursuant to the small project design review procedure in Chapter 17.136.
    - b. In any minimum rear yard if within ten (10) feet of a street line that abuts the lot: six (6) feet.
    - c. In any other minimum yard or court: eight (8) feet; and
    - d. One (1) entry gateway, trellis or other entry structure may be permitted in the required front setback area of each lot provided the maximum height or width of the facility does not exceed ten (10) feet.
  - 2. Materials. The following materials are restricted in constructing or rebuilding walls or fences:
    - a. Barbed wire or razor wire is not allowed to be used in fences.
    - b. Chain link fencing is not allowed to exceed forty-two (42) inches in height in the following locations:
      - i. Street-fronting yards; or
      - ii. Interior side yards if closer to the front lot line than the front wall of the primary Residential Facility.
    - c. Plain concrete blocks are not allowed as a fencing material unless capped and finished with stucco or other material approved by the Director of City Planning.
- C. Commercial zones and in the OS, S-1, S-2, S-3, D-CO-1, and S-15 Zones. The provisions of this Subsection apply to all properties located in all commercial zones and in the OS, S-1, S-2, S-3, D-CO-1, and S-15 Zones.
  - 1. Height.
    - a. The height of any fence, dense hedge, barrier or similar freestanding wall located within ten (10) feet of any abutting property located in a residential zone shall not

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exceed eight (8) feet. A fence higher than eight (8) feet but no more than ten (10) feet may only be permitted in these locations upon the granting of small project design review pursuant to the small project design review procedure in Chapter 17.136

- b. The maximum height of any fence, dense hedge, barrier, or similar freestanding wall elsewhere on a lot shall be ten (10) feet.
- 2. Restricted Materials. In any location visible from the adjacent public right-of-way, no barbed wire or razor wire shall be permitted as part of or attached to fences or walls, or attached to the exterior of any building or similar facility.
  - a. Exceptions. Fences enclosing the following activities shall be exempted from the above limitation on barbed wire and razor wire where the Director of City Planning determines that trespassing could present a public safety hazard and/or disruption of public utility, transportation, or communication services:
    - i. Public utility installations, including but not limited to electrical substations and gas substations.
    - ii. Rights-of-way and transit routes.
- D. Industrial Zones. The provisions of this Subsection apply to all properties in all industrial zoning districts.
  - 1. Height.
    - a. The maximum height of any fence, dense hedge, barrier or similar freestanding wall located within ten (10) feet of any abutting property located within a residential zone shall be eight (8) feet. A fence higher than eight (8) feet but no more than ten (10) feet may only be permitted in these locations upon the granting of small project design review pursuant to the small project design review procedure in Chapter 17.136.

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**Chapter 17.110 BUFFERING REGULATIONS****Sections:**

17.110.010 Title, purpose, and applicability.

17.110.020 General buffering requirements—Residential and S-1, S-2, S-3, S-15, D-CO-1, and OS zones.

17.110.030 General buffering requirements —Commercial and Industrial zones.

17.110.040 Special buffering requirements.

**17.110.010 Title, purpose, and applicability.**

The provisions of this Chapter shall be known as the buffering regulations. The purpose of these regulations is to prescribe screening requirements and other controls designed to ensure an orderly relationship between neighboring developments, to enable diverse kinds of uses to be located near one another compatibly, and to improve the appearance of individual properties, neighborhoods, and the city. These regulations shall apply to the specified uses in the zones and situations indicated hereinafter.

**17.110.020 General buffering requirements—Residential and S-1, S-2, S-3, S-15, D-CO-1, and OS zones.**

The following regulations shall apply in all residential zones and in the S-1, S-2, S-3, S-15, D-CO-1, and OS zones, and are in addition to the provisions set forth in Section 17.110.040:

- A. Screening and Setback of Open Parking and Loading Areas. The following requirements shall apply in said zones to all open off-street parking areas located on any lot containing three (3) or more independent parking spaces, except in the case of a One-Family Dwelling with Secondary Unit, and to all open off-street loading areas on any lot:
  1. Such parking and loading areas shall be screened from all lots abutting the side or rear property lines, except where a maneuvering aisle is shared with one or more abutting lots in the manner described in Section 17.116.170, by dense landscaping not less than five and one-half (5½) feet high and not less than three (3) feet wide, and/or by a decorative screening fence or wall not less than five and one-half (5½) feet high, subject to the standards for required landscaping and screening in Chapter 17.124 and the exceptions stated in said chapter.
  2. Such parking and loading areas shall also be screened from all abutting streets, alleys, paths, and private streets or other ways described in Section 17.106.020, except where a driveway is located for access, by dense landscaping not less than three and one-half (3½) feet high and not less than three (3) feet wide, and/or by a decorative screening fence or wall not less than three and one-half (3½) feet high, subject to the standards for required landscaping and screening and the exceptions stated in said chapter.

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3. No unroofed parking space or loading berth on such lots shall be located within five (5) feet from any street line or alley.
- B. Screening of Open Storage Areas. All open storage of boats, trailers, building materials, appliances, and similar materials shall be screened from all abutting lots abutting the side or rear property lines, and streets, alleys, and paths, and private streets or other ways described in Section 17.106.020, by dense landscaping not less than five and one-half (5½) feet high and not less than three (3) feet high, and/or by a decorative screening fence or wall not less than five and one-half (5½) feet high, subject to the standards for required landscaping and screening and the exceptions stated therein.
- C. Control on Artificial Illumination of Parking and Loading Areas. Artificial illumination of all off-street parking areas located on any lot containing three or more parking spaces and all off-street parking areas, and of driveways related thereto, except in the case of a One-Family Dwelling with Secondary Unit, shall be directed away from all abutting lots and from any on-site residential living units so as to eliminate objectionable glare.

**17.110.030 General buffering requirements —Commercial and industrial zones.**

The following regulations shall apply in all Commercial and Industrial zones, and are in addition to the provisions set forth in Section 17.110.040:

- A. Screening Along Entire Lot Line Abutting Residential Zone If Lot in Commercial or Industrial Zone Is Occupied by Commercial, Industrial, or Agricultural or Extractive Activities. Wherever any lot which is located in any commercial or industrial zone and which is occupied by Commercial, Industrial, or Agricultural or Extractive Activities abuts a lot located in any residential zone, it shall be screened from the residentially zoned lot, along the entire abutting lot line except where a driveway or maneuvering aisle is shared with the abutting lot in the manner described in Section 17.116.170, by dense landscaping not less than five and one-half feet (5½) high and not less than three (3) feet wide, and/or by a decorative screening fence or wall not less than five and one-half (5½) feet high, subject to the standards for required landscaping and screening in Chapter 17.124 and the exceptions stated in said chapter.
- B. Screening of Open Parking, Loading, and Storage Areas. All open off-street parking areas located on any lot containing three (3) or more independent parking spaces, and all open off-street loading, storage, sales, display, service, and processing areas on any lot, shall be:
  1. Screened from all abutting streets, alleys, paths, and private streets or other ways described in Section 17.106.020, by dense landscaping not less than three and one-half (3½) feet high and not less than three (3) feet wide, and/or by a decorative screening fence or wall not less than three and one-half (3½) feet high, except where a driveway is located for access, and except in the case of sales, rental, or display areas occupied by Automotive Sales, Rental, and Delivery Commercial Activities, subject to the standards for required landscaping and screening and the exceptions stated therein; and
  2. Screened from any Residential Facilities located on any lot abutting the side or rear property lines, except where a maneuvering aisle is shared with the abutting lot in the manner described in Section 17.116.170, by dense landscaping not less

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than five and one-half (5½) feet high and not less than three (3) feet wide, and/or by a decorative screening fence or wall not less than five and one-half (5½) feet high, subject to the standards for required landscaping and screening and the exceptions stated therein; and

3. Screened from any lot abutting the side or rear property lines located in any residential zone, except where a maneuvering aisle is shared with the one or more abutting lots in the manner described in Section 17.116.170, by dense landscaping not less than five and one-half (5½) feet high and not less than three (3) feet wide, and/or by a decorative screening fence or wall not less than five and one-half (5½) feet high, subject to the standards for required landscaping and screening and the exceptions stated therein.
- C. Restrictions on Storage, Repair, and Production in Certain Required Yards. See subsections H and K of Section 17.108.130.
- D. Control on Artificial Illumination in Certain Situations. All artificial illumination which is readily visible from any of the Residential Facilities or residentially zoned lots referred to in subsection B of this section shall be directed away from said facilities and lots so as to eliminate objectionable glare.

**17.110.040 Special buffering requirements.**

- A. Open Storage Areas on Same Lot as Residential Facility—Screening Required Within Three Years. In all zones, on any lot which contains both a Residential Facility and any area devoted to open storage or display of goods or materials, said open storage or display area shall be screened from all abutting lots, streets, alleys, and paths, and private streets or other ways described in Section 17.106.020, by dense landscaping not less than five and one-half (5½) feet high and not less than three (3) feet wide, or by a decorative screening fence or wall not less than five and one-half (5½) feet high, subject to the standards for required landscaping and screening in Chapter 17.124 and the exceptions stated in said chapter. Existing open storage and display areas on such lots shall either be removed or provided with the above prescribed screening within three years after the effective date of the zoning regulations.
- B. Screening of Open Parking, Loading, and Storage Areas in the CN, CR-1, M-20, D-CE-3, D-CO-1, and S-15 zones. In the CN, CR-1, M-20, D-CE-3, D-CO-1, and S-15 zones, open parking, loading, and storage areas shall be subject to the same screening and setback requirements as are set forth in subsections A and B of Section 17.110.020. Existing nonconforming storage areas in said zones shall be subject to the provisions of Section 17.114.140.
- C. Location of Detached Accessory Buildings on Corner Lot Abutting a Key Lot in a Residential Zone. In all zones, on any reversed corner lot which abuts a key lot located in any residential zone, no detached accessory building shall be located within five (5) feet from the abutting side lot line of the key lot. No detached accessory building on such lot shall be located closer to the street line on which the key lot fronts than a distance equal to the minimum front yard depth required on the key lot, unless the accessory building is at least thirty-five (35) feet from the side lot line of the key lot. An accessory building shall be considered detached from any principal building on the same lot if the only roofed

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attachment thereto consists of a breezeway or similar structure exceeding neither twelve (12) feet in height nor eight (8) feet in width.

- D. Other Provisions. Also applicable are the special provisions, if any, set forth in the applicable individual zone regulations and development control maps with respect to landscaping and screening and controls on parking, loading, and other specified uses; the requirements set forth in Section 17.102.140 for stables, corrals, and similar facilities; and the screening and other standards prescribed for required usable open space in the standards for required usable open space in Chapter 17.126.



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**Chapter 17.116 OFF-STREET PARKING AND LOADING REQUIREMENTS**

**Sections:**

Article I - General Provisions

Article II - Off-Street Parking Requirements

Article III - Off-Street Loading Requirements

Article IV - Standards for Required Parking and Loading Facilities

**Article I General Provisions**

17.116.010 Title, purpose, and applicability.

17.116.020 Effect on new and existing uses.

17.116.030 More than one activity on a lot.

17.116.040 Determination by Director of City Planning.

**17.116.020 Effect on new and existing uses.**

(See illustrations I-19a, b.)

- A. New Parking and Loading to Be Provided for New Facilities and Additions to Existing Facilities. Except as otherwise provided in Sections 17.114.030 and Chapter 17.138, new off-street parking and loading as prescribed hereafter shall be provided for activities occupying facilities, or portions thereof, which are constructed, established, wholly reconstructed, or moved onto a new lot after the effective date of the zoning regulations, or of a subsequent rezoning or other amendment thereto establishing or increasing parking or loading requirements for such activities, except to the extent that existing parking or loading exceeds such requirements for any existing facilities. The required amount of new parking and loading shall be based on the cumulative increase in floor area, or other applicable unit of measurement prescribed hereafter, after said effective date; provided, however, that for an activity occupying a facility existing on said effective date, new parking shall be required for said increase to the extent that the total of such existing facility and the added facilities exceeds any minimum size hereafter prescribed for which any parking is required for such activity.
- B. New Parking to Be Provided for New Living Units in Existing Facilities. Except as provided in Section 17.116.110(D)(3) for the conversion of historic buildings in the D-BV and D-LM zones, if any facility, or portion thereof, which is in existence on the effective date of the zoning regulations, or of a subsequent rezoning or other amendment thereto establishing or increasing parking or loading requirements for an activity therein, is altered or changed in occupancy so as to result in an increase in the number of residential living units therein, new off-street parking as prescribed hereafter shall be provided for the added units. However, such new parking need be provided only in the amount by which the requirement prescribed hereafter for the facility after

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said alteration or change exceeds the requirement prescribed hereafter for the facility as it existed prior to such alteration or change; and such new parking need not be provided to the extent that existing parking exceeds the latter requirement. Other alterations and substitutions or other changes in activities may be made in any facility or portion thereof existing on said date without regard for the parking and loading requirements prescribed hereafter, and new parking and loading shall not be required therefor, except as otherwise provided in subsection A of this section with respect to additions and in subsection C of this section.

- C. Existing Parking and Loading to Be Maintained. No existing parking or loading serving any activity shall be reduced in amount or changed in design, location, or maintenance below, or if already less than shall not be reduced further below, the requirements prescribed hereafter for such activity unless equivalent substitute facilities are provided.
- D. Parking to be Provided for Existing Residential Facilities. When a conditional use permit is required by Section 17.102.300 for the alteration of, or addition to, an existing Residential Facility in order to create a total of five (5) or more bedrooms in any dwelling unit, the off-street parking requirement of Section 17.102.300C shall apply to the entire facility, including the existing facility and any alteration or addition.

**Article II Off-Street Parking Requirements**

17.116.060 Off-street parking—Residential Activities.

17.116.070 Off-street parking—Civic Activities.

17.116.080 Off-street parking—Commercial Activities.

17.116.090 Off-street parking—Industrial Activities.

17.116.100 Off-street parking—Agricultural and Extractive Activities.

**17.116.060 Off-street parking—Residential Activities.**

- A. Permanent and Semi-Transient Residential Activities. Except as otherwise provided in Section 17.44.200, Chapter 17.94, Sections 17.102.300, 17.116.020, 17.116.030, and 17.116.110, and subject to the calculation rules set forth in Section 17.116.050, the following amounts of off-street parking are required for all Permanent and Semi-Transient Residential Activities when located in the indicated zones and occupying the specified facilities and shall be developed and maintained pursuant to the provisions of Article IV of this chapter:

Residential Facility Type	Zone	Requirement
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Residential Facility Type	Zone	Requirement
One-Family Dwelling.	RH and RD zones, except when combined with the S-12 zone.	Two (2) spaces for each dwelling unit; however, in the S-11 zone, the requirement shall be one space per bedroom with a minimum of two (2) spaces per dwelling unit and a maximum requirement of four (4) spaces per dwelling unit.
	RM-1, except when combined with the S-12 zone.	One and one-half (1½) spaces for each dwelling unit.
	RM-2 zone	One (1) space for each dwelling unit when lot is less than 4,000 square feet in size and/or 45 feet in width, except when combined with the S-12 zone. One and one-half (1½) spaces for each dwelling unit when lot is 4,000 square feet or more in size and/or 45 feet in width, except when combined with the S-12 zone.
	CBD-P zone (when combined with the S-7 zone), except when combined with the S-12 zone.	No spaces required.
	S-15 zones, except when combined with the S-12 zone.	One-half (½)-space for dwelling unit.
	Any other zone, except when combined with the S-12 zone.	One (1) space for each dwelling unit.
	Any zone combined with the S-12 zone.	See Section 17.94.040
One-Family Dwelling with Secondary Unit.	RH, RD, RM-1, and RM-2 zones, except when combined with the S-12 zone.	One (1) space for the secondary unit unless the lot already contains a total of at least three (3) spaces; however, in the S-11 zone the requirement shall be one (1) space for each bedroom in any secondary unit, up to a maximum requirement of two (2) spaces per secondary unit. See Section 17.103.080
	D-LM zones	No additional space required for secondary unit.
	All other zones, except when combined with the S-12 zone.	One (1) space for the secondary unit unless the lot already contains a total of at least two (2) spaces; however, in the S-11 zone the requirement shall be one (1) space for each bedroom in any secondary unit, up to a maximum requirement of two (2) spaces per secondary unit. See Section 17.103.080

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Residential Facility Type	Zone	Requirement
	Any zone combined with the S-12 zone.	See Section 17.94.040
Two-Family Dwelling; Multifamily Dwelling.	RD-2, RM-1, RM-2 zones, except when combined with the S-12 zone.	One and one-half (1½) spaces for each dwelling unit, <u>except for the RM-2 Zone in the West Oakland District only (defined for the purposes of this Chapter as all areas between Interstate 980 to the east, Interstate 880 to the south and west, and Interstate 580 to the north), where the minimum parking requirement shall be only one (1) space for each dwelling unit.</u>
	CBD-P zone (when combined with the S-7 zone), except when combined with the S-12 zone.	No spaces required.
	S-15 and D-CO zones, except when combined with the S-12 zone.	One-half (½) space for each dwelling unit.
	D-BV-1 and D-BV-2 zones.	One-half (½) space for each dwelling unit. See Section 17.116.110 for further regulations, including but not limited to unbundling of parking and allowances for an in-lieu fee.
	D-BV-3, D-BV-4, and D-LM zones.	Three-quarters (¾) space for each dwelling unit. See Section 17.116.110 for further regulations, including but not limited to unbundling of parking and allowances for an in-lieu fee.
	Any other zone, except when combined with the S-12 zone.	One (1) space for each dwelling unit.
	Any zone combined with the S-12 zone.	See Section 17.94.040
Rooming House.	CBD-P zone (when combined with the S-7 zone).	No spaces required.
	D-BV-1, D-BV-2, and D-LM zones.	One (1) space for each four rooming units.
	Any other zone.	One (1) space for each two rooming units.
Mobile Home.	CBD-P zone (when combined with the S-7 zone).	No spaces required.

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Residential Facility Type	Zone	Requirement
	Any other zone.	One (1) space for each living unit plus one (1) additional space for each four living units.
Bed and Breakfast.	<del>Any zone.</del>	<del>One (1) space for each two units plus the required parking for a One-Family dwelling in the underlying zone.</del>
	D-LM zones.	Required parking for a One-Family dwelling in the underlying zone only.
	<u>Any other zone.</u>	<u>One (1) space for each two units plus the required parking for a One-Family dwelling in the underlying zone.</u>

- B. Residential Care, Service-Enriched Permanent, Transitional Housing and Emergency Shelter Residential Activities. Except as otherwise provided in Section 17.44.200, Chapter 17.94, Sections 17.102.300, 17.116.020, 17.116.030, and 17.116.110, and subject to the calculation rules set forth in Section 17.116.050, the following amounts of off-street parking are required for all Residential Care, Service-Enriched Permanent, Transitional Housing, and Emergency Shelter Residential Activities when located in any zone and occupying the specified facilities and/or having the specified number of employees and/or facility vehicles, and shall be developed and maintained pursuant to the provisions of Article IV of this chapter.

Residential Activity	Requirement
Residential Care.	One space for each three employees on site during the shift that has maximum staffing, and one space for each facility vehicle. Where more than three spaces are required for a single housekeeping unit, additional spaces beyond three may be provided in tandem.
Service-Enriched Permanent Housing.	Two spaces for each three dwelling units and one space for each three rooming units, plus one space for each three employees on site during the shift that has maximum staffing, plus one space for each facility vehicle.
Transitional Housing.	One space for each three dwelling units and one space for each four rooming units, plus one space for each three employees on site during the shift that has maximum staffing, plus one space for each facility vehicle.
Emergency Shelter.	One space for each three employees on site during the shift that has maximum staffing, plus one space for each facility vehicle.

**ATTACHMENT B1 to City Planning Commission Staff Report of March 4, 2015****17.116.070 Off-street parking—Civic Activities.**

Except as otherwise provided in Sections 17.44.200, 17.116.020, 17.116.030, and 17.116.110, and subject to the calculation rules set forth in Section 17.116.050, the following amounts of off-street parking are required for the specified Civic Activities when located in the indicated zones and occupying facilities of the specified sizes or having the indicated numbers of employees or doctors, and shall be developed and maintained pursuant to the provisions of Article IV of this chapter: (See illustration I-18.)

<b>Civic Activity</b>	<b>Zone</b>	<b>Minimum Total Size for Which Parking Required</b>	<b>Requirement</b>
A. Essential Service. Limited Childcare.	S-15 <u>and</u> D-CO zones.	—	A number of spaces to be prescribed by the Director of City Planning pursuant to Section 17.116.040
	Any other zone.	—	No spaces required.
B. Community Assembly and Recreational Assembly: playgrounds and playing fields; concessions located in public parks; temporary nonprofit festivals.	CBD-P zone (when combined with the S-7 zone).	—	No spaces required.
	S-15 <u>and</u> D-CO zones.	—	A number of spaces to be prescribed by the Director of City Planning pursuant to Section 17.116.040
	Any other zone.	No minimum.	A number of spaces to be prescribed by the Director of City Planning pursuant to Section 17.116.040
Private non-profit clubs and lodges.	S-15 <u>and</u> D-CO zones.	—	A number of spaces to be prescribed by the Director of City Planning pursuant to Section 17.116.040
	Any other zone.	—	No spaces required.
Churches and all other.	CBD-P zone (when combined with the S-7 zone).	—	No spaces required.
	C-45, CBD-P (except when combined with the S-7 zone), CBD-C, CBD-X, D-LM and S-2 zones.	10,000 square feet of floor area.	One (1) space for each 20 seats or for each 150 square feet area where seats are not fixed, in principal meeting rooms.

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Civic Activity	Zone	Minimum Total Size for Which Parking Required	Requirement
	CN zones	Total of 75 seats or 750 square feet of floor area where seats are not fixed, in principal meeting rooms.	One (1) space for each 15 seats, or for each 100 square feet of floor area where seats are not fixed, in principal meeting rooms.
	S-15 and D-CO zones.	—	A number of spaces to be prescribed by the Director of City Planning pursuant to Section 17.116.040
	Any other zone.	Total of 75 seats, or 750 square feet of floor area where seats are not fixed in principal meeting rooms.	One (1) space for each 10 seats, or for each 100 square feet of floor area where seats are not fixed, in principal meeting rooms.
C. Community Education: high schools.	CBD-P, CBD-C, CBD-X, and D-LM zones.	-	No spaces required.
	S-15 and D-CO zones.	-	A number of spaces to be prescribed by the Director of City Planning pursuant to Section 17.116.040
	Any other zone.	No minimum.	One (1) space for each three employees plus one space for each 10 students of planned capacity.
All others.	CBD-P, CBD-C, CBD-X, and D-LM zones.	-	No spaces required.
	S-15 and D-CO zones.	-	A number of spaces to be prescribed by the Director of City Planning pursuant to Section 17.116.040
	Any other zone.	No minimum.	One (1) space for each three employees.

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Civic Activity	Zone	Minimum Total Size for Which Parking Required	Requirement
D. Nonassembly Cultural Administrative.	CBD-P, CBD-C, CBD-X, and D-LM zones	-	No spaces required.
	C-45, and S-2 zones.	10,000 square feet of floor area.	One (1) space for each 1,400 square feet of floor area.
	CN zones	3,000 square feet of floor area.	One (1) space for each 900 square feet of floor area.
	S-15 and D-CO zones.	-	A number of spaces to be prescribed by the Director of City Planning pursuant to Section 17.116.040
	Any other zone.	3,000 square feet of floor area.	One (1) space for each 600 square feet of floor area.
E. Health Care: hospitals.	CBD-P zone (only when combined with the S-7 zone)	-	No spaces required.
	C-45, CBD-P (only if not combined with the S-7 zone), CBD-C, CBD-X, D-LM, and S-2 zones.	No minimum	One (1) space for each staff or regular visiting doctor.
	S-15 and D-CO zones.	-	A number of spaces to be prescribed by the Director of City Planning pursuant to Section 17.116.040
	Any other zone.	No minimum.	One (1) space for each four beds, plus one space for each four employees other than doctors, plus one space for each staff or regular visiting doctor.
Clinics.	CBD-P zone (only when combined with the S-7 zone)	-	No spaces required.



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Civic Activity	Zone	Minimum Total Size for Which Parking Required	Requirement
	C-45, CBD-P (only when not combined with the S-7 zone), CBD-C, CBD-X, and S-2 zones.	No minimum.	One (1) space for each staff or regular visiting doctor.
	S-15, <u>D-CO</u> , and D-LM zones.	-	A number of spaces to be prescribed by the Director of City Planning pursuant to Section 17.116.040
	Any other zone.	No minimum.	Three (3) spaces for each staff or regular visiting doctor plus one (1) space for each two other employees.
All other.	CBD-P zone (only when combined with the S-7 zone).	-	No spaces required.
	C-45, CBD-P (only when not combined with the S-7 zone), CBD-C, CBD-X, D-LM and S-2 zones.	No minimum.	One (1) space for each staff or regular visiting doctor.
	S-15 <u>and D-CO</u> zones.	-	A number of spaces to be prescribed by the Director of City Planning pursuant to Section 17.116.040
	Any other zone.	No minimum.	One (1) space for each six beds, plus one space for each four employees other than doctors, plus one space for each staff or regular visiting doctor.
F. Utility and Vehicular.	CDB-P, CBD-C, CBD-X and D-LM zones.	-	No spaces required.
	C-45, and S-2 zones.	10,000 square feet of floor area.	One (1) space for each vehicle used in connection with the activities.

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<b>Civic Activity</b>	<b>Zone</b>	<b>Minimum Total Size for Which Parking Required</b>	<b>Requirement</b>
	S-15 <u>and</u> D-CO zones.	-	A number of spaces to be prescribed by the Director of City Planning pursuant to Section 17.116.040
	Any other zone.	3,000 square feet of floor area.	One (1) space for each three employees plus one space for each vehicle used in connection with the activities.
G. Extensive Impact: colleges and universities.	CBD-P, CBD-C, CBD-X, and D-LM zones.	-	No spaces required.
	S-15 <u>and</u> D-CO zones.	-	A number of spaces to be prescribed by the Director of City Planning pursuant to Section 17.116.040
	Any other zone.	No minimum.	One (1) space for each three employees plus one space for each six students of planned capacity.
All other.	CBD-P zone (only when combined with the S-7 zone)	-	No spaces required.
	S-15 <u>and</u> D-CO zones.	-	A number of spaces to be prescribed by the Director of City Planning pursuant to Section 17.116.040
	Any other zone.	No minimum.	A number of spaces to be prescribed by the Director of City Planning pursuant to Section 17.116.040

**17.116.080 Off-street parking—Commercial Activities.**

Except as otherwise provided in Sections 17.116.020, 17.116.030, and 17.116.110, and subject to the calculation rules set forth in Section 17.116.050, the following amounts of off-street parking are required for the specified Commercial Activities when located in the indicated

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zones and occupying facilities of the specified sizes, or having the indicated numbers of employees, and shall be developed and maintained pursuant to the provisions of Article IV of this chapter: (See illustration I-18.)

<b>Commercial Activity</b>	<b>Zone</b>	<b>Minimum Total Size for Which Parking Required</b>	<b>Requirement</b>
<b>A. General Food Sales.</b> <b>Full Service Restaurant.</b> <b>Limited Service Restaurant and Cafe.</b>  <b>Convenience Market.</b> <b>Alcoholic Beverage Sales.</b>	C-55, CBD-P, CBD-C, CBD-X, D-LM, <u>D-CO</u> , and S-15 zones.	—	No spaces required.
	C-45, C-51, S-2.	3,000 square feet of floor area.	One space for each 450 square feet of floor area.
	C-5, C-10, C-28, C-31, C-35.	3,000 square feet of floor area.	One space for each 300 square feet of floor area.
	D-BV zones.	See Section 17.116.082.	See Section 17.116.082.
	Any other zone.	3,000 square feet.	One space for each 200 square feet of floor area.
<b>B. Mechanical or Electronic Games.</b> <b>Medical Service.</b> <b>General Retail Sales, except when sales are primarily of bulky merchandise such as furniture or large appliances.</b>	CBD-P, CBD-C, CBD-X, D-LM, <u>D-CO</u> , and S-15 zones.	—	No spaces required
	C-45 and S-2 zones.	1,000 square feet of floor area.	One (1) space for each 900 square feet of floor area.
	CN zones.	3,000 square feet of floor area.	One (1) space for each 600 square feet of floor area.
	D-BV zones.	See Section 17.116.082.	See Section 17.116.082.

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Commercial Activity	Zone	Minimum Total Size for Which Parking Required	Requirement
Consumer Service. Consumer Cleaning and Repair Service, except when services consist primarily of repair or cleaning of large items such as furniture or carpets. General Wholesale Sales, whenever 50 percent or more of all sales on the lot are at retail. Undertaking Service.	Any other zone.	3,000 square feet of floor area.	One (1) space for each 400 square feet of floor area.
C. Consultative and Financial Service. Administrative. Business, Communication and Media Service. Broadcasting and Recording Services. Research Service.	CBD-P, CBD-C, CBD-X, D-LM, <u>D-CO</u> , and S-15 zones.	—	No spaces required.
	C-45 and S-2 zones.	10,000 square feet of floor area.	One (1) space for each 1,400 square feet of floor area.
	CN zones.	3,000 square feet of floor area.	One (1) space for each 900 square feet of floor area.
	D-BV zones.	See Section 17.116.082.	See Section 17.116.082.
	Any other zone.	3,000 square feet of floor area.	One (1) space for each 600 square feet of floor area.
D. General Wholesale Sales, whenever less than 50 percent of all sales on the lot are at retail. Building Material Sales. Automotive Sales and Service. Automobile and Other Light Vehicle Sales and	S-15 and <u>D-CO-1</u> zones.	—	No spaces required.
	<u>D-CO-2, D-CO-3, D-CO-4, D-CO-5, and D-CO-6 zones.</u>	<u>10,000 square feet of floor area.</u>	<u>A number of spaces to be prescribed by the Director of City Planning pursuant to Section 17.116.040</u>
	C-45, CBD-P, CBD-C, CBD-X, D-LM, and S-2 zones.	10,000 square feet of floor area.	One (1) space for each 1,000 square feet of floor area, or for each three (3) employees, whichever requires fewer spaces.

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Commercial Activity	Zone	Minimum Total Size for Which Parking Required	Requirement
Rental.	D-BV zones.	See Section 17.116.082.	See Section 17.116.082.
	Any other zone.	5,000 square feet of floor area.	One (1) space for each 1,000 square feet of floor area, or for each three (3) employees, whichever requires fewer spaces.
E. Group Assembly. Personal Instruction and Improvement Services.	CBD-P, CBD-C, CBD-X, D-LM, <u>D-CO-1</u> , and S-15 zones.	—	No spaces required.
	<u>D-CO-2, D-CO-3, D-CO-4, D-CO-5, and D-CO-6 zones.</u>	<u>10,000 square feet of floor area.</u>	<u>A number of spaces to be prescribed by the Director of City Planning pursuant to Section 17.116.040</u>
	C-45 and S-2 zones.	10,000 square feet of floor area.	One (1) space for each 16 seats in indoor places of assembly with fixed seats, plus one space for each 160 square feet of floor area in indoor places of assembly without fixed seats, plus a number of spaces to be prescribed by the Director of City Planning, pursuant to Section 17.116.040, for outdoor assembly area.
	CN zones.	Total of 75 seats in indoor places of assembly with fixed seats, or 750 square feet of floor area in dance halls or other indoor places of assembly without fixed seats, or 5,000 square feet of outdoor assembly areas.	One (1) space for each eight seats in indoor places of assembly with fixed seats, plus one (1) space for each 80 square feet of floor area in indoor places of assembly without fixed seats, plus a number of spaces to be prescribed by the Director of City Planning, pursuant to Section 17.116.040, for outdoor assembly areas.
	D-BV zones.	See Section 17.116.082.	See Section 17.116.082.

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Commercial Activity	Zone	Minimum Total Size for Which Parking Required	Requirement
	Any other zone.	Total of 75 seats in indoor places of assembly with fixed seats, or 750 square feet of floor area in dance halls or other indoor places of assembly without fixed seats, or 5,000 square feet of outdoor assembly areas.	One (1) space for each eight seats in indoor places of assembly with fixed seats, plus one space for each 80 feet of floor area in indoor places of assembly without fixed seats, plus a number of spaces to be prescribed by the Director of City Planning, pursuant to Section 17.116.040, for outdoor assembly areas.
F. Transient Habitation.	CBD-P (only when combined with the S-7 zone), <u>D-CO-1</u> , and S-15 zones.	—	No spaces required.
	<u>D-CO-2, D-CO-3, D-CO-4, D-CO-5, and D-CO-6 zones.</u>	<u>No minimum.</u>	<u>A number of spaces to be prescribed by the Director of City Planning pursuant to Section 17.116.040</u>
	CBD-P, CBD-C, CBD-X, and D-BV zones.	No minimum.	One (1) space for each unit in a motel and one (1) space for each two units in a hotel.
	Any other zone.	No minimum.	One (1) space for each unit in a motel and three (3) spaces for each four units in a hotel.
G. General Retail Sales, whenever sales are primarily of bulky merchandise such as furniture or large appliances.  Consumer Cleaning and Repair Service,	CBD-P, CBD-C, CBD-X, D-LM, <u>D-CO</u> , and S-15 zones.	—	No spaces required.
	C-45 and S-2 zones.	10,000 square feet of floor area.	One (1) space for each 1,000 square feet of floor area.
	D-BV zones.	See Section 17.116.082.	See Section 17.116.082.

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Commercial Activity	Zone	Minimum Total Size for Which Parking Required	Requirement
whenever services consist primarily of repair or cleaning of large items such as furniture or carpets. Animal care and Animal boarding.	Any other zone.	5,000 square feet of floor area.	One (1) space for each 1,000 square feet of floor area.
H. Automobile and Other Light Vehicle Gas Station and Servicing. Automotive and Other Light Vehicle Repair and Cleaning. Automotive Fee Parking.	CBD-P, CBD-C, CBD-X, D-LM, <u>D-CO</u> , and S-15 zones.	—	No spaces required.
	C-45 and S-2 zones.	10,000 square feet of floor area.	One (1) space for each 1,000 square feet of floor area.
	D-BV zones.	See Section 17.116.082.	See Section 17.116.082.
	Any other zone.	No minimum.	One (1) space for each 1,000 square feet of floor area.
I. Transport and Warehousing. Taxi and Light Fleet-based Service.	CBD-P, CBD-C, CBD-X, <u>D-CO</u> , and D-LM zones.	—	No spaces required.
	D-BV zones.	See Section 17.116.082.	See Section 17.116.082.
	Any other zone.	10,000 square feet of floor area and outdoor storage, processing, or sales area.	One (1) space for each three employees.
J. Scrap Operation.	CBD-P, CBD-C, CBD-X, <u>D-CO</u> , and D-LM zones.	—	No spaces required.
	D-BV zones.	See Section 17.116.082.	See Section 17.116.082.

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Commercial Activity	Zone	Minimum Total Size for Which Parking Required	Requirement
	Any other zone.	10,000 square feet of floor area and outdoor storage, processing or sales area.	One (1) space for each 2,000 square feet of floor area, or for each three employees, whichever requires more spaces; provided that in the case of Scrap Operation Commercial Activities whenever storage and sale, from the premises, or dismantling or other processing of used or waste materials which are not intended for reuse and their original form, when the foregoing are not a part of a manufacturing operation, occupy less than 50 percent (50%) of the floor and open area of the firm on a single lot, the parking requirement shall be as prescribed for the other activities engaged in by the same firm on the same lot.
K. Fast-Food Restaurant.	CBD-P, CBD-C, CBD-X, D-LM, <u>D-CO</u> , and S-15 zones.	—	No spaces required.
	C-45 zone.	10,000 square feet of floor area.	One (1) space for each 450 square feet of floor area.
	CN and S-2 zones.	2,000 square feet of floor area.	One (1) space for each 300 square feet of floor area.
	D-BV zones.	See Section 17.116.082.	See Section 17.116.082.
	Any other zone.	3,000 square feet of floor area.	One (1) space for each 200 square feet of floor area.

**17.116.090 Off-street parking—Industrial Activities.**

Except as otherwise provided in Sections 17.101.090, 17.116.020, 17.116.030, and 17.116.110, and subject to the calculation rules set forth in Section 17.116.040, the following amounts of off-street parking are required for all Industrial Activities when located in the indicated zones and occupying facilities of the specified sizes or having the indicated number of employees, and shall be developed and maintained pursuant to the provisions of Article IV of this chapter: (See illustration I-18.)



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Zone	Minimum Total Size for Which Parking Required	Requirement
CBD-P, CBD-C, CBD-X, <u>D-CO<sub>2</sub></u> and S-15 zones.	—	No spaces required.
Any other zone.	10,000 square feet of floor area.	One (1) space for each 1,500 square feet of floor area or for each three (3) employees, whichever requires more spaces.

**17.116.100 Off-street parking—Agricultural and Extractive Activities.**

Except as otherwise provided in Sections 17.116.020, 17.116.030, and 17.116.110, and subject to the calculation rules set forth in Section 17.116.050, the following amounts of off-street parking are required for all Agricultural and Extractive Activities when located in the indicated zones and occupying facilities of the specified sizes, and shall be developed and maintained pursuant to the provisions of Article IV of this chapter: (See illustration I-18.)

Zone	Minimum Total Size for Which Parking Required	Requirement
CBD-P, CBD-C, CBD-X <sub>2</sub> , <u>D-CO<sub>2</sub></u> and D-LM zones.	-	No spaces required.
C-45, and S-2 zones.	10,000 square feet of floor area and outdoor sales or display area.	One (1) space for each 1,000 square feet of floor area and outdoor sales or display area.
Any other zone.	5,000 square feet of floor area and outdoor sales or display area.	One (1) space for each 1,000 square feet of floor area and outdoor sales or display area.

**Article III Off-Street Loading Requirements**

17.116.120 Off-street loading—Residential Activities.

17.116.130 Off-street loading—Civic Activities.

17.116.140 Off-street loading—Commercial Activities.

17.116.150 Off-street loading—Industrial Activities.

17.116.160 Off-street loading—Agricultural and Extractive Activities.

**ATTACHMENT B1 to City Planning Commission Staff Report of March 4, 2015****17.116.120 Off-street loading—Residential Activities.**

Except as otherwise provided in Sections 17.116.020 and 17.116.030, the following amounts of off-street loading are required in all zones for Residential Activities when occupying facilities of the indicated sizes, and shall be developed and maintained pursuant to the provisions of Article IV of this chapter: (See illustration I-18.)

Total Floor Area of Facilities Occupied Requirement	Requirement
Less than 50,000 square feet.	No berth required.*
50,000—149,999 square feet.	One (1) berth.*
150,000—299,999 square feet.	Two (2) berths.*
Each additional 300,000 square feet or fraction of one-half or more thereof.	One (1) additional berth.*

\*Off-street loading is not required in CBD-P zone when combined with the S-7 zone.

**17.116.130 Off-street loading—Civic Activities.**

Except as otherwise provided in Sections 17.116.020 and 17.116.030, the following amounts of off-street loading are required in all zones for the specified Civic Activities when occupying facilities of the indicated sizes, and shall be developed and maintained pursuant to the provisions of Article IV of this chapter: (See illustration I-18.)

Civic Activity and Total Floor Area of Facilities Occupied	Requirement
A. Community Assembly Community Education, Nonassembly Cultural, Health Care, or Administrative, occupying the following floor area:	
Less than 50,000 square feet.	No berth required.*
50,000—149,999 square feet.	One (1) berth.*
150,000—299,999 square feet.	Two (2) berths.*
Each additional 100,000 square feet or fraction of one-half or more thereof.	One (1) additional berth.*
B. Utility and Vehicular or Extensive Impact.	A number of berths to be prescribed by the Director of City Planning pursuant to Section 17.116.040
C. All other Civic Activities.	No berths required.

\*Off-street loading is not required in the CBD-P zone when combined with the S-7 zone.

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Except as otherwise provided in Sections 17.116.020 and 17.116.030, the following amounts of off-street loading are required in all zones for the specified Commercial Activities when occupying facilities of the indicated sizes, and shall be developed and maintained pursuant to the provisions of Article IV of this chapter: (See illustration I-18.)

Commercial Activity and Total Size of Facilities Occupied	Requirement
A. General Food Sales, Full Service Restaurant, Limited Service Restaurant and Cafe, Fast-Food Restaurant, Convenience Market, Alcoholic Beverage Sales, Consumer Service, General Retail Sales, Consumer Cleaning and Repair Service, Group Assembly, Personal Instruction and Improvement and Small Scale Entertainment Business, Communication, and Media Service, Broadcasting and Recording Service, Research Service, General Wholesale Sales, Building Material Sales, Automobile and Other Light Vehicle Sales and Rental, Automobile and Other Light Vehicle Gas Station and Servicing, Automotive and Other Light Vehicle Repair and Cleaning, Transport and Warehousing, Animal Care, or Animal Boarding occupying facilities with the following floor area:	
Less than 10,000 square feet.	No berths required.*
10,000—24,999 square feet.	One (1) berth.*
25,000—49,999 square feet.	Two (2) berths.*
50,000—99,999 square feet.	Three (3) berths.*
Each additional 120,000 square feet or fraction of one-half or more thereof.	One (1) additional berth.*
B. Mechanical or Electronic Games, Medical Service, Consumer Service, Consultative and Financial Service, Administrative, or Transient Habitation, occupying facilities with the following floor area:	
Less than 50,000 square feet.	No berths required.*
50,000—149,999 square feet.	One (1) additional berth.*
150,000—299,999 square feet.	One (1) berth.*
Each additional 300,000 square feet or fraction of one-half or more thereof.	Two (2) berths. One (1) additional berth.*
C. Undertaking Service, occupying facilities with the following floor area:	
Less than 2,500 square feet.	No berths required.*
2,500—24,999 square feet.	One (1) berth.

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Commercial Activity and Total Size of Facilities Occupied	Requirement
25,000—49,999 square feet.	Two (2) berths.*
50,000—99,999 square feet.	Three (3) berths.*
Each additional 120,000 square feet or fraction of one-half or more thereof.	One (1) additional berth.*
D. Scrap Operation, occupying facilities with the following amounts of floor area and outdoor storage, processing, or sales area:	
Less than 25,000 square feet.	One (1) berth.*
25,000—49,999 square feet.	Two (2) berths.*
50,000—99,999 square feet.	Three (3) berths.*
Each additional 120,000 square feet or fraction of one-half or more thereof.	One (1) additional berth.*
E. All other Commercial Activities.	No berths required.*

\*Off-street loading is not required in the CBD-P zone when combined with the S-7 zone.

**17.116.150 Off-street loading—Industrial Activities.**

Except as otherwise provided in Sections 17.116.020 and 17.116.030, the following amounts of off-street loading are required in all zones for all Industrial Activities when occupying facilities of the indicated sizes, and shall be developed and maintained pursuant to the provisions of Article IV of this chapter: (See illustration I-18.)

Total Floor Area of Facilities Occupied	Requirement
Less than 10,000 square feet.	No berths required.*
10,000—24,999 square feet.	One (1) berth.*
25,000—49,999 square feet.	Two (2) berths.*
50,000—99,999 square feet.	Three (3) berths.*
Each additional 170,000 square feet or fraction of one-half or more thereof.	One (1) additional berth.*

\*Off-street loading is not required in the CBD-P zone when combined with the S-7 zone.

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**17.116.160 Off-street loading—Agricultural and Extractive Activities.**

Off-street loading is not required in any zone for Agricultural or Extractive Activities.

**Article IV Standards for Required Parking and Loading Facilities**

17.116.170 Property on which parking and loading must be provided.

17.116.290 Special requirements applying in some zones.

**17.116.170 Property on which parking and loading must be provided.**

- A. Parking Spaces and Loading. Off-street parking spaces and loading berths required by the zoning regulations shall be located as set forth below for the specified activities except as otherwise provided in Section 17.116.290B. When a maximum distance from the lot containing the activity served to another lot is prescribed, it shall be measured along a permanently accessible pedestrian route between a lot line of the former lot and the nearest boundary of the offsite parking or loading area.

Required Facility and Activity it Serves	Zone	Location
Parking spaces for any Residential Activity.	CN, C-45, CBD-R, CBD-P, CBD-C, CBD-X, <u>D-CO</u> , and D-LM zones.	On the same lot as the activity served; or, subject to the provisions of Section 17.116.180, on another lot located within three hundred (300) feet and having at least one owner in common with the former lot.
Industrial	Any other zone.	<p>On the same lot as the activity served, but for One- and Two-Family Residential Facilities on any lot with a street-to-setback gradient that exceeds twenty percent (20%), required parking stalls may be permitted to extend into the public right-of-way of an adjoining street subject to the following standards (see illustration I-20c):</p> <ol style="list-style-type: none"> <li>1. The required parking stalls shall be located perpendicular to and the edge of the curb, pavement, or sidewalk;</li> <li>2. The parking stalls shall be set back a minimum of five <u>(5)</u> feet from the edge of street pavement including any curbs or sidewalks; and</li> <li>3. The parking stalls extending into the street right-of-way shall not constitute more than fifty percent (50%)</li> </ol>

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<b>Required Facility and Activity it Serves</b>	<b>Zone</b>	<b>Location</b>
		of the required residential parking.
Parking spaces for any Industrial Activity; Administrative or Utility and Vehicular Civic Activities; or Administrative, Research Service Commercial Activities.	Any zone.	On the same lot as the activity served; or, subject to the provisions of Section 17.116.180, on another lot located within five hundred (500) feet and having at least one owner in common with the former lot.
Parking spaces for any activity not listed above.	Any zone.	On the same lot as the activity served; or, subject to the provisions of Section 17.116.180, on another lot located within three hundred (300) feet and having at least one owner in common with the former lot.
Loading berths for any activity.	Any zone.	On the same lot as the activity served; or, subject to the provisions of Section 17.116.180, on an abutting lot having at least one owner in common with the former lot, except that a jointly owned off-street loading facility for nonresidential activities in any zone, or for Residential Activities in the <u>D-CO</u> , D-LM, CBD, CN, and C-45 zones, may, upon the granting of a conditional use permit pursuant to the conditional use permit procedure in Chapter 17.134, and subject to the provisions of Section 17.116.180, be located on a lot which does not abut all the lots containing the activities served.

- B. Maneuvering Aisles and Driveways. Required maneuvering aisles and driveways shall be located as specified in subsection A of this section for required spaces or berths serving the same activity, except as follows:
1. A required driveway may, subject to the provisions of Section 17.116.180, straddle the lot line of abutting lots in separate ownership if it leads to parking spaces or loading berths on both lots.
  2. A required maneuvering aisle or portion thereof may, subject to the provisions of Section 17.116.180, straddle the lot line of abutting lots in separate ownership if there are on both sides of such aisle, or portion thereof, parking spaces or loading berths which are directly opposite each other.
- C. Upon the granting of a conditional use permit pursuant to the conditional use permit procedure, and subject to the provisions of Section 17.102.090 and Section 17.116.180, any required driveway or maneuvering aisle may be located entirely on another lot or lots in separate ownership.

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**17.116.290 Special requirements applying in some zones.**

- A. Whenever required off-street parking or loading facilities are located where the applicable individual zone regulations or development control maps require a conditional use permit for parking or loading or prescribe other special controls thereon, such regulations shall be complied with in addition to the standards prescribed above for required parking and loading.
- | B. In the S-15 and D-CO-1 zones:
  - 1. Location of Parking. All off-street parking may be provided anywhere on the lot, or on a separate lot which is not in common ownership with the subject lot, provided that a long-term lease agreement or comparable binding agreement is provided, pursuant to Section 17.116.180.
  - 2. Parking Serving Nonresidential Uses. Off-street parking serving nonresidential uses may only be permitted upon the granting of a conditional use permit pursuant to the conditional use permit procedures in Chapter 17.134.
  - 3. Ground Floor Parking and Loading. Off-street parking, loading, and driveway located within twenty (20) feet from all pedestrian walkways and plazas may only be permitted upon the granting of a conditional use permit pursuant to the conditional use permit procedures in Chapter 17.134 and Section 17.100.100.
  - 4. Provisions for Shared Parking. Off-street parking may be shared amongst daytime activities between the hours of business operation and between the hours of nighttime activities. The number of required parking spaces for daytime use may be transferable to required parking or nighttime use, provided that a long-term lease agreement or comparable binding agreement is provided, pursuant to Section 17.116.180.
  - 5. Exceptions to Parking Requirement. The number of parking spaces provided may exceed the number required upon the granting of a conditional use permit pursuant to Section 17.100.100 and the conditional use permit procedure in Chapter 17.134.
- | C. In the RU-4, RU-5, CN, CC, CR, CBD, D-CO-1, or S-15 zones, the required number of parking spaces may be reduced by up to fifty percent (50%) upon the granting of a conditional use permit (see Chapter 17.134). The conditional use permit may be granted only upon determination that the proposal conforms to the general use permit criteria set forth in the conditional use permit procedure in Chapter 17.134 and the following criterion: The Planning Director has determined 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.

**ATTACHMENT B1 to City Planning Commission Staff Report of March 4, 2015****Chapter 17.120 PERFORMANCE STANDARDS****Sections:**

17.120.050 Noise.

17.120.060 Vibration.

17.120.070 Smoke.

17.120.080 Particulate matter and air contaminants.

17.120.090 Odor.

17.120.110 Humidity, heat, cold, and glare.

17.120.120 Electrical disturbance.

**17.120.050 Noise.**

All activities shall be so operated that the noise level inherently and regularly generated by these activities across real property lines shall not exceed the applicable values indicated in subsection A, B, or C as modified where applicable by the adjustments indicated in subsection D or E. Further noise restrictions are outlined in Section 8.18.010 of the Oakland Municipal Code.

- A. Residential Zone Noise Level Standards. The maximum allowable noise levels received by any residential zone are described in Table 17.120.01.

Table 17.120.01 establishes the maximum allowable receiving noise levels:

**TABLE 17.120.01****MAXIMUM ALLOWABLE RECEIVING NOISE LEVEL STANDARDS, RESIDENTIAL AND CIVIC**

<b>Cumulative Number of Minutes in Either the Daytime or Night time One Hour Time Period</b>	<b>Daytime 7 a.m. to 10 p.m.</b>	<b>Nighttime 10 p.m. to 7 a.m.</b>
20	60	45
10	65	50
5	70	55
1	75	60
0	80	65

- B. Commercial Noise Level Standards. The maximum allowable noise levels received by any land use activity within any Commercial Zone (including the Housing and Business Mix



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(HBX) Zones, and the Central Estuary District D-CE-3 and D-CE-4 Zones) are described in Table 17.120.02.

Table 17.120.02 establishes the maximum allowable receiving noise levels:

**TABLE 17.120.02****MAXIMUM ALLOWABLE RECEIVING NOISE LEVEL STANDARDS**

<b>Cumulative Number of Minutes in Either the Daytime or Nighttime One Hour Time Period</b>	<b>Anytime</b>
20	65
10	70
5	75
1	80
0	85

- C. Industrial, Agricultural and Extractive Noise Level Standards. The maximum allowable noise levels received by any land use activity within any Industrial Zone are described in Table 17.120.03.

Table 17.120.03 establishes the maximum allowable receiving noise levels:

**TABLE 17.120.03****MAXIMUM ALLOWABLE RECEIVING NOISE LEVEL STANDARDS, dBA**

<b>Cumulative Number of Minutes in Any One Hour Time Period</b>	<b>Anytime</b>
20	70
10	75
5	80
1	85
0	90

- D. In the event the measured ambient noise level exceeds the applicable noise level standard in any category above, the stated applicable noise level shall be adjusted so as to equal the ambient noise level.
- E. Each of the noise level standards specified above in subsections A, B, and C shall be reduced by five dBA for a simple tone noise such as a whine, screech, or hum, noise consisting primarily of speech or music, or for recurring impulse noise such as hammering or riveting.

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- F. Noise Measurement Procedures. Utilizing the "A" weighing scale of the sound level meter and the "slow" meter response (use "fast" response for impulsive type sounds), the noise level shall be measured at a position or positions at any point on the receiver's property. In general, the microphone shall be located four (4) to five (5) feet above the ground; ten (10) feet or more from the nearest reflective surface, where possible. However, in those cases where another elevation is deemed appropriate, the latter shall be utilized. If the noise complaint is related to interior noise levels, interior noise measurements shall be made within the affected residential unit. The measurements shall be made at a point at least four (4) feet from the wall, ceiling or floor nearest the noise source, with windows in the normal seasonal configuration.
- G. Temporary Construction or Demolition Which Exceed the Following Noise Level Standards.
1. The daytime noise level received by any residential, commercial, or industrial land use which is produced by any nonscheduled, intermittent, short-term construction or demolition operation (less than ten (10) days) or by any repetitively scheduled and relatively long-term construction or demolition operation (ten (10) days or more) shall not exceed the maximum allowable receiving noise levels described in Table 17.120.04.

Table 17.120.04 establishes the maximum allowable receiving noise levels:

**TABLE 17.120.04  
MAXIMUM ALLOWABLE RECEIVING NOISE LEVEL STANDARDS, dBA**

	<b>Daily 7 a.m. to 7 p.m.</b>	<b>Weekends 9 a.m. to 8 p.m.</b>
Short-Term Operation		
Residential	80	65
Commercial, Industrial	85	70
Long-Term Operation		
Residential	65	55
Commercial, Industrial	70	60

2. The nighttime noise level received by any land use and produced by any construction or demolition activity between weekday hours of seven (7) p.m. and seven (7) a.m. or between eight (8) p.m. and nine (9) a.m. on weekends and federal holidays shall not exceed the applicable nighttime noise level standards outlined in this section.
- H. Residential Air Conditioning Units and Refrigeration Systems. The exterior noise level associated with a residential air conditioning unit or refrigeration systems shall not exceed fifty (50) dBA, with the exception that systems installed prior to the effective date of this section shall not exceed fifty-five (55) dBA.
- I. Commercial Refrigeration Units. Stationary and mobile commercial refrigeration units shall not produce a noise level greater than the noise level standards set forth in this section. Between the hours of ten (10) p.m. and seven (7) a.m., a mobile refrigeration unit shall not be located within two hundred (200) feet of any residential zone boundary unless such unit

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is within an enclosure which reduces the noise level outside the enclosure to no more than sixty (60) dBA and reduces vibration to a level below the vibration perception threshold set forth in Section 17.120.060.

- J. Commercial Exhaust Systems. Unnecessary noise caused by exhaust from ventilation units, or other air control device shall not produce a noise level greater than the noise level standards set forth in this section between the hours of ten p.m. and seven a.m. and shall not be located within two hundred (200) feet of any residential zone boundary unless such unit is within an enclosure which reduces the noise level outside the enclosure to no more than sixty (60) dBA and reduces vibration to a level below the vibration perception threshold set forth in Section 17.120.060.

**17.120.060 Vibration.**

All activities, except those located within the M-40 Zone, the D-CE-1, D-CE-2, D-CE-5, or D-CE-6 Zones, or in the D-CO, IG, M-30, or CIX Zones more than four hundred (400) feet from any Residential Zone boundary, shall be so operated as not to create a vibration which is perceptible without instruments by the average person at or beyond any lot line of the lot containing such activities. Ground vibration caused by motor vehicles, trains, and temporary construction or demolition work is exempted from this standard.

**17.120.070 Smoke.**

All Commercial and Industrial Activities located in a Residential Zone or in any HBX, D-CO, D-CE, CIX, or M Zone shall be so operated as not to emit visible smoke as dark as Ringelmann number 2 or its equivalent opacity for more than three minutes in any one-hour period, and visible smoke as dark as Ringelmann number 1 or its equivalent opacity for more than an additional seven minutes in any one-hour period. Darker or more opaque smoke is prohibited at any time.

**17.120.080 Particulate matter and air contaminants.**

All Commercial and Industrial Activities which are located in a Residential Zone or the M-20, S-3, CIX, HBX, D-CO, D-CE-3, or D-CE-4 Zones, or which are located in the D-CE-1, D-CE-2, D-CE-5, D-CE-6, M-30, M-40, IG, or IO Zones within four hundred (400) feet of any boundary of a Residential Zone, shall be so operated as not to emit particulate matter or air contaminants which are readily detectable without instruments by the average person at or beyond any lot line of the lot containing such activities.

**17.120.090 Odor.**

When located in the zones specified below, all Commercial and Industrial Activities shall be so operated as not to emit matter causing unpleasant odors which are perceptible by the average person at the following point of determination described in Table 17.120.05. Table 17.120.05 establishes the maximum allowable receiving noise level standards.

**Table 17.120.05: Points of Determination for Odor**

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<b>Zone in Which Activities are Located</b>	<b>Point of Determination</b>
Any Residential Zone, M-20, S-3, the HBX Zones, D-CE-3, D-CE-4, CIX-1, CIX-1A, CIX-1B, CIX-1C, or CIX-1D Zone.	At or beyond any lot line of the lot containing the activities.
<u>D-CO</u> , D-CE-1, D-CE-2, D-CE-5, D-CE-6, M-30, M-40, CIX-2, IG or IO Zones if within four hundred (400) feet of any boundary of a Residential Zone.	At or beyond any boundary of a Residential Zone.

**17.120.110 Humidity, heat, cold, and glare.**

When located in the zones specified below, all Commercial and Industrial Activities shall be so operated as not to produce humidity, heat, cold, or glare which is perceptible without instruments by the average person at the points of determination described in Table 17.120.06. Table 17.120.06 establishes the maximum allowable receiving noise level standards.

**Table 17.120.06: Points of Determination for Humidity, Heat, Cold and Glare**

<b>Zone in Which Activities are Located</b>	<b>Point of Determination</b>
Any Residential Zone, M-20, S-3, HBX Zones, D-CE 3, D-CE-4, CIX-1, CIX-1A, CIX-1B, CIX-1C, or CIX-1D Zones.	At or beyond any lot line of the lot containing the activities.
<u>D-CO</u> , D-CE-1, D-CE-2, D-CE-5, D-CE-6, M-30, M-40, CIX-2, IG or IO Zones if within four hundred (400) feet of any boundary of a Residential Zone.	At or beyond any boundary of a Residential Zone.

**17.120.120 Electrical disturbance.**

All Commercial and Industrial Activities located in a Residential Zone or the M-20, S-3, HBX, D-CE-3, D-CE-4, CIX-1, CIX-1A, CIX-1B, CIX-1C, or CIX-1D Zone, or located in the D-CO, D-CE-1, D-CE-2, D-CE-5, D-CE-6, CIX-2, IG, M-30, or M-40 Zones and within four hundred (400) feet of any boundary of a Residential Zone, shall be so operated as not to cause electrical disturbance adversely affecting the operation of any equipment on any other lot.

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**Chapter 17.128 TELECOMMUNICATIONS REGULATIONS**

**Sections:**

17.128.025 Restrictions on telecommunications facilities.

17.128.050 Micro Facilities.

17.128.060 Mini Facilities.

17.128.070 Macro Facilities.

17.128.080 Monopoles.

17.128.090 Towers.

17.128.100 Regulations apply to parks and other similar open spaces.

17.128.110 Site location preferences.

**17.128.025 Restrictions on telecommunications facilities.**

- A. Any Telecommunications Facility shall not be permitted in, or within one hundred (100) feet of the boundary of, any residential zone, HBX Zone, or D-CE-3 or D-CE-4 Zone, except upon the granting of a major conditional use permit pursuant to the conditional use permit procedure in Chapter 17.134.
- B. Any Monopole Telecommunications Facilities shall not be permitted in, or within three hundred (300) feet of the boundary of, any residential zone, HBX Zone, or D-CE-3 or D-CE-4 Zone, except upon the granting of a major conditional use permit pursuant to the conditional use permit procedure in Chapter 17.134.
- C. Any Telecommunications Facility whose antennas and equipment are not fully concealed from view shall not be permitted within three hundred (300) feet of the boundary of residential zones RH-1 through RU-1 inclusive, any HBX Zone, or D-CE-3 or D-CE-4 Zone, except upon the granting of a major conditional use permit pursuant to the conditional use permit procedure in Chapter 17.134.

**17.128.050 Micro Facilities.**

- A. General Development Standards for Micro Facilities.
  - 1. The Micro Facilities shall be located on existing buildings, poles or other existing support structures.
  - 2. Antennas may not project more than one (1) foot above the top of the structure and there may be no more than six (6) antennas per site. Antennas are exempt from the height limitation of the zone in which they are located. Structures which are nonconforming with respect to height, may be used for omni directional antennas providing they do not exceed four (4) feet above the existing structure. Placement of an antenna on a nonconforming structure shall not be considered to be an expansion of the nonconforming structure.

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3. The equipment cabinet must be concealed from public view or placed underground. The cabinet must be regularly maintained.
  4. The applicant shall submit written documentation demonstrating that the emissions from the proposed project are within the limits set by the Federal Communications Commission.
- B. Design Review Criteria for Micro Facilities. In addition to the design review criteria listed in Chapter 17.136, the following specific additional criteria must be met when design review is required before an application can be granted:
1. Antennas should be painted and/or textured to match the existing structure.
  2. Antennas mounted on architecturally significant structures or significant architectural details of the building should be covered by appropriate casings which are manufactured to match existing architectural features found on the building.
  3. Where feasible, antennas can be placed directly above, below or incorporated with vertical design elements of a building to help in camouflaging.
  4. That all reasonable means of reducing public access to the antennas and equipment has been made, including, but not limited to, placement in or on buildings or structures, fencing, anti-climbing measures and anti-tampering devices.
- C. Conditional Use Permit Criteria for Micro Facilities. In addition to the conditional use criteria listed in Chapter 17.134, the following specific additional criteria must be met before a conditional use permit can be granted:
1. The project must be demonstrated to have no visual impact.
  2. The project must meet the special design review criteria listed in Subsection B of this section.

**17.128.060 Mini Facilities.**

- A. General Development Standards for Mini Facilities.
1. The Mini Facilities shall be located on existing buildings, poles or other existing support structures.
  2. The equipment cabinet(s) must be concealed from public view or placed underground. The cabinet must be regularly maintained.
  3. Mini Facilities may exceed the height limitation specified for all zones but may not exceed fifteen (15) feet above the roof line or parapet. Placement of an antenna on a nonconforming structure shall not be considered to be an expansion of the nonconforming structure.
  4. The applicant shall submit written documentation demonstrating that the emissions from the proposed project are within the limits set by the Federal Communications Commission.
- B. Design Review Criteria for Mini Facilities. In addition to the design review criteria listed in Chapter 17.136, the following specific additional criteria must be met when design review is required before an application can be granted:

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1. Antennas should be painted and/or textured to match the existing structure.
  2. Antennas mounted on architecturally significant structures or significant architectural details of the building should be covered by appropriate casings which are manufactured to match existing architectural features found on the building.
  3. Where feasible, antennas can be placed directly above, below or incorporated with vertical design elements of a building to help in camouflaging.
  4. Equipment cabinets shall be concealed from view or placed underground.
  5. That all reasonable means of reducing public access to the antennas and equipment has been made, including, but not limited to, placement in or on buildings or structures, fencing, anti-climbing measures and anti-tampering devices.
  6. For antennas attached to the roof, maintain a 1:1 ratio (example: ten (10) feet high antenna requires ten (10) feet setback from facade) for equipment setback unless an alternative placement would reduce visual impact; treat or screen the antennas to match existing air conditioning units, stairs, elevator towers, or other background; avoid placing roof mounted antennas in direct line with significant view corridors.
- C. Conditional Use Permit Criteria for Mini Facilities. In addition to the conditional use criteria listed in Chapter 17.134, the following specific additional criteria must be met before a conditional use permit can be granted:
1. The project must meet the special design review criteria listed in Subsection B of this section.
  2. The proposed project must not disrupt the overall community character.
  3. In the Residential RH, RD, RM, RU-1, or RU-2 Zones, HBX Zones, and in the D-CE-3 and D-CE-4 Zones, the project must not have any visual impact.

**17.128.070 Macro Facilities.**

- A. General Development Standards for Macro Facilities.
1. The Macro Facilities shall be located on existing buildings, poles or other existing support structures, or shall be post mounted.
  2. The equipment shelter or cabinet must be concealed from public view or made compatible with the architecture of the surrounding structures or placed underground. The shelter or cabinet must be regularly maintained.
  3. Macro Facilities may exceed the height limitation specified for all zones but may not exceed fifteen (15) feet above the roof line or parapet. Placement of an antenna on a nonconforming structure shall not be considered to be an expansion of the nonconforming structure.
  4. Ground post mounted Macro Facilities must not exceed seventeen (17) feet to the top of the antenna.
  5. The applicant shall submit written documentation demonstrating that the emissions from the proposed project are within the limits set by the Federal Communications Commission.

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- B. Design Review Criteria for Macro Facilities. In addition to the design review criteria listed in Chapter 17.136, the following specific additional criteria must be met when design review is required before an application can be granted:
1. Antennas should be painted and/or textured to match the existing structure.
  2. Antennas mounted on architecturally significant structures or significant architectural detail of the building should be covered by appropriate casings which are manufactured to match existing architectural features found on the building.
  3. Where feasible, antennas can be placed directly above, below or incorporated with vertical design elements of a building to help in camouflaging.
  4. Equipment shelters or cabinets shall be screened from the public view by using landscaping, or materials and colors consistent with surrounding backdrop or placed underground or inside existing facilities or behind screening fences.
  5. Equipment shelters or cabinets shall be consistent with the general character of the area.
  6. For antennas attached to the roof, maintain a 1:1 ratio (example: ten (10) feet high antenna requires ten (10) feet setback from facade) for equipment setback; screen the antennas to match existing air conditioning units, stairs, or elevator towers; avoid placing roof mounted antennas in direct line with significant view corridors.
  7. That all reasonable means of reducing public access to the antennas and equipment has been made, including, but not limited to, placement in or on buildings or structures, fencing, anti-climbing measures and anti-tampering devices.
- C. Conditional Use Permit Criteria for Macro Facilities. In addition to the conditional use criteria listed in Chapter 17.134, the following specific additional criteria must be met before a conditional use permit can be granted:
1. The project must meet the special design review criteria listed in Subsection B of this section.
  2. The proposed project must not disrupt the overall community character.

**17.128.080 Monopoles.**

- A. General Development Standards for Monopoles.
1. Applicant and owner shall allow other future wireless communications companies including public and quasi-public agencies using similar technology to collocate antenna equipment and facilities on the monopole unless specific technical or other constraints, subject to independent verification, at the applicant's expense, at the discretion of the City of Oakland Zoning Manager, prohibit said collocation. Applicant and other wireless carriers shall provide a mechanism for the construction and maintenance of shared facilities and infrastructure and shall provide for equitable sharing of cost in accordance with industry standards. Construction of future facilities shall not interrupt or interfere with the continuous operation of applicant's facilities.
  2. The equipment shelter or cabinet must be concealed from public view or made compatible with the architecture of the surrounding structures or placed underground. The shelter or cabinet must be regularly maintained.



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3. When a monopole is in a Residential zone or adjacent to a residential use, it must be set back from the nearest residential lot line a distance at least equal to its total height.
  4. In all zones other than the D-CE-5, D-CE-6, IG, CIX-2, and IO Zones, the maximum height of Monopole Telecommunications Facilities and connecting appurtenances may be increased from the otherwise required maximum height to forty-five (45) feet upon the granting of a Conditional Use Permit (see Chapter 17.134 for the Conditional Use Permit Procedure).
  5. In the D-CE-5, D-CE-6, CIX-2, and IO Zones, the maximum height of Monopole Telecommunications Facilities and connecting appurtenances may be increased from the otherwise required maximum height to eighty (80) feet upon the granting of a Conditional Use Permit (see Chapter 17.134 for the Conditional Use Permit Procedure).
  6. In the IG Zone, the maximum height of Monopole Telecommunications Facilities and connecting appurtenances may reach a height of forty-five (45) feet. These facilities may reach a height of eighty (80) feet upon the granting of Regular Design Review approval (see Chapter 17.136 for the Design Review Procedure).
  7. The applicant shall submit written documentation demonstrating that the emissions from the proposed project are within the limits set by the Federal Communications Commission.
  8. Antennas may not extend more than fifteen (15) feet above their supporting structure.
- B. Design Review Criteria for Monopoles. In addition to the design review criteria listed in Chapter 17.136, the following specific additional criteria must be met when design review is required before an application can be granted:
1. Collocation is to be encouraged when it will decrease visual impact and collocation is to be discouraged when it will increase negative visual impact.
  2. Monopoles should not be sited to create visual clutter or negatively affect specific views.
  3. Monopoles shall be screened from the public view wherever possible.
  4. The equipment shelter or cabinet must be concealed from public view or made compatible with the architecture of the surrounding structures or placed underground. The shelter or cabinet must be regularly maintained.
  5. Site location and development shall preserve the preexisting character of the surrounding buildings and land uses and the zone district as much as possible. Wireless communication towers shall be integrated through location and design to blend in with the existing characteristics of the site to the extent practical. Existing on-site vegetation shall be preserved or improved, and disturbance of the existing topography shall be minimized, unless such disturbance would result in less visual impact of the site to the surrounding area.
  6. That all reasonable means of reducing public access to the antennas and equipment has been made, including, but not limited to, placement in or on buildings or structures, fencing, anti-climbing measures and anti-tampering devices.

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- C. Conditional Use Permit Criteria for Monopoles. In addition to the conditional use criteria listed in Chapter 17.134, the following specific additional criteria must be met before a conditional use permit can be granted:
1. The project must meet the special design review criteria listed in Subsection B of this section.
  2. Monopoles should not be located any closer than one thousand five hundred (1,500) feet from existing monopoles unless technologically required or visually preferable.
  3. The proposed project must not disrupt the overall community character.
  4. If a major conditional use permit is required, the Planning Director or the Planning Commission may request independent expert review regarding site location, collocation and facility configuration. Any party may request that the Planning Commission consider making such request for independent expert review.
    - a. If there is any objection to the appointment of an independent expert engineer, the applicant must notify the Planning Director within ten (10) days of the Commission request. The Commission will hear arguments regarding the need for the independent expert and the applicant's objection to having one appointed. The Commission will rule as to whether an independent expert should be appointed.
    - b. Should the Commission appoint an independent expert, the Commission will direct the Planning Director to pick an expert from a panel of licensed engineers, a list of which will be compiled, updated and maintained by the Planning Department.
    - c. No expert on the panel will be allowed to review any materials or investigate any application without first signing an agreement under penalty of perjury that the expert will keep confidential any and all information learned during the investigation of the application. No personnel currently employed by a telecommunication company are eligible for inclusion on the list.
    - d. An applicant may elect to keep confidential any proprietary information during the expert's investigation. However, if an applicant does so elect to keep confidential various items of proprietary information, that applicant may not introduce the confidential proprietary information for the first time before the Commission in support of the application.
    - e. The Commission shall require that the independent expert prepare the report in a timely fashion so that it will be available to the public prior to any public hearing on the application.
    - f. Should the Commission appoint an independent expert, the expert's fees will be paid by the applicant through the application fee, imposed by the City.

**17.128.090 Towers.**

- A. General Development Standards for Towers.
1. Applicant and owner shall allow other future wireless communications companies including public and quasi-public agencies using similar technology to collocate antenna equipment and facilities on the monopole unless specific technical or other constraints, subject to independent verification, at the applicant's expense, at the

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discretion of the City of Oakland Zoning Manager, prohibit said collocation. Applicant and other wireless carriers shall provide a mechanism for the construction and maintenance of shared facilities and infrastructure and shall provide for equitable sharing of cost in accordance with industry standards. Construction of future facilities shall not interrupt or interfere with the continuous operation of applicant's facilities.

2. The equipment shelter or cabinet must be concealed from public view or made compatible with the architecture of the surrounding structures or placed underground. The shelter or cabinet must be regularly maintained.
  3. When a tower is adjacent to a residential use, it must be set back from the nearest residential lot line a distance at least equal to its total height.
  4. Antennas may not extend more than fifteen (15) feet above their supporting structure.
  5. The applicant shall submit written documentation demonstrating that the emissions from the proposed project are within the limits set by the FCC.
- B. Design Review Criteria for Towers. In addition to the design review criteria listed in, the following specific additional criteria must be met when design review is required before an application can be granted:
1. Collocation is to be encouraged when it will decrease visual impact and collocation is to be discouraged when it will increase negative visual impact.
  2. Towers should not be sited to create visual clutter or negatively affect specific views.
  3. Towers shall be screened from the public view wherever possible.
  4. The equipment shelter or cabinet must be concealed from public view or made compatible with the architecture of the surrounding structures or placed underground. The shelter or cabinet must be regularly maintained.
  5. Site location and development shall preserve the preexisting character of the surrounding buildings and land uses and the zone district as much as possible. Wireless communication towers shall be integrated through location and design to blend in with the existing characteristics of the site to the extent practical. Existing on-site vegetation shall be preserved or improved, and disturbance of the existing topography shall be minimized, unless such disturbance would result in less visual impact of the site to the surrounding area.
  6. That all reasonable means of reducing public access to the antennas and equipment has been made, including, but not limited to, placement in or on buildings or structures, fencing, anti-climbing measures and anti-tampering devices.

**17.128.100 Regulations apply to parks and other similar open spaces.**

Telecommunications Facilities proposed in parks and other similar open spaces land shall be subject to the same regulations as set forth in the nearest Residential zone.

**17.128.110 Site location preferences.**

New wireless facilities shall generally be located on the following properties or facilities in order of preference:

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- A. Co-located on an existing structure or facility with existing wireless antennas.
- B. City-owned properties or other public or quasi-public facilities.
- | C. Existing commercial or industrial structures in non-Rresidential zones (excluding all HBX Zones and the D-CE-3 and D-CE-4 Zones).
- | D. Existing commercial or industrial structures in Rresidential zones, HBX Zones, or the D-CE-3 or D-CE-4 Zones.
- | E. Other non-residential uses in Rresidential zones, HBX Zones, or the D-CE-3 or D-CE-4 Zones.
- | F. Residential uses in non-Rresidential zones (excluding all HBX Zones and the D-CE-3 and D-CE-4 Zones).
- | G. Residential uses in Rresidential zones, HBX Zones, or the D-CE-3 or D-CE-4 Zones.

Facilities locating on an A, B or C ranked preference do not require a site alternatives analysis. Facilities proposing to locate on a D through G ranked preference, inclusive, must submit a site alternatives analysis as part of the required application materials. A site alternatives analysis shall, at a minimum, consist of:

- a. The identification of all A, B and C ranked preference sites within one thousand (1,000) feet of the proposed location. If more than three (3) sites in each preference order exist, the three such closest to the proposed location shall be required.
- | b. Written evidence indicating why each such identified alternative can-not be used. Such evidence shall be in sufficient detail that independent verification, at the applicant's expense, could be obtained if required by the City of Oakland Zoning Manager. Evidence should indicate if the reason an alternative was rejected was technical (e.g. incorrect height, interference from existing RF sources, inability to cover required area) or for other concerns (e.g. refusal to lease, inability to provide utilities).

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**Chapter 17.134 CONDITIONAL USE PERMIT PROCEDURE**

**Sections:**

17.134.020 Definition of major and minor conditional use permits.

**17.134.020 Definition of major and minor conditional use permits.**

- A. Major Conditional Use Permit. A conditional use permit is considered a major conditional use permit if it involves any of the following:
  1. Thresholds. Any project requiring a conditional use permit that meets any of the following size thresholds:
    - a. The actual project site (including only portions of the lot actually affected by the project) exceeds one (1) acre;
    - b. Nonresidential projects involving twenty-five thousand (25,000) square feet or more of floor area, except in the R-80, CBD-R, CBD-P (when not combined with the S-7 Zone), CBD-C, CBD-X, S-2, S-15, D-CO, or D-LM Zones;
    - c. Residential projects requiring a conditional use permit for density resulting in a total number of living units as follows:
      - i. Three (3) or more dwelling units in the RM-2 Zone,
      - ii. Seven (7) or more dwelling units in the RM-3 or RM-4 Zone.
    - d. Residential projects requiring a conditional use permit to exceed the basic or permitted density which results in seven (7) or more living units in the RU or CBD-R Zone.
    - e. Large Scale Developments. Any development which is located in the R-80, CBD-R, CBD-P (when not combined with the S-7 Zone), CBD-C, CBD-X, S-2, S-15, D-CO, or D-LM Zone and results in more than one hundred thousand (100,000) square feet of new floor area.
    - f. Projects that request to be considered for an exception to standards in the D-LM Height/Bulk/Intensity Area standards.
  2. Uses. Any project requiring a conditional use permit that involves any of the following activity or facility types except where the proposal involves only accessory parking, the resumption of a discontinued nonconforming activity, or an addition to an existing activity which does not increase the existing floor area by more than twenty percent (20%):
    - a. Activities:
      - i. Residential Care Residential,
      - ii. Service Enriched Housing Residential,
      - iii. Transitional Housing Residential,
      - iv. Emergency Shelter Residential,

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- v. Extensive Impact Civic,
- vi. Fast-food Restaurant Commercial,
- vii. Convenience Market Commercial,
- viii. Alcoholic Beverage Sales Commercial or sale of alcoholic beverages at any full-service restaurant in a location described by Subsection 17.103.030.B,
- ix. Heavy/High Impact Industrial,
- x. Small Scale Transfer and Storage Hazardous Waste Management,
- xi. Industrial Transfer/Storage Hazardous Waste Management,
- xii. Mining and Quarrying Extractive,
- xiii. Special Health Care Civic Activities.
- b. Facilities:
  - i. Drive-Through,
  - ii. Advertising Sign, except when the facility meets the requirements of Section 17.11.090.
- 3. Special Situations. Any project requiring a conditional use permit that involves any of the following situations:
  - a. A project requiring development of an Environmental Impact Report (EIR);
  - b. A single establishment containing a Commercial or Industrial Activity, or portion thereof, which is located in any Residential zone and occupies more than five thousand (5,000) square feet of floor area, except where the proposal involves only the resumption of a nonconforming activity;
  - c. Off-Street Parking Facilities in the C-40, CBD-P, CBD-C, CBD-X, S-2, and D-LM Zones serving fifty (50) or more vehicles;
  - d. Transient Habitation Commercial Activities in the C-40 and C-45 Zones;
  - e. Monopole Telecommunications Facilities in, or within three hundred (300) feet of the boundary of, any Residential or HBX Zone;
  - f. A project in the OS Zone listed as requiring a major conditional use permit in Chapter 17.11;
  - g. A electroplating activity as defined in Section 17.09.040 subject to the provisions of Section 17.102.340;
  - h. A Telecommunications Facility in or within one hundred (100) feet of the boundary of any Residential zone, HBX Zone, or the D-CE-3 or D-CE-4 Zone;
  - i. A Telecommunications Facility whose antennas and equipment are not fully concealed from view within three hundred (300) feet of the boundary of the RH, RD, RM, RU-1, or RU-2 Zones, HBX Zone, or the D-CE-3 or D-CE-4 Zone.
- B. Minor Conditional Use Permit. A minor conditional use permit is a conditional use permit which does not involve any of the purposes listed in Subsection A. of this section.

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**Chapter 17.136 DESIGN REVIEW PROCEDURE**

**Sections:**

17.136.025 Exemptions from design review.

17.136.030 Small project design review.

17.136.038 Special project design review.

17.136.040 Regular design review.

17.136.075 Regulations for demolition or removal of CIX-1A zoned properties, designated historic properties, and potentially designated historic properties.

17.136.130 Limitation on resubmission—Small project design review and Special project design review.

**17.136.025 Exemptions from design review.**

- A. Applicability. A proposal will be exempt from design review if it meets each of the provisions set forth below. All such determinations are final and not appealable:
  - 1. The proposal is limited to one or more of the types of work listed as exempt from design review in Section 17.136.025B;
  - 2. The proposal does not require Regular Design Review, a conditional use permit or variance, pursuant to the zoning regulations of Title 17 of the Oakland Planning Code;
  - 3. The proposal is determined exempt from the California Environmental Quality Act (CEQA);
  - 4. All exterior treatments visually match the existing or historical design of the building; and
  - 5. The proposal will not have a significant effect on the structure's character-defining elements. "Character-defining elements" are those features of design, materials, workmanship, setting, location, and association that identify a structure as representative of its period and contribute to its visual distinction or historical significance.
- B. Definition. The following types of work are exempt from design review, pursuant to all provisions in Section 17.136.025(A):
  - 1. Additions or Alterations.
    - a. Projects not requiring a building permit, except if otherwise specified below;
    - b. Repair or replacement of existing building components in a manner that visually matches the existing or historical design of the structure;
    - c. After notice to the Director of City Planning, demolition or removal of either:
      - i) Structures declared to be unsafe by the Building Official or the City Council. "Unsafe structures" means structures found by the Building Official or the City

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Council, to require immediate issuance of a demolition permit to protect the public health and safety; or

- ii) Structures declared to be a public nuisance by the Building Official or City Council that are not Designated Historic Properties or Potentially Designated Historic Properties.
  - d. Secondary Units of five hundred (500) square feet or less on a lot with only one existing or proposed primary dwelling unit, pursuant to all regulations in Section 17.103.080
  - e. Floor area additions within the existing building envelope not involving the creation of a dwelling unit;
  - f. Except as otherwise specified in Subsection B.1.g for Non-residential Facilities in the D-CO-5, D-CO-6, CIX-1A, CIX-1B, CIX-1C and CIX-1D West Oakland Plan Area CIX-Zones, cumulative additions over a three (3) year period not involving the creation of a dwelling unit that are outside the existing building envelope and equal no more than ten percent (10%) of the total floor area or footprint on site;
  - g. For Non-residential Facilities in the D-CO-5, D-CO-6, CIX-1A, CIX-1B, CIX-1C and CIX-1D West Oakland Plan Area CIX-Zones, cumulative additions over a three (3) year period that are outside the existing building envelope and equal no more than fifty percent (50%) of the total floor area or footprint on site or three thousand (3,000) square feet, whichever is less;
  - h. For Commercial, Civic, or Industrial Facilities and the Non-residential Portions of Mixed-Use Development Projects, any addition or alteration on a roof that does not project above the existing parapet walls; and any addition or alteration not otherwise exempt which is used as a loading dock, recycling area, utility area, or similar open structure addition that is no higher than six (6) feet above finished grade, less than five hundred (500) square feet in floor area or footprint, and is visually screened from neighboring properties; such exemptions shall only be permitted where the proposal conforms with all Buffering regulations in Chapter 17.110 and all Performance Standards in Chapter 17.120;
  - i. Areas of porch, deck or balcony with a surface that is less than thirty (30) inches above finished grade.
2. Signs.
- a. A change of sign face copy or new sign face within an existing Advertisement Sign or a change of sign face copy within Business or Civic Sign structures so long as the structure and framework of the sign remain unchanged and the new sign face duplicates the colors of the original or, in the case of an internally illuminated sign, the letter copy is light in color and the background is dark;
  - b. Installation, alteration or removal of Realty Signs, Development Signs, holiday decorations, displays behind a display window and, except as otherwise provided in Section 17.114.120(C), for mere changes of copy, including cutouts, on Signs which customarily involve periodic changes of copy;
  - c. New or modified Signs conforming to an approved Master Sign Program, pursuant to Section 17.104.070



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3. Other Projects.
  - a. Sidewalk Cafes that have a maximum of five (5) tables and no more than fifteen (15) chairs and/or do not have any permanent structures in the public right of way, pursuant to Section 17.103.090
  - b. Solar Power Production Equipment. The installation of Solar Power Production Equipment is exempt from design review within any zoning district.

**17.136.030 Small project design review.**

- A. Applicability. "Small Project Design Review" shall apply to proposals that do not qualify for an exemption from design review as set forth in Section 17.136.025, or require Special Project Design Review as set forth in Section 17.136.038 or Regular Design Review as either determined by the Director of City Planning or as set forth in Section 17.136.040. "Small Project Design Review" proposals shall meet all of the following provisions:
  1. The proposal is limited to one or more of the types of work listed as a "Small Project" in Section 17.136.030(B);
  2. The proposal does not require a conditional use permit or variance, pursuant to the zoning regulations of Title 17 of the Oakland Planning Code;
  3. The proposal is determined exempt from the California Environmental Quality Act (CEQA);<sup>2</sup> and
  4. The proposal will not have a significant effect on the property's character-defining elements. "Character-defining elements" are those features of design, materials, workmanship, setting, location, and association that identify a property as representative of its period and contribute to its visual distinction or historical significance.
- B. Definition of "Small Project". Small Projects are limited to one or more of the following types of work:
  1. Additions or Alterations.
    - a. Repair or replacement of existing building components in a manner that is compatible with, but not necessarily identical to, the property's existing or historical design;
    - b. Except as otherwise specified in Sections 17.136.025, 17.136.038, and 17.136.040, demolition or removal of structures not involving a Designated Historic Property or Potential Designated Historic Property, on a site where the zoning regulations require design review to alter the exterior appearance of the applicable building facility, regardless of whether the owner intends to create a surface parking lot or a vacant lot pursuant to Section 15.36.080;
    - c. Except as otherwise specified in Section 17.136.038 for Non-residential Facilities in the D-CO-5, D-CO-6, CIX-1A, CIX-1B, CIX-1C and CIX-1D West Oakland Plan Area CIX-Zones, cumulative additions over a three (3) year period not involving the creation of a dwelling unit that are outside the existing building envelope and equal more than ten percent (10%) of the total floor area or footprint on site, but do not

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exceed one thousand (1,000) square feet or one hundred percent (100%) of the total floor area or footprint on site, whichever is less;

- d. Secondary Units of more than five hundred (500) square feet in floor area, but not exceeding nine hundred (900) square feet or fifty percent (50%) of the floor area of the primary dwelling unit, whichever is less, pursuant to all regulations in Section 17.103.080;
  - e. For commercial, civic, or industrial facilities and the non-residential portions of mixed-use development projects, changes to storefronts or street-fronting facades, such as: (i) replacement or construction of doors, windows; bulkheads and nonstructural wall infill, or (ii) restoration of documented historic fabric.
2. Fences, barriers, and similar freestanding walls.
- a. For Residential Zones and Residential Facilities, any fence, barrier, or similar freestanding wall exceeding forty-two (42) inches in height in the front yard and street-side yards, but not exceeding six (6) feet in height, pursuant to Section 17.108.140;
  - b. For Commercial Zones, Industrial Zones, and S-1, S-2, S-3, ~~and S-15,~~ and D-CO-1 Zones, any fence, barrier, or similar freestanding wall exceeding eight (8) feet in height within ten (10) feet of any abutting property in a Residential zone, but not exceeding ten (10) feet in height, pursuant to Section 17.108.140.
3. Signs.
- a. New or modified Signs, excluding Signs requiring Regular Design Review, Conditional Use Permit or Variance, pursuant to the zoning regulations of Title 17 of the Oakland Planning Code; and Signs conforming to an approved Master Sign Program, pursuant to Section 17.104.070;
  - b. New or modified awnings or other similar facilities;
  - c. Color changes to Signs, awnings or other similar facilities;
  - d. Installation of flags or banners having any permanent structure within the public right of way, pursuant to the same regulations for sidewalk cafes in Section 17.103.090.B.
- C. Procedures for Consideration—Small Project Design Review. The Director of City Planning may, at his or her discretion, consider an application for small project design review according to the following Three-Track process, or if additional consideration is required, determine that the proposal shall be reviewed according to the regular design review procedure in Section 17.136.040.
- 1. Track One Procedure—Small Project Design Review Proposals Not Involving a Local Register Property; or an Upper-Story Addition requiring the Track Three review procedure pursuant to Subsection C.3.:
    - a. The Director of City Planning, or his or her designee, shall determine whether the proposal meets the requirements for small project design review as set forth in this Section.
    - b. Decision by the Director of City Planning. The Director, or his or her designee, may approve or disapprove a Track Two proposal determined eligible for small project

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design review and may require such changes therein or impose such reasonable conditions of approval as are in his or her judgment necessary to ensure conformity to the applicable small project design review criteria in Section 17.136.035.

- c. The decision by the Director, or his or her designee, shall be final immediately and not appealable.
2. Track Two Procedure—Small Project Design Review Proposals Involving a Local Register Property:
  - a. The Director of City Planning, in concert with the City of Oakland's Historic Preservation staff, shall determine whether a proposed addition or alteration involving a Local Register Property will have a significant effect on the property's character-defining elements. "Character-defining elements" are those features of design, materials, workmanship, setting, location, and association that identify a property as representative of its period and contribute to its visual distinction or historical significance. Any proposed addition or alteration determined to have a significant effect on a Local Register Property's character-defining elements shall be reviewed instead according to the regular design review procedure in Section 17.136.040. Any proposed addition involving an upper-story addition of more than two hundred fifty (250) square feet in floor area or footprint to a One- or Two-Family Residential Facility or to any Building Facility in the HBX, D-CE-3, or D-CE-4 Zones that is determined eligible for small project design review and to not have a significant effect on the property's character-defining elements, shall be reviewed according to the Track Three procedure in Subsection 17.136.030.C.3.
  - b. Decision by the Director of City Planning. The Director, or his or her designee, may approve or disapprove a Track Two proposal determined eligible for small project design review and may require such changes therein or impose such reasonable conditions of approval as are in his or her judgment necessary to ensure conformity to the applicable small project design review criteria in Section 17.136.035
  - c. The decision by the Director, or his or her designee, shall be final immediately and not appealable.
3. Track Three Procedure—Small Project Design Review Proposals Involving an Upper-Story Addition of More than Two Hundred Fifty (250) Square Feet in Floor Area or Footprint to a One- or Two-Family Residential Facility or an over eight (8) foot increase in the height of any Building Facility in the HBX Zones, not including allowed projections above the height limits listed in Section 17.108.030.
  - a. The Director of City Planning, or his or her designee, shall determine whether the proposal meets the requirements for small project design review as set forth in this section.
  - b. At the time of small project design review application, the owner of the affected property, or his or her authorized agent, shall obtain from the City Planning Department, a list of names and mailing addresses of all persons shown on the last available equalized assessment roll as owning the City of Oakland lot or lots adjacent to the project site and directly across the street abutting the project site; a

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notice poster to install on the project site; and a Notice to Neighboring Property Owners form which includes the project description and contact information.

- c. Prior to the subject application being deemed complete, the applicant shall install the notice poster provided at the time of application at a location on the project site that is clearly visible from the street, alley, or private way providing access to the subject lot; and provide by certified mail or delivery to all persons shown on the last available equalized assessment roll as owning the City of Oakland lot or lots adjacent to the project site and directly across the street abutting the project site, a copy of the completed project notice form, as well as a set of reduced plans (consisting of at least a site plan and building elevations that show all proposed exterior work).
- d. All required posting of the site and notification of adjacent and across the street property owners shall be completed by the project applicant not less than ten (10) days prior to the earliest date for final decision on the application. During the required noticing period, the Planning Department shall receive and consider comments from any interested party, as well as accept requests for a meeting with City Planning staff.
- e. Decision by the Director of City Planning. Prior to final decision, City Planning staff shall hold a single meeting with interested parties whenever such a meeting request is received in writing by the Planning Department during the small project design review comment period. Following any such meeting with interested parties, the Director, or his or her designee, may approve or disapprove a Track Three proposal determined eligible for small project design review and may require such changes therein or impose such reasonable conditions of approval as are in his or her judgment necessary to ensure conformity to the applicable small project design review criteria in Section 17.136.035.
- f. The decision by the Director, or his or her designee, shall be final immediately and not appealable.

**17.136.038 Special project design review.**

- A. Applicability. "Special Project Design Review" shall apply to Non-residential Facilities in the D-CO-5, D-CO-6, CIX-1A, CIX-1B, CIX-1C and CIX-1D ~~West Oakland Plan Area CIX Zones~~ that require design review pursuant to the zoning regulations of Title 17 of the Oakland Planning Code, but do not qualify for design review exemption as set forth in Section 17.136.025 or Small project design review as set forth in Section 17.136.030; or require Regular Design Review as either determined by the Director of City Planning or as set forth in Chapter 17.73.

"Special Project Design Review" proposals shall meet all of the following provisions:

- 1. The proposal is limited to one or more of the types of work listed as a "Special Project" in Section 17.136.038(B);
- 2. The proposal does not require a conditional use permit or variance, pursuant to the zoning regulations of Title 17 of the Oakland Planning Code;
- 3. The proposal is determined exempt from the California Environmental Quality Act (CEQA). and

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4. The proposal does not involve the demolition or removal of structures on a site in the CIX-1A Zone as specified in Section 17.136.075, regardless of whether the owner intends to create a surface parking lot or a vacant lot pursuant to Section 15.36.080.
- B. Definition of "Special Project". Special Projects are limited to one or more of the following types of work:
1. Cumulative additions to Non-residential Facilities in the D-CO-5, D-CO-6, ~~West Oakland Plan Area~~ CIX-1A, CIX-1B, CIX-1C, and CIX-1D Zones over a three (3) year period that are outside the existing building envelope and exceed three thousand (3,000) square feet or fifty percent (50%) of the total floor area or footprint on site, whichever is less;
  2. New construction of principal Non-residential Facilities in the D-CO-5, D-CO-6, CIX-1A, CIX-1B, CIX-1C, and CIX-1D Zones.
- C. Procedures for Consideration—Special Project Design Review. The Director of City Planning shall consider an application for Special project design review according to the following Two-Track process, or if additional consideration is required, determine that the proposal shall be reviewed instead according to the Regular design review procedure in Section 17.136.040.
1. Track One Procedure—Special Project Design Review Proposals Not Involving a Local Register Property:
    - a. The Director of City Planning, or his or her designee, shall determine whether the proposal meets the requirements for Special project design review as set forth in this section.
    - b. At the time of Special project design review application, the owner of the affected property, or his or her authorized agent, shall obtain from the City Planning Department, a list of names and mailing addresses of all persons shown on the last available equalized assessment roll as owning the City of Oakland lot or lots adjacent to the project site and directly across the street abutting the project site; a notice poster to install on the project site; and a Notice to Neighboring Property Owners form which includes the project description and contact information.
    - c. Prior to the subject application being deemed complete, the applicant shall install the notice poster provided at the time of application at a location on the project site that is clearly visible from the street, alley, or private way providing access to the subject lot; and provide by certified mail or delivery to all persons shown on the last available equalized assessment roll as owning the City of Oakland lot or lots adjacent to the project site and directly across the street abutting the project site, a copy of the completed project notice form, as well as a set of reduced plans (consisting of at least a site plan and building elevations that show all proposed exterior work).
    - d. All required posting of the site and notification of adjacent and across the street property owners shall be completed by the project applicant not less than ten (10) days prior to the earliest date for final decision on the application. During the required noticing period, the Planning Department shall receive and consider comments from any interested party.

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- e. Decision by the Director of City Planning. The Director, or his or her designee, may approve or disapprove a Track One proposal determined eligible for Special project design review and may require such changes therein or impose such reasonable conditions of approval as are in his or her judgment necessary to ensure conformity to the applicable Special project design review criteria in Section 17.136.038(D).
- f. The decision by the Director, or his or her designee, shall be final immediately and not appealable.
- 2. Track Two Procedure—Special Project Design Review Proposals Involving a Local Register Property:
  - a. The Director of City Planning, in concert with the City of Oakland's Historic Preservation staff, shall determine whether a proposal involving a Local Register Property will have a significant effect on the property's character-defining elements. "Character-defining elements" are those features of design, materials, workmanship, setting, location, and association that identify a property as representative of its period and contribute to its visual distinction or historical significance. Any proposal determined to have a significant effect on a Local Register Property's character-defining elements shall be reviewed instead according to the Regular design review procedure in Section 17.136.040.
  - b. At the time of Special project design review application, the owner of the affected property, or his or her authorized agent, shall obtain from the City Planning Department, a list of names and mailing addresses of all persons shown on the last available equalized assessment roll as owning the City of Oakland lot or lots adjacent to the project site and directly across the street abutting the project site; a notice poster to install on the project site; and a Notice to Neighboring Property Owners form which includes the project description and contact information.
  - c. Prior to the subject application being deemed complete, the applicant shall install the notice poster provided at the time of application at a location on the project site that is clearly visible from the street, alley, or private way providing access to the subject lot; and provide by certified mail or delivery to all persons shown on the last available equalized assessment roll as owning the City of Oakland lot or lots adjacent to the project site and directly across the street abutting the project site, a copy of the completed project notice form, as well as a set of reduced plans (consisting of at least a site plan and building elevations that show all proposed exterior work).
  - d. All required posting of the site and notification of adjacent and across the street property owners shall be completed by the project applicant not less than ten (10) days prior to the earliest date for final decision on the application. During the required noticing period, the Planning Department shall receive and consider comments from any interested party.
  - e. Decision by the Director of City Planning. The Director, or his or her designee, may approve or disapprove a Track Two proposal determined eligible for Special project design review and may require such changes therein or impose such reasonable conditions of approval as are in his or her judgment necessary to ensure conformity to the applicable Special project design review criteria in Section 17.136.038(D).

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- f. The decision by the Director, or his or her designee, shall be final immediately and not appealable.
- D. Design Review Criteria—Special Project Design Review. A Special project design review approval shall be granted for proposals that conform with the adopted checklist criteria for Non-residential Facilities in the Coliseum Specific Plan Area D-CO-5 and D-CO-6 Zones or West Oakland Specific Plan Area CIX-1A, CIX-1B, CIX-1C and CIX-1D CIX-Zones, as may be amended, based on applicable design review guidelines or criteria which have been adopted by the Planning Commission or City Council as part of the Coliseum Area Specific Plan or the West Oakland Specific Plan.

**17.136.040 Regular design review.**

- A. Applicability. "Regular design review" shall apply to proposals that require design review pursuant to the zoning regulations of Title 17 of the Oakland Planning Code, but do not qualify for a design review exemption as set forth in Section 17.136.025, small project design review as set forth in Section 17.136.030, or special project design review as set forth in Section 17.136.038. Except as otherwise specified in Section 17.136.038 for Non-residential Facilities in the D-CO-5, D-CO-6, CIX-1A, CIX-1B, CIX-1C and CIX-1D ~~West Oakland Plan Area CIX-Zones~~, projects requiring regular design review include, but are not limited to, the following types of work:
  1. Any proposal involving one or more of the facility, activity, building, structure, or development types that require design review pursuant to the zoning regulations of Title 17 of the Oakland Planning Code, but does not qualify for a design review exemption as set forth in Section 17.136.025, small project design review as set forth in Section 17.136.030, or special project design review as set forth in Section 17.136.038;
  2. Any construction, addition or alteration of structures requiring a conditional use permit or variance, pursuant to the zoning regulations of Title 17 of the Oakland Planning Code;
  3. New construction of one (1) or two (2) dwelling units, other than a secondary unit;
  4. New construction of three (3) or more dwelling units, or adding units to a property for a total of three (3) or more dwelling units on site;
  5. New construction of principal facilities in the HBX or D-CE Zones;
  6. The creation of any new HBX work/live unit or HBX live/work unit (see Sections 17.65.160 and 17.65.170); ~~or the creation of any new D-CE work/live unit or D-CE live/work unit (see Sections 17.101E.070 and 17.101E.080);~~ or the creation of any new CIX, IG, or IO work/live unit (see Section 17.73.040). This requirement shall apply for both: a) conversions of existing facilities to contain either of these unit types, and b) the construction of new buildings that contain either of these unit types;
  7. Cumulative additions over a three (3) year period not involving the creation of a dwelling unit that are outside the existing building envelope and exceed one thousand (1,000) square feet or one hundred percent (100%) of the total floor area or footprint on site, whichever is less;

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8. Exceptions to the parking accommodation requirements for one- and two-family Residential Facilities in Section 17.116.075;
  9. New or modified Signs not qualifying for a design review exemption as set forth in Section 17.136.025 or small project design review as set forth in Section 17.136.030;
  10. Proposals for new or modified Telecommunications Facilities, pursuant to Chapter 17.128, but excluding those alterations to existing Telecommunications Facilities listed as a Small Project in Subsection 17.136.030.B.;
  11. Demolition or removal of any structure, or portion thereof, where the replacement project requires Regular Design Review, Conditional Use Permit or Variance;
  12. Demolition or removal of any ~~structure in the CIX-1A Zone~~, Designated Historic Property (DHP), ~~or~~ Potential Designated Historic Property (PDHP), or structure in the CIX-1A Zone pursuant to Section 17.136.075.
- B. Pre-Application Review—Regular Design Review. Prior to application for regular design review, any applicant or his or her representative seeking early project feedback may submit for a pre-application review of the proposal by a representative of the City Planning Department. For projects of a larger scale or involving a significant policy issue, the Director of City Planning may, at his or her discretion, request that an applicant or his or her representative submit for a pre-application review of the proposal. During a pre-application review, the City representative will provide information about applicable design review criteria and pertinent procedures, including the opportunity for advice from outside design professionals. Where appropriate the City representative may also informally discuss possible design solutions, point out potential neighborhood concerns, and mention local organizations which the applicant is encouraged to contact before finalizing the proposal.
- C. Procedure for Consideration of Regular Design Review Proposals which Involve an Initial Decision by the Director of City Planning—Decisions Not Ultimately Appealable to City Council.
1. Decision by the Director of City Planning. An application for regular design review that is not referred to the City Planning Commission for initial decision as specified in Section 17.136.040(D) shall be considered by the Director of City Planning.
  2. Notification Procedures. Notice shall be given by posting an enlarged notice at a location on the project site that is clearly visible from the street, alley, or private way providing access to the subject lot. Notice shall also be given by mail or delivery to all persons shown on the last available equalized assessment roll as owning real property in the City within three hundred (300) feet of the project site; provided, however, that failure to send notice to any such owner where his or her address is not shown in said records shall not invalidate the affected proceedings. All such notices shall be given not less than seventeen (17) days prior to the date set for decision on the application by the Director. During the required noticing period, the planning department shall receive and consider comments from any interested party.
  3. The Director or the applicant may seek the advice of outside design professionals. Any interested party must enter into the record any issues and/or evidence to the Director prior to the close of the written public comment period for his or her consideration; failure to do so will preclude the party from raising such issues during the appeal hearing and/or in court. The Director shall determine whether the proposal conforms to the applicable design review criteria, and may approve or disapprove the proposal or



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require such changes therein or impose such reasonable conditions of approval as are in his or her judgment necessary to ensure conformity to said criteria.

4. Finality of Decision. A decision by the Director shall become final ten (10) calendar days after the date of initial decision unless appealed to the City Planning Commission or the Commission's Residential Appeals Committee in accordance with Section 17.136.080. Any party seeking to appeal the determination will be limited to issues and/or evidence presented to the Director prior to the close of the written public comment period. In the event that the last date of appeal falls on a weekend or holiday when City offices are closed, the next date such offices are open for business shall be the last date of appeal. Appeals considered by the City Planning Commission or the Commission's Residential Appeals Committee under the procedures specified in Section 17.136.080 shall be final immediately and are not ultimately appealable to the City Council.
- D. Procedure for Consideration of Regular Design Review Proposals which Involve an Initial Decision by the City Planning Commission—Decisions Ultimately Appealable to City Council.
1. Decision by the City Planning Commission. The Director of City Planning may, at his or her discretion, refer an application for regular design review to the City Planning Commission for an initial decision rather than acting on it himself or herself. In this case, the application shall still be considered a minor permit, but shall be processed according to the procedure in this Subsection. In these instances, any other minor permits associated with the application shall be considered concurrently by the Planning Commission, pursuant to Section 17.130.090. However, if the project involves a major variance or major conditional use permit; requires an Environmental Impact Report (EIR); or results in twenty-five thousand (25,000) square feet or more of new nonresidential floor area and is located in any zone other than the R-80, CBD-R, CBD-P (when not combined with the S-7 Zone), CBD-C, CBD-X, S-2, D-LM, D-CO, or S-15 Zones, the Director of City Planning shall refer the application to the City Planning Commission for an initial decision rather than acting on it himself or herself.
  2. Notification Procedures. Notice shall be given by posting an enlarged notice at a location on the project site that is clearly visible from the street, alley, or private way providing access to the subject lot. Notice shall also be given by mail or delivery to all persons shown on the last available equalized assessment roll as owning real property in the City within three hundred (300) feet of the project site; provided, however, that failure to send notice to any such owner where his or her address is not shown in said records shall not invalidate the affected proceedings. All such notices shall be given not less than seventeen (17) days prior to the date set for a hearing before the Commission. During the required noticing period, the planning department shall receive and consider comments from any interested party.
  3. The Planning Commission may seek the advice of outside design professionals. While the hearing is open, any interested party must enter into the record any issues and/or oral, written, and/or documentary evidence to the Commission for its consideration; failure to do so will preclude the party from raising such issues and/or evidence during the appeal hearing and/or in court. The Commission shall determine whether the proposal conforms to the applicable design review criteria, and may approve or disapprove the proposal or require such changes therein or impose such reasonable

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conditions of approval as are in his or her or its judgment necessary to ensure conformity to said criteria.

4. Finality of Decision. The initial decision of the Planning Commission shall become final ten (10) days after the date of decision unless appealed to the City Council in accordance with Section 17.136.090. Any party seeking to appeal the determination will be limited to issues and/or evidence presented to the Commission prior to the close of the Commission's public hearing on the matter, in accordance with the above procedures. In the event that the last day of appeal falls on a weekend or holiday when City offices are closed, the next date such offices are open for business shall be the last date of appeal.
- E. Alternative Notification Procedures. If the conditions as set forth in Section 17.130.020 apply, alternative notification procedures discussed therein may replace or supplement the procedures set forth in subsections C and D of this section.

**17.136.075 Regulations for demolition or removal of CIX-1A zoned properties, designated historic properties, and potentially designated historic properties.**

- A. With the exception of structures declared to be a public nuisance by the Building Official or City Council, Regular Design Review of the demolition or removal of a Designated Historic Property (DHP) or Potentially Designated Historic Property (PDHP) shall only be approved after the Regular Design Review of a replacement project at the subject site has been approved; however, demolition of nuisance structures must still undergo Regular Design Review for demolition as required by this chapter.
- B. Regular Design Review approval for the demolition or removal of any Landmark, Heritage Property, structure rated "A" or "B" by the Oakland Cultural Heritage Survey, and structure on the City's Preservation Study List that are not in an S-7 or S-20 zone or Area of Primary Importance (API) as determined by the Oakland Cultural Heritage Survey may be granted only if the proposal conforms to the regular design review criteria, all other applicable design review criteria, and the following additional criteria:
  1. The applicant demonstrates that: a) the existing property has no reasonable use or cannot generate a reasonable economic return and that the development replacing it will provide such use or generate such return, or b) the applicant demonstrates that the structure constitutes a hazard and is economically infeasible to rehabilitate on its present site. For this finding, a hazard constitutes a threat to health and safety that is not immediate;
  2. If a replacement facility is required by Subsection 17.136.075.A., the design quality of the replacement facility is equal or superior to that of the existing facility; and
  3. It is economically, functionally architecturally, or structurally infeasible to incorporate the historic structure into the proposed development.
- C. Regular Design Review Approval for the demolition or removal of any structure in the CIX-1A Zone, or an S-7 or S-20 Zone or Area of Primary Importance (API) as determined by the Oakland Cultural Heritage Survey may be granted only if the proposal conforms to the general design review criteria, all other applicable design review criteria, and the following additional criteria:

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1. For the demolition of structures ~~Non-residential Facilities~~ in the ~~West Oakland Plan Area~~ CIX-1A Zone, or contributors to an S-7 or S-20 Zone or API:
  - a. The applicant demonstrates that: i) the existing property has no reasonable use or cannot generate a reasonable economic return and that the development replacing it will provide such use or generates such return, or ii) the applicant demonstrates that the structure constitutes a hazard and is economically infeasible to rehabilitate on its present site. For this criterion, a hazard constitutes a threat to health and safety that is not immediate; and
  - b. It is economically, functionally, architecturally, or structurally infeasible to incorporate the historic structure, or existing structure in the CIX-1A Zone, into the proposed development.
2. For the demolition of noncontributors to an S-7 Zone, S-20 Zone, or API: The existing structure is either: i) seriously deteriorated or a hazard, or ii) the existing design is undistinguished and does not warrant retention. For this finding, a hazard constitutes a threat to health and safety that is not immediate;
3. For the demolition of any structure in an S-7 zone, S-20 Zone or API:
  - a. The design quality of the replacement structure is equal/superior to that of the existing structure; and
  - b. The design of the replacement project is compatible with the character of the district, and there is no erosion of design quality at the replacement project site and in the surrounding area. This includes, but is not necessarily limited to, the following additional findings:
    - i. The replacement project is compatible with the district in terms of massing, siting, rhythm, composition, patterns of openings, quality of material, and intensity of detailing;
    - ii. New street frontage includes forms that reflect the widths and rhythm of the facades on the street and entrances that reflect the patterns on the street;
    - iii. The replacement project provides high visual interest that either reflects the level and quality of visual interest of the district contributors or otherwise enhances the visual interest of the district;
    - iv. If the design contrasts the new to the historic character, the replacement project enriches the historic character of the district;
    - v. The replacement project is consistent with the visual cohesiveness of the district. For the purpose of this item, visual cohesiveness is the architectural character, the sum of all visual aspects, features, and materials that defines the district. A new structure contributes to the visual cohesiveness of a district if it relates to the design characteristics of a historic district. New construction may do so by drawing upon some basic building features, such as the way in which a building is located on its site, the manner in which it relates to the street, its basic mass, form, direction or orientation (horizontal vs. vertical), recesses and projections, quality of materials, patterns of openings and level of detailing. When a combination of some of these design variables are arranged in a new building to relate to those seen traditionally in the area, but

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integral to the design and character of the proposed new construction, visual cohesiveness results; and

- vi. The replacement project will not cause the district to lose its current historic status.
- D. Regular Design Review Approval for the demolition or removal of any structure rated "C" by the ~~by the~~ Oakland Cultural Heritage Survey or contributes to an Area of Secondary Importance (ASI) as determined by the Oakland Cultural Heritage Survey may be granted only if the proposal conforms to the general design review criteria, all other applicable design review criteria, and to either: 1., 2., or 3., below:
  - 1. The design quality of the proposed replacement project is at least equal to that of the original structure and the proposed replacement project is compatible with the character of the neighborhood; or
  - 2. The public benefits of the proposed replacement project outweigh the benefit of retaining the original structure and the proposed replacement project is compatible with the character of the neighborhood; or
  - 3. The existing design is undistinguished and does not warrant retention and the proposed design is compatible with the character of the neighborhood.
- E. For proposals that have received Design Review approval pursuant to this section, the issuance of a demolition permit for any structure or portion thereof may be postponed by the Director of City Planning for a period not to exceed one hundred twenty (120) days from the date of application for such permit. The Director may do so upon determination that the structure or portion thereof is listed as a Local Register Property, or is on a study list of facilities under serious study by the Landmarks Preservation Advisory Board, the City Planning Commission, or the Director, for possible landmark designation under Section 17.136.070 or for other appropriate action to preserve it. During the period of postponement the Board, the Commission, or the Director shall explore means for preserving or restoring the structure or portion thereof. However, demolition may not be postponed under this section if, after notice to the Director of City Planning, the Building Services Department, the Housing Conservation Division, their respective appeals boards, or the City Council determines that immediate demolition is necessary to protect the public health or safety. Any determination made by the Director of City Planning under this section may be appealed pursuant to the administrative appeal procedure in Chapter 17.132.

**17.136.130 Limitation on resubmission—Small project design review and Special project design review.**

Whenever an application for small project design review or special project design review has been denied by the Director of City Planning, no small project design review application or special project design review application for essentially the same proposal affecting the same property, or any portion thereof, shall be filed within one (1) year after the date of denial; provided, however, that such proposal may be resubmitted as an application for regular design review.

The limitation of this section on resubmitting an application for small project design review or special project design review shall not apply in instances where the applicant can show, on the face of any subsequent application, changed circumstances sufficient to justify

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reconsideration of denial of the original application for small project design review or special project design review. Applications pursuant to this section shall be considered by the Director of City Planning. A determination by the Director shall become final ten (10) calendar days after the date of decision unless appealed to the City Planning Commission. In event the last date of appeal falls on a weekend or holiday when City offices are closed, the next date such offices are open for business shall be the last date of appeal. Any such decision by the Planning Commission shall be final.

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**Chapter 17.142 MINI-LOT AND PLANNED UNIT DEVELOPMENT REGULATIONS**

**Sections:**

Article III - Planned Unit Developments

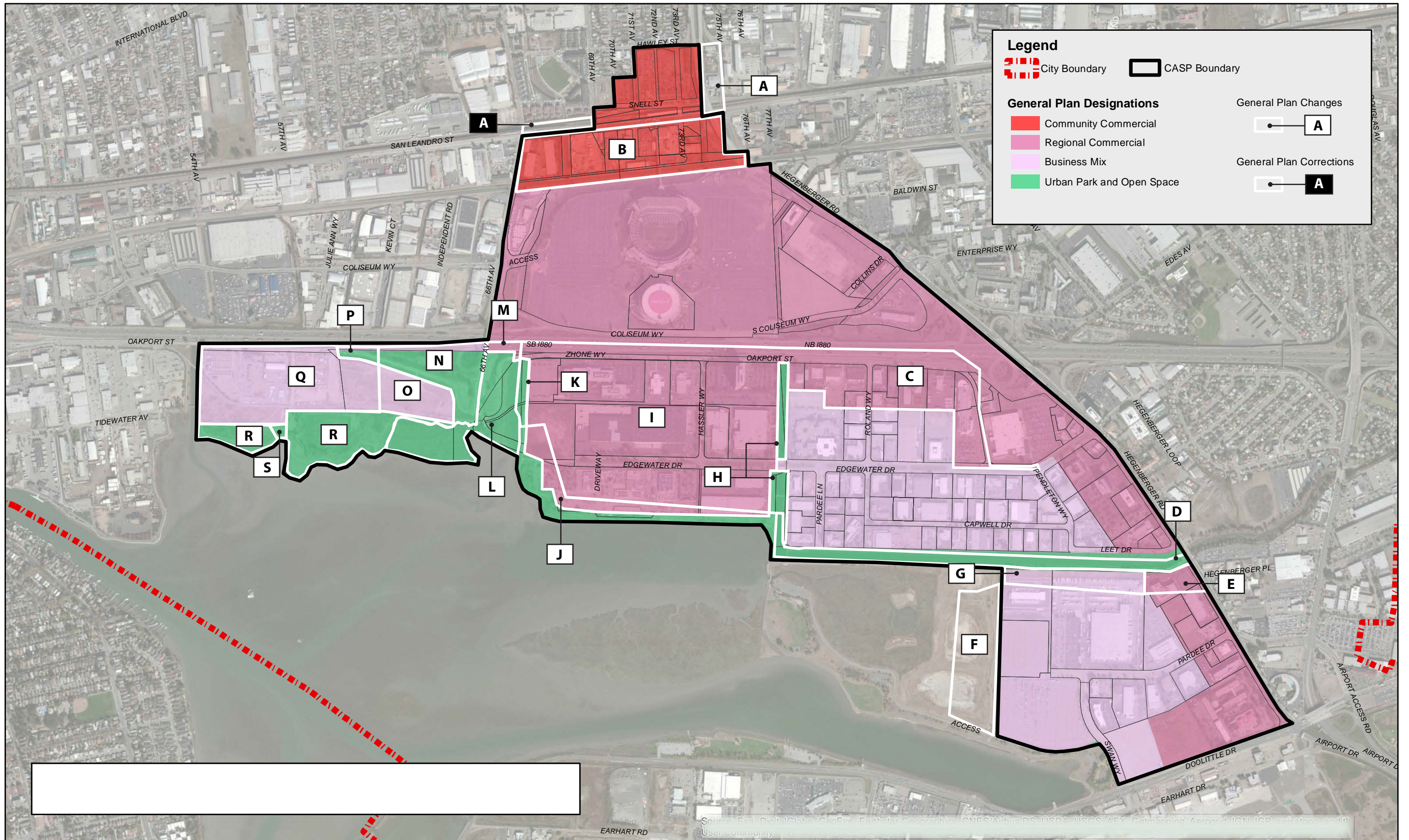
**Article III Planned Unit Developments**

17.142.080 Zones in which bonuses may be granted.

**17.142.080 Zones in which bonuses may be granted.**

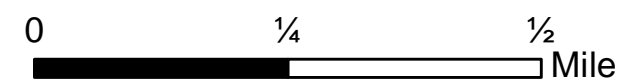
The bonuses set forth in Section 17.142.100 may, upon approval pursuant thereto and except as otherwise specified therein, be permitted for a planned unit development in any residential or commercial zone or in the S-1, S-2 ~~or S-15~~, or D-CO-1 Zones.



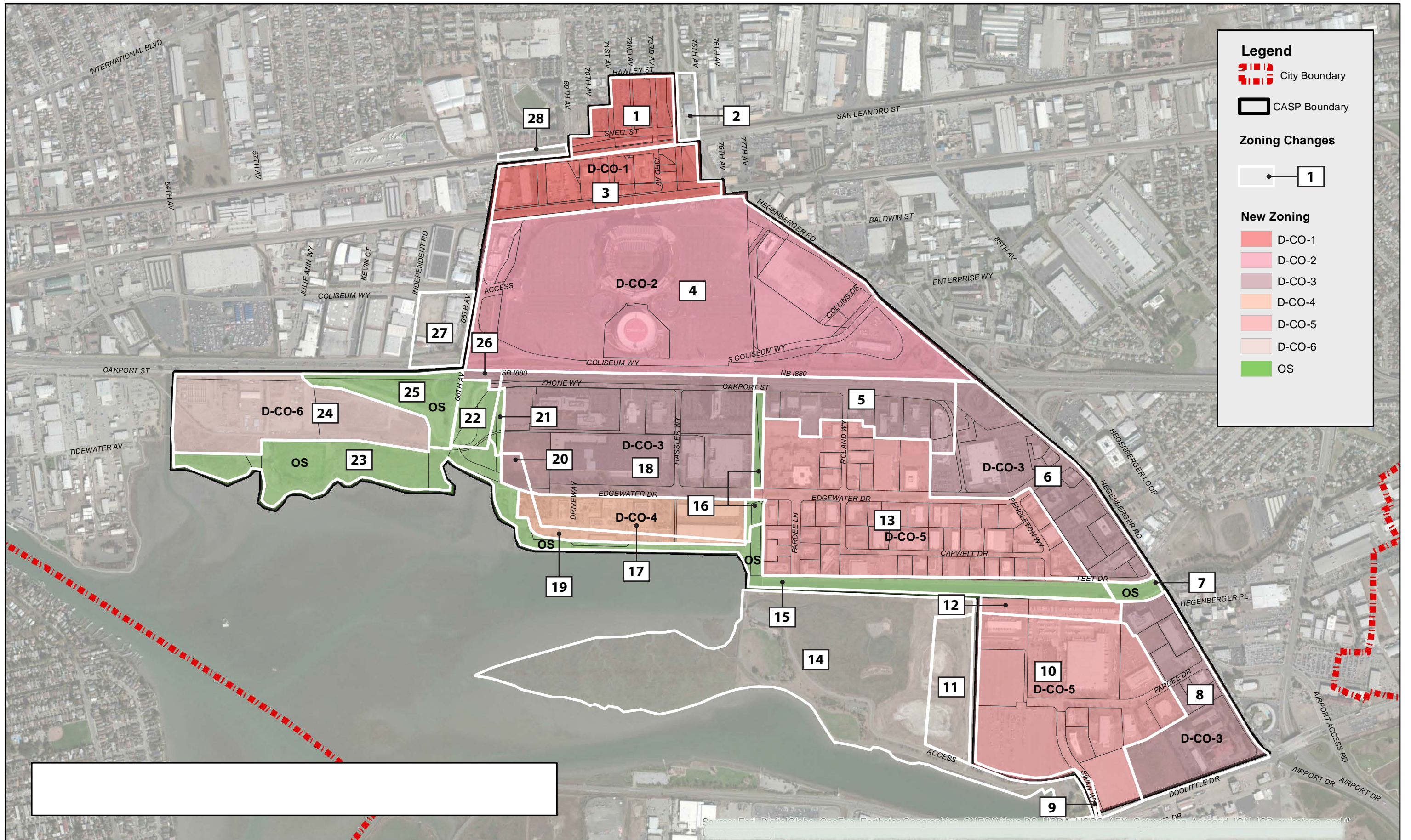


**COLISEUM AREA SPECIFIC PLAN**  
**Figure 4.9-6: Proposed General Plan Amendments**

Attachment C to 3/4/15 PC







**COLISEUM SPECIFIC AREA PLAN**  
**Figure 4.9-7: Proposed Zoning Code Amendments**

Attachment C to 3/4/15 PC





Attachment C. to 3/4/15 Planning Commission  
Coliseum Area Specific Plan—Proposed General Plan and Zoning Changes – 2.25.15

	<b>Table 7.1. Coliseum Area Proposed General Plan Amendments</b>
<b>ID</b>	<b>General Plan Changes</b>
A	Existing GP: Business Mix Proposed GP: Community Commercial
B	Existing GP: Regional Commercial Proposed GP: Community Commercial
C	Existing GP: Business Mix Proposed GP: Regional Commercial
D	Existing GP: None Proposed GP: Urban Park and Open Space
E	Existing GP: Urban Park and Open Space Proposed GP: Regional Commercial
F	Existing GP: Business Mix Existing GP: Urban Park and Open Space
G	Existing GP: Urban Park and Open Space Proposed GP: Business Mix
H	Existing GP: Business Mix Proposed GP: Urban Park and Open Space
I	Existing GP: Business Mix Proposed GP: Regional Commercial
J	Existing GP: Urban Park and Open Space Proposed GP: Regional Commercial
K	Existing GP: Business Mix Proposed GP: Urban Park and Open Space
L	Existing GP: None Proposed GP: Urban Park and Open Space
M	Existing GP: None Proposed GP: Regional Commercial
N	Existing GP: EPP General Commercial 2 Proposed GP: Urban Park and Open Space
O	Existing GP: EPP General Commercial 2 Proposed GP: Business Mix
P	Existing GP: EPP Light Industrial 3 Proposed GP: Urban Park and Open Space
Q	Existing GP: EPP Light Industrial 3 Proposed GP: Business Mix
R	Existing GP: EPP Parks Proposed GP: Urban Park and Open Space
S	Existing GP: EPP Light Industrial 3 Proposed GP: Urban Park and Open Space
	<b>General Plan Correction</b>
A	Existing GP: General Industrial GP Correction: Community Commercial

	<b>Table 7.2. Coliseum Area Proposed Zoning Amendments</b>	
<b>ID</b>	<b>Zoning Changes</b>	<b>Acres</b>
1	Existing Zoning: S-15 Proposed Zoning: D-CO-1	17
2	Existing Zoning: CIX-2 Proposed Zoning: D-CO-1	4
3	Existing Zoning: CR-1 Proposed Zoning: D-CO-1	34
4	Existing Zoning: CR-1 Proposed Zoning: D-CO-2	191
5	Existing Zoning: IO Proposed Zoning: D-CO-3	31
6	Existing Zoning: CR-1 Proposed Zoning: D-CO-3	50
7	Existing Zoning: CR-1 Proposed Zoning: OS	3
8	Existing Zoning: CR-1 Proposed Zoning: D-CO-3	40
9	Existing Zoning: M-40 Proposed Zoning: D-CO-5	1
10	Existing Zoning: CIX-2 Proposed Zoning: D-CO-5	84
11	Existing Zoning: CIX-2 Proposed Zoning: OS	17
12	Existing Zoning: M-40 Proposed Zoning: D-CO-5	8
13	Existing Zoning: IO Proposed Zoning: D-CO-5	105
14	Existing Zoning: M-40 Proposed Zoning: OS ( )	128
15	Existing Zoning: M-40 Proposed Zoning: OS	18
16	Existing Zoning: IO Proposed Zoning: OS	4
17	Existing Zoning: IO Proposed Zoning: D-CO-4	22
18	Existing Zoning: IO Proposed Zoning: D-CO-3	88
19	Existing Zoning: M-40 Proposed Zoning: D-CO-4	7
20	Existing Zoning: M-40 Proposed Zoning: D-CO-3	2
21	Existing Zoning: IO Proposed Zoning: OS	2
22	Existing Zoning: CIX-2 Proposed Zoning: OS	7
23	Existing Zoning: M-40 Proposed Zoning: OS	44
24	Existing Zoning: M-40 Proposed Zoning: D-CO-6	45
25	Existing Zoning: M-40 Proposed Zoning: OS	15
26	Existing Zoning: CIX-2 Proposed Zoning: D-CO-3	1
27	Existing Zoning: CIX-2 Proposed Zoning: CIX-1	11
28	Existing Zoning: S-15 Proposed Zoning: D-CO-1	2

# ATTACHMENT D

## PARKS, RECREATION AND HISTORICAL COMMISSION

Alameda County Administration Building  
224 West Winton Avenue, Room 111  
Hayward, CA 94544  
(510) 670-5400

October 17, 2014

City of Oakland Planning Commission  
250 Frank H. Ogawa Plaza, Suite 3315  
Oakland, CA 94612

Received at  
Planning Commission

Hearing Date March 4, 2015

Case # \_\_\_\_\_

Item # 3

**RE: Comments on the Coliseum Area Specific Plan and Draft EIR ZS13-103 and ER13-0004**

Dear Planning Commissioners,

The Alameda County Parks Recreation and Historical Commission (PRHC) is an advisory body to the Alameda County Board of Supervisors. Given the project would involve land currently owned by Alameda County and has implications for both historic and recreational resources within the County; the Commission has decided to weigh in on this matter and would like to submit our comments for the record.

First, the Commissioners of the PRHC would like to acknowledge the comments submitted by the Oakland Heritage Alliance (OHA) and Alison Finley, their President. The OHA comments are attached for reference.

Secondly, we refer to 4.4-9 of the Coliseum Area Specific Plan-Draft EIR the last paragraph that defines the Oakland Coliseum Complex which states, "The Oakland City Planning Department's Oakland Cultural Heritage Survey (OCHS) rates the Oakland Coliseum as "A" (Highest Importance) and the Arena as "B +" (Major Importance). The buildings are also rates as "1+", which means they are contributing structures to an Area of Primary Importance (i.e., the Coliseum complex). Therefore, the Oakland Coliseum, the Arena and the Complex as a whole are on the Oakland's Local Register of Historical Resources (Historic Preservation Element Policy 3.8) and are considered historical resources under CEQA. (Also, see 4.4-31 first paragraph).

Questions/Comments regarding Historic status:

The Oakland Coliseum, Arena, and related structures being of historic significance should be considered for rehabilitation rather than demolition. The current reality of the MLB Oakland A's being the only long term tenant (the NBA Warriors moving to S.F. and the NFL Oakland Raiders threatening to move) it would be more cost effective to rehabilitate the current structures than build three new venues and hope to attract other professional teams. Also, per 4.4-31 (fourth paragraph, last sentence) the demolition of this historical resource is considered a significant impact. According to Planning Code Section 17.136.075(B) and (C) demolition requires a Design Review. Approval may be granted only if the proposal conforms to the general design review criteria. The Parks, Recreation and Historic Commission are encouraged to protect our historic buildings and that includes the Oakland Coliseum. This is a historic resource for the City of Oakland, the County of Alameda and should be given full and complete historical significance.

Questions/Comments regarding parkland:

The full build out of the proposed 5,750 residential units necessitates the need for more parkland for active recreation; this is a significant impact. Using the latest census of Oakland, we find that the average number of persons per household is 2.50 person per household, and we suspect that it is higher in East Oakland. Using the 2.50 persons we arrive at 14,375 persons living in this project at completion. In the 1996 City of Oakland Open Space, Conservation, and Recreation Element (OSCAR) a standard of 4 acres per 1,000 people was established (4.12-6 paragraph 3). The OSCAR element was founded on the principle that a park should be available within walking distance of every Oakland resident. Additionally many of the housing units are in multi-story units that would not even provide a backyard for an occupant to use. No person should have to travel too far from home to gain access to recreational services (4.12-9 paragraph 12). In other words parks should be within an easy walk from where a person lives.

The proposed Project includes a total of 26.5 acres of parks and open space within the Coliseum District, consisting of the 2.2-acre "Grand Plaza" pedestrian streetscape; a 14.2-acre pedestrian Concourse and linear park; a 2-acre park next to the MLB Ballpark; and more than 8 acres of open space and natural habitat improvement along Damon Slough near the Amtrak railroad tracks and 66th Avenue. This natural habitat area can be read as wetlands which may have trails through the area but it is certainly not a park that a person could play or picnic. Of that only 12.45 acres is new with only 2.15 acres for active recreation. 2.15 acres of active recreation is clearly not adequate for a very conservative estimate of 14,375 new residents and in an East Oakland area already underserved by parks. The Oakland Open Space, Conservation and Recreation Element recommends 4 acres per thousand person in new development of active parkland in the immediate vicinity of the housing and an additional 6 acres of parkland per thousand population added to the City as a whole. This would equal 144 additional acres of parkland for this development in the city with about 60 acres in the immediate vicinity of the housing. We think this is both reasonable and justifiable for the size of this project.

The PRHC recommends a set aside of at least 60 acres to meet the OSCAR standard of 4 acres of active recreation parkland per 1,000 residents and adjust the resident count to reflect Census data. We also recommend that an additional 80 acres of parkland be purchased or dedicated within the City of Oakland. The City should avail itself of mitigation fees as allowed by the Quimby Act or Mitigation Fee Acts to pay for building and maintaining the OSCAR standard acreage for active recreation.

The Draft EIR states, "the City of Oakland would continue to exceed the overall park standard... and as a result, the impact would be less than significant." (4.12-14 paragraph 3). We would like to see the justification of this statement. We suspect that this statement is an inaccurate interpretation of existing conditions.

In addition, the Draft EIR provides a contradictory statement regarding the Cumulative Impact of the project on parkland. On page 4.12-15, the document states that "cumulative impacts on parks and recreational services may be significant", but then arrives at the conclusion that the impacts are less than significant. We affirm that the impacts would be significant as they do not meet the standard set forth in the OSCAR Element, and they further burden a community that lacking in adequate recreational facilities.

The historical significance of the Oakland Coliseum and the Oakland Arena and adequate active parks for our residents to play and learn the team skills that they will need later in life are of equal concern of the PRHC. These are very real concerns of this Commission and we ask that you give our input very serious consideration as this project moves forward.

Sincerely,

A handwritten signature in black ink, appearing to read "Al Minard". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Al Minard, Chair  
Alameda County Parks, Recreation and Historical Commission

Attachment

cc: Devan Reiff, Project Manager, City of Oakland



## Attachment E to 3/4/15 Planning Commission

February 24, 2015

Devan Reiff, AICP  
City of Oakland  
Bureau of Planning  
250 Frank H. Ogawa, Suite 3315  
Oakland, CA 94612

Re: Coliseum Area Specific Plan  
General Plan, Planning Code and Zoning Map Amendments  
Planning Commission Public Hearing March 4, 2015

Dear Mr. Reiff:

Thank you for the opportunity to meet with you and Ed Manasse at our offices on February 9, following the February 4, 2015 Planning Commission meeting. We feel the meeting was productive in helping both the City and EBMUD to advance toward agreeable General Plan and zoning changes that support the Coliseum Area Specific Plan (CASP) and also allow for the critical functions that the Oakport Facility serves in EBMUD's public mission of serving high quality, reliable, and affordable drinking water and wastewater services within its service area, including the city of Oakland.

To accomplish its water service mission, EBMUD has several corporation yards, administration facilities and treatment plants that are strategically located throughout its service area from Richmond in the north to San Leandro in the south, and from Oakland in the west to Walnut Creek in the east. EBMUD has over 4,200 miles of pipe in its service area, of which 40%, or 1,800 miles, are in Oakland. In addition, EBMUD has one water treatment plant, 23 pumping plants, 36 reservoirs, and 41 regulator and rate control stations within the city of Oakland. EBMUD's main Administration Building is also located in downtown Oakland and the Adeline Maintenance Facility is located in west Oakland. In order to efficiently maintain and operate its facilities and in order to effectively respond to emergencies, EBMUD has strategically located its corporation yards close to its facilities on properties zoned for corporation yard uses, with good freeway access, and of sufficient size for current and future needs.

Originally, EBMUD's service yard that served the central, southern, and east Oakland areas was located at the Coliseum site. In 1964, EBMUD acquired the 127 acre Oakport property from the City of Oakland in exchange for the Coliseum service yard site. Since then, EBMUD has cooperatively worked with the City to develop the Oakport Facility. As an example, EBMUD sold a portion of the property to the City of Oakland for the Oakport Street realignment and the East Oakland Regional Sports Center. EBMUD has also worked collaboratively with the East

Bay Regional Park District by granting two leases for the Martin Luther King Jr. Shoreline Trail and adjacent open space. As a result, EBMUD now has only 48 acres remaining for its core maintenance functions, which represents 38% of its original space.

The Oakport site has unique qualities that cannot be readily found at other sites in the central, southern, and east Oakland area. The site is properly zoned, of sufficient size, with excellent freeway access to efficiently serve the area, buffered and away from residential areas, so that no truck traffic is routed through residential neighborhoods. This provides for traffic safety while minimizing community impacts. In the past, EBMUD has investigated consolidating corporation yard uses to reduce the number of sites. However, all other EBMUD properties on the west side of the Oakland hills are fully built-out, have little to no available space, and cannot accommodate the Oakport Facility functions. In addition, these sites do not have direct freeway proximity. EBMUD sites east of the hills are also fully built-out and have significantly greater travel times to the Oakland service area. In summary, without the Oakport site, EBMUD would be faced with greater travel times, which would result in longer response times, increased vehicle emissions, and increased environmental and community impacts overall.

EBMUD's Oakport Wet Weather Treatment Plant is also located at the site in a critical location along the gravity-flow South Interceptor and is designed to help prevent uncontrolled wet weather overflows into city streets and San Francisco Bay. Relocating this facility to another location along the interceptor is not possible as there is no known sufficient available space with the necessary hydraulics to operate the current and the potential future storage expansion.

As described in our previous letters to you, EBMUD is facing increased infrastructure maintenance needs in future years. In addition, ongoing service yard travel-time studies continue to indicate that EBMUD's Oakport facility is optimally located for its maintenance activities. This is not surprising, given that 40% of the District's pipelines are located in Oakland. As a result, EBMUD continues to have a strong need for the Oakport facility and envisions continuing its use, consistent with EBMUD's Oakport Master Plan that was provided to the City in 1998 and again as a result of our collaborative work on the Coliseum Area Specific Plan. As discussed, EBMUD will also increase use of the site as it begins to replace aging pipeline at an accelerated rate as part of its pipeline renewal program. As the program increases to the sustained maximum replacement rate, more and more of the available acreage will be used in accordance with the Master Plan.

Any specific development on the Oakport property would of course proceed under CEQA and following the City's processes. However, EBMUD is concerned that zoning change 25 and the L13 limitation for D-CO-6, as currently written, would further reduce the available space to less than 17 acres (13% of the original Oakport property) which is less than half of the needed acreage identified in the Oakport Master Plan. This level of reduction would severely impact

EBMUD's ability to support its charter to provide drinking water and wastewater treatment services to the community.

EBMUD is committed to developing its property in a sustainable and aesthetically pleasing way in harmony with the natural environment and with sensitivity to its neighbors. We understand the goals of the CASP and will continue to work with the City on the development of the property. EBMUD has a demonstrated history of working together with the City on Oakland's development plans in this area and looks forward to a mutual resolution of the General Plan Amendments and zoning changes that continue to support EBMUD's critical public mission.

Sincerely,



Elizabeth Z. Bialek  
Engineering Manager

EZB:DAD

**CEQA FINDINGS:**

**Certification of the EIR, Rejection of Alternatives and  
Statement of Overriding Considerations for the Coliseum Area Specific Plan**

**CEQA FINDINGS FORTHCOMING**

# **COLISEUM AREA SPECIFIC PLAN - STANDARD CONDITIONS OF APPROVAL AND MITIGATION MONITORING & REPORTING PROGRAM**

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This Standard Conditions of Approval and Mitigation Monitoring & Reporting Program (SCAMMRP) is based on the Environmental Impact Report (EIR) prepared for the Coliseum Area Specific Plan.

This SCAMMRP is in compliance with Section 15097 of the CEQA Guidelines, which requires that the Lead Agency “adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects.” The SCAMMRP lists mitigation measures (“MM”) recommended in the EIR and identifies mitigation monitoring requirements, as well as the City’s Standard Conditions of Approval (“SCA”) identified in the EIR as measures that would minimize potential adverse effects that could result from implementation of the project, to ensure the conditions are implemented and monitored. In addition, “recommended measures,” not required by CEQA are also included in this SCAMMRP.

All MM, SCA, and recommended measures identified in the Coliseum Area Specific Plan EIR are included herein.<sup>1</sup> Those SCAs or mitigation measures indicated in this SCAMMRP table with underline text indicates additions to the SCAs and/or mitigation measures that have been added post-circulation of the Draft EIR, and as incorporated in the Final EIR. To the extent that there is any inconsistency between the SCA and MM, the more restrictive conditions shall govern; to the extent any MM, recommended measures and/or SCA identified in the Coliseum Area Specific Plan EIR were inadvertently omitted, they are automatically incorporated herein by reference.

- The first column indicates the environmental impact as identified in the Coliseum Area Specific Plan EIR;
- The second column identifies the SCA, MM or recommended measure applicable to that impact in the Coliseum Area Specific Plan EIR;
- The third column identifies the monitoring schedule or timing applicable the Project; and
- The fourth column names the party responsible for monitoring the required action for the Project.

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<sup>1</sup> The City of Oakland’s SCA may be refined and updated subsequent to adoption of the Coliseum Area Specific Plan SCAMMRP. The most current applicable SCA should be applied to any individual project when an application for development is approved by the City.



**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
Aesthetics			
<b>Aesthetics 4:</b> Future development could create a new source of substantial light or glare which would substantially and adversely affect day or nightttime views in the area.	None needed  SCA Aesth-1: Lighting Plan	Prior to the issuance of an electrical or building permit.	City of Oakland Planning and Building Department  City of Oakland – Bureau of Building, Zoning Inspection  City of Oakland Public Works Department, Electrical Services Division
<b>Aesthetics 5A:</b> New development of the Coliseum District could introduce structures and/or landscape that would now or in the future cast substantial shadows on existing solar collectors and could cast a shadow that substantially impairs the function of a building using passive solar heat collection, solar collectors for hot water heating, or photovoltaic solar collectors. New development within the Coliseum District would not cast a shadow that would substantially impair the beneficial use of a public park, lawn, garden, or open space, nor would it cast a shadow on a historic resource such that the shadow would materially impair the resource’s historic significance.	<b>MM Aesthetics 5A-1:</b> If feasible, new structures and landscape should be sited and designed to avoid casting winter shadows specifically on the photovoltaic panels at Lion Creek Crossings apartments, such that solar effectiveness would be compromised and result in a substantial loss of power, income, or use. If the casting of shadows on the Lion Creek Crossings development cannot be avoided, the developer shall work with the owners of Lion Creek Crossings to provide compensatory funding for any extra power cost that could be incurred for increased utility bills from affected solar collectors.	Prior to the issuance of a building permit	City of Oakland Planning and Building Department  City of Oakland - Bureau of Building, Zoning Inspection

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
<b>Impact Aesthetics 7B:</b> Future development pursuant to Plan Buildout could create winds that exceed 36 mph for more than one hour during daylight hours during the year.	<b>MM Aesthetics 7:</b> Any structures proposed within 100 feet of San Leandro Bay that would exceed 100 feet in height must undertake a wind study consistent with the requirements of the City of Oakland. The wind analysis must consider the project's contribution to wind impacts to on- and off-site public and private spaces. Based on the findings of the wind analysis, the structure must be redesigned to prevent it from creating winds in excess of 36 mph for more than one hour during daylight hours.	Prior to the issuance of a building permit	City of Oakland Planning and Building Department  City of Oakland - Bureau of Building, Zoning Inspection
<b>Air Quality</b>			
<b>Plan Level</b> <b>Impact Air-1:</b> Adoption and implementation of the Project (at the Coliseum District and under Plan Buildout) would not fundamentally conflict with or obstruct implementation of any control measures in the CAP, and the Specific Plan demonstrates reasonable efforts to implement CAP control measures.	SCA Transp-1: Parking and Transportation Demand Management	Prior to issuance of a final inspection of the building permit  Implementation: Ongoing e.g. submittal of additional approved TDM reports as needed per approved TDM plan	City of Oakland Planning and Building Department  City of Oakland - Bureau of Building, Zoning Inspection  City of Oakland Public Works Department, Traffic Services Division
<b>Impact Air-2:</b> New development within the Project Area (for both the Coliseum District and for Plan Buildout) will be located near existing and planned sources of toxic air contaminants and within 500 feet of freeways and high-volume roadways containing 100,000 or more average daily vehicle trips. However, pursuant to City of Oakland Standard Condition of Approval	SCA Air-2: Exposure to Air Pollution (Toxic Air Contaminants)	Incorporation of measures: Prior to approval of construction-related permit  Maintenance: Ongoing	City of Oakland Planning and Building Department  City of Oakland - Bureau of Building, Zoning

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
SCA Air-2, special overlay zones containing development standards that minimize potential exposure to toxic air contaminants will be implemented.			Inspection
<b>Project Level Analysis</b>  <b>Impact Air-4:</b> During construction, individual development projects pursuant to the Specific Plan at the Coliseum District and under Plan Buildout will generate fugitive dust from demolition, grading, hauling and construction activities. Fugitive dust will be effectively reduced to a level of less than significant with implementation of required City of Oakland Standard Conditions of Approval.	SCA Air-1: Construction-Related Air Pollution Controls (Dust and Equipment Emissions)  SCA Air-3: Asbestos Removal in Structures	SCA Air-1: Ongoing throughout demolition, grading, and/or construction  Prior to starting operations  SCA Air-3: Prior to issuance of a demolition permit	SCA Air-1: City of Oakland Planning and Building Department  City of Oakland - Bureau of Building, Zoning Inspection.  SCA Air-3: City of Oakland Planning and Building Department  City of Oakland - Bureau of Building, Zoning Inspections  Oakland Fire Prevention Bureau, Hazardous Materials Unit
<b>Impact Air-5A:</b> During construction, subsequent development at the Coliseum District pursuant to the Project will generate regional ozone precursor emissions and regional particulate	SCA Air-1: Construction-Related Air Pollution Controls (Dust and Equipment Emissions)  <b>MM Air 6A-1: Reduced Construction Emissions</b> (see Impact Air-6, below)	MM Air 6A and SCA Air-1: Ongoing throughout	MM Air 6A and SCA Air-1: City of Oakland Planning and

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
<p>matter emissions from construction equipment exhaust that, even with implementation of City of Oakland SCAs, would exceed the City's thresholds of significance.</p> <p><b>Impact Air-5B:</b> In addition to the Coliseum District emissions, construction activities pursuant to Plan Buildout will generate additional regional ozone precursor emissions and regional particulate matter emissions from construction equipment exhaust. For most individual development projects, construction emissions will be effectively reduced to a level of less than significant with implementation of required City of Oakland Standard Conditions of Approval. However, larger individual construction projects may generate emissions of criteria air pollutants that would exceed the City's thresholds of significance.</p>		<p>demolition, grading, and/or construction</p> <p>Prior to starting operations</p>	<p>Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection.</p>
<p><b>Impact Air-6A:</b> New sources of TAC emissions resulting from construction activity at the Coliseum District would result in an increase in cancer risk level for the maximum exposed individual of greater than 10 in one million.</p>	<p>SCA Air-1: Construction-Related Air Pollution Controls (Dust and Equipment Emissions)</p> <p><b>MM Air 6A-1: Reduced Construction Emissions.</b> Further reduce toxic air contaminant emissions from construction activities at the Coliseum District (especially DPM and PM2.5) to ensure a resulting cancer risk level of less than 10 in a million. Additional emission reduction strategies to achieve this health risk standard may include, but are not limited to requiring on-site construction equipment (including concrete and asphalt crushers and/or haul trucks) to include emission reduction technologies such as low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or add-on devices such as particulate filters that are capable of further reducing toxic air contaminants (especially DPM and PM2.5) beyond the 45% reduction as required in SCA A, such that construction emissions result in cancer risks of less than 10 in a million for off-site sensitive receptors.</p> <p><b>MM Air 6A-2: Construction Emission Exposure.</b> Further reduce toxic air contaminant exposure risk to on-site sensitive receptors to ensure a resulting cancer risk level of less</p>	<p>MM Air 6A and SCA Air-1: Ongoing throughout demolition, grading, and/or construction</p> <p>Prior to starting operations</p>	<p>MM Air 6A and SCA Air-1: City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection.</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
<p><b>Impact Air-6B:</b> In addition to the Coliseum District emissions, construction of other individual development projects pursuant to Plan Buildout will generate construction-related toxic air contaminant (TAC) emissions from fuel-combusting construction equipment and mobile sources that could exceed thresholds for cancer risk, chronic health index, acute health index or annual average PM2.5 concentration levels. Other than the unique emissions associated with crushing or off-hauling of debris associated with demolition of the existing Coliseum (discussed above and requiring additional mitigation to achieve less than significant effects), the construction-related TAC emissions from other Plan Buildout construction will be reduced to a less than significant level with implementation of required City of Oakland Standard Conditions of Approval.</p>	<p>than 10 in a million. Additional risk reduction strategies to achieve this standard may include, but are not limited to successful combinations of the following:</p> <ul style="list-style-type: none"> <li>a) Require that all demolition activity and any on-site crushing operation (if conducted) be completed prior to the construction of new housing units on the Coliseum District within 200 meters of the demolition or construction activity.</li> <li>b) Install MERV-13 filters at any new on-site residences at the Coliseum District that will be exposed to subsequent on-site construction activity within 100 meters.</li> </ul> <p>SCA Air-1: Construction-Related Air Pollution Controls (Dust and Equipment Emissions)</p>	<p>Ongoing throughout demolition, grading, and/or construction</p> <p>Prior to starting operations</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection.</p>
<p><b>Impact Air-7A:</b> New development at the Coliseum District would result in operational average daily emissions of more than 54 pounds per day of ROG, NOX, or PM2.5 and 82 pounds per day of PM10; and would result in maximum annual emissions of 10 tons per year of ROG,</p>	<p>SCA Trans-1: Transportation Demand Management (TDM) Program</p>	<p>Prior to issuance of a final inspection of the building permit</p> <p>Implementation:</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
<p>NOX, of PM2.5 and 15 tons per year of PM10.</p> <p><b>Impact Air-7B:</b> In addition to the Coliseum District's criteria pollutant emissions, new development pursuant to Plan Buildout would result in additional operational average daily emissions that would exceed the City's thresholds of significance.</p>		Ongoing e.g. submittal of additional approved TDM reports as needed per approved TDM plan	<p>- Bureau of Building, Zoning Inspection</p> <p>City of Oakland Public Works Department, Traffic Services Division</p>
<p><b>Impact Air-9:</b> New sources of TACs resulting from operations pursuant to Buildout of the Plan would not result in an increase in cancer risk level greater than 10 in one million, a non-cancer risk (chronic or acute) hazard index greater than 1.0, or an increase of annual average PM2.5 concentration of greater than 0.3 micrograms per cubic meter.</p>	SCA AQ-2: Exposure to Air Pollution (Toxic Air Contaminants)	<p>Incorporation of measures: Prior to approval of construction-related permit</p> <p>Maintenance: Ongoing</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p>
<p><b>Impact Air-10A:</b> New development at the Coliseum District would expose new sensitive receptors to substantial levels of toxic air contaminants (TACs) resulting in a cancer risk level greater than 100 in one million, a non-cancer risk (chronic or acute) hazard index greater than 10.0, or an increase of annual average PM2.5 concentration of greater than 0.8 micrograms per cubic. However, implementation of City of Oakland Standard Conditions of Approval would be capable of reducing this impact to levels of less than significant.</p> <p><b>Impact Air-10B:</b> New development pursuant to Plan Buildout could expose additional new sensitive receptors to substantial levels of toxic</p>	SCA AQ-2: Exposure to Air Pollution (Toxic Air Contaminants)	<p>Incorporation of measures: Prior to approval of construction-related permit</p> <p>Maintenance: Ongoing</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
air contaminants (TACs). However, implementation of City of Oakland Standard Conditions of Approval would be capable or reducing this impact to levels of less than significant.			
<b>Biological Resources</b>			
<b>Impact Bio-1A:</b> New development within the Coliseum District, particularly the proposed realignment of Elmhurst Creek and construction work related to enhancements of Damon Slough, could have a substantial adverse effect, either directly or through habitat modifications on identified candidate, sensitive, or special status species.	<p>SCA Bio-1: Operational Noise-General, SCA Bio-2: Pile Driving and Other Extreme Noise Generators, SCA Bio-4: Tree Removal Permit on Creekside Properties, SCA Bio-5: Tree Removal During Breeding Season, SCA Bio-6: Tree Removal Permit, SCA Bio-7: Tree Replacement Plantings, SCA Bio-8: Tree Protection During Construction, SCA Bio-9: Erosion and Sedimentation Control Plan, SCA Bio-10: Best Management Practices for Soil and Groundwater Hazards, SCA Bio-11: Creek Protection Plan, SCA Bio-11: Creek Protection Plan, and SCA Bio-12: Regulatory Permits and Authorizations, SCA Bio-13: Creek Monitoring, SCA Bio-14: Creek Landscaping, SCA Bio-15: Creek Dewatering and Aquatic Life, and SCA Bio-16: Creek Dewatering and Diversion</p> <p><b>MM Bio 1A-1: Pre-construction Nesting Bird Surveys and Buffers.</b> A qualified biologist shall conduct pre-construction surveys for construction activities between February 15th and September 30th throughout the Coliseum District to identify and subsequently avoid nesting areas for special-status and migratory bird species. Surveys shall be designed and of sufficient intensity to document California rail and raptor nesting within 500 feet of planned work activities and within 50 feet for passerine species nesting activity.</p> <p>a) Construction activities within 500 feet of Damon Marsh and Arrowhead Marsh shall be conducted during the period from August 1 to January 31 to protect potentially nesting California clapper rail, California black rail, Alameda song sparrow and San Francisco saltmarsh common yellowthroat.</p> <p>b) If California clapper rails, California black rails or raptors are found to be nesting within or adjacent to the planned work area, a minimum 100-foot wide buffer shall be maintained between construction activities and the nest location.</p> <p>c) For Alameda song sparrow, San Francisco saltmarsh common yellowthroat and all</p>	<p>MM 1A and 1B and</p> <p>SCA Bio-1, 2; 11, 12, 13, 14, 15, 16: Prior to issuance of a demolition, grading, or building permit</p> <p>SCA Bio-4, 5, 6, 7, 8: Prior to issuance of a tree removal permit</p> <p>SCA Bio-9: Ongoing throughout demolition grading, and/or construction activities.</p> <p>SCA Bio-10: Prior to issuance of any demolition, grading, or building permit,</p>	<p>MM 1A and 1B and</p> <p>SCA Bio-1,2, 11, 12, 13, 14, 15, 16: City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>SCA Bio-4, 5, 6, 7, 8: City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>City of Oakland</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
	<p>other protected birds a 50-foot buffer shall be maintained.</p> <p>d) Buffer zones may be reduced in consultation with a qualified biologist.</p> <p>e) Buffers shall be maintained until the young have fledged and are capable of flight or by September 30.</p> <p><b>MM Bio 1A-2: In-water Work Restrictions.</b> In-water construction shall be confined to the period between June 1 and November 30 to protect migrating steelhead from any unanticipated discharges. In-water construction activities shall be confined to low tide cycles where it allows work to be performed outside of the water to the extent practical.</p> <p>a) During in-water construction, any dewatered areas, temporary culverts and temporary cofferdams shall be limited to the minimum area necessary.</p> <p>b) Pumps used for dewatering shall have agency approved fish screens installed to minimize intake of fish into pumps. Diversion structures shall be left in place until all in-water work is completed.</p> <p>c) Temporary culverts and all construction materials and debris shall be removed from the affected area prior to re-establishing flow and prior to the rainy season.</p> <p><b>MM Bio 1A-3: Salt Marsh Protection.</b> All core salt marsh harvest mouse habitat (pickleweed-dominated salt marsh habitat within Damon Marsh and Arrowhead Marsh) areas shall be avoided and protected. If construction activities are within 100 feet of these areas, site-specific buffers shall be established in coordination with a qualified biologist, approved by USFWS or CDFW as appropriate.</p> <p>a) Buffers shall be designed to preclude changes to water and soil salinity and flooding/inundation regime. The buffers shall be at least 100 feet wide or extend to the current boundary of existing roads or development (includes vacant but graded lots and filled building pads). The qualified biologist may modify these buffers depending on site conditions.</p> <p>b) The construction work area shall be fenced on the side closest to salt marsh habitat to delineate the extent of construction, preclude construction personnel and equipment from entering non-work areas, and prevent debris from entering avoided habitats. The construction boundary fencing may also inhibit movement of species such as the salt marsh harvest mouse and salt-marsh wandering shrew into</p>	and ongoing.	<p>Public Works Department-Tree Services Division</p> <p>SCA Bio-9: City of Oakland Bureau of Planning</p> <p>City of Oakland Bureau of Building</p> <p>SCA Bio-10: City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>Oakland Fire Prevention Bureau, Office of Emergency Services</p>



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Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
	<p>the construction area.</p> <p>c) The qualified biologist shall be present during work on-site until the construction barrier fencing is installed, instruction of workers has been conducted, and any direct habitat disturbance has been completed. After that time, the contractor or permittee shall designate a person to monitor on-site compliance with all minimization measures.</p> <p>d) The monitor and qualified biologist shall have the authority to halt construction that might result in impacts that exceed anticipated levels</p> <p><b>MM Bio 1A-4: Public Access Design.</b> All proposed new or additional public access to San Francisco Bay, the Bay shoreline, Damon Slough and San Leandro Creek shall be implemented in a manner consistent with the San Francisco Bay Conservation and Development Commission's Public Access Design Guidelines for the San Francisco Bay, in particular its recommendations for avoiding adverse effects on wildlife, including:</p> <p>a) Preparation of individual site analyses to generate information on wildlife species and habitats existing at the site, and the likely human use of the site.</p> <p>b) Employing appropriate siting, design and management strategies (such as buffers or use restrictions) to reduce or prevent adverse human and wildlife interactions.</p> <p>c) Planning public access in a way that balances the needs of wildlife and people on an area-wide scale, where possible.</p> <p>d) Providing visitors with diverse and satisfying public access opportunities to focus activities in designated areas and avoid habitat fragmentation, vegetation trampling and erosion.</p> <p>e) Evaluating wildlife predator access and control in site design.</p> <p>f) Retaining existing marsh and tidal flats and restoring or enhancing wildlife habitat, wherever possible.</p>		
<b>Impact Bio-1B:</b> Future development pursuant to Plan Buildout could have a substantial adverse effect, either directly or through habitat	<p>See all SCAs listed above for Impact Bio-1A</p> <p>See all Mitigation Measures listed above for Impact Bio-1A</p>		

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Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
modifications, on candidate, sensitive or special status species.	<p><b>MM Bio 1B-1: In-Bay Dredge Requirements.</b> No in-Bay dredging activities shall occur during the period from October 1 to July 31 to minimize open water turbidity during the sensitive seasons for steelhead, chinook salmon, Pacific herring, longfin smelt, California brown pelican, and California least tern.</p> <p>a) Measures to be included to reduce the possibility of entrainment of green sturgeon and longfin smelt and may include ensuring dredge drag maintains contact with substrate and potentially investigating methods to move fish out of an area of interest using nets or sounds before dredging.</p> <p>b) Measures to reduce in-water turbidity will be implemented and may include the use of impermeable silt curtains to contain sediments within a limited area until it resettles, the use of gunderbooms, and the use of operational controls for mechanical and hydraulic dredges to limit the amount of sediment released while dredging.</p> <p><b>MM Bio 1B-2: Seasonal Wetland Restoration Plan.</b> To replace impacted wetlands and associated habitat for special status species at the Edgewater Seasonal Wetland, a Habitat Restoration Plan will be developed and implemented to create an approximately 15-acre seasonal wetland and associated Coastal and Valley freshwater wetland habitat in Sub-Area E. The precise boundaries of the newly created wetland have not been defined, but may include portions of the 24-acres of City-owned waterfront property in Sub-Area E, and/or portions of the adjacent EBMUD-owned property pending a negotiated acquisition of such lands.</p> <p>a) The majority of lands potentially considered for wetlands restoration within Sub-Area E Are currently ruderal areas, with some paving. Proposed improvements would include removing paved material, mitigating for potential hazardous materials or soils, and re-grading the site to create low areas that would retain freshwater and rainfall, and creating surrounding uplands to provide bird roosting habitat.</p> <p>b) The area would be planted with appropriate native plants to achieve a functioning seasonal wetland and fenced to exclude people and land-based predators.</p> <p>c) Performance standards that are accepted by the resource agencies for site re-vegetation shall be specified in the plan.</p>		

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
	<p>d) The restored areas shall be monitored for a minimum of five years and remedial measures taken, such as replanting vegetation or enhancing additional areas, until the performance standards are met.</p> <p>e) Construction of the new wetland must be completed prior to removing the Edgewater Seasonal Wetland.</p> <p>f) The City will enter into discussions with the East Bay Regional Parks District about management of the new wetland in Sub-Area E.</p>		
<p><b>Impact Bio-2A:</b> New development within the Coliseum District could have a substantial adverse effect on wetlands, riparian habitat and other sensitive natural communities.</p>	<p>SCA Bio-10: Best Management Practices for Soil and Groundwater Hazards and SCA Bio-11: Creek Protection Plan</p> <p><i>Damon Slough:</i></p> <p>SCA Bio-6: Tree Removal Permit and/or SCA Bio-8: Tree Protection Permit, SCA Bio-9: Erosion and Sedimentation Control Plan, SCA Bio-10: Best Management Practices for Soil and Groundwater Hazards, SCA Bio-11: Creek Protection Plan, SCA Bio-12: Regulatory Permits and Authorizations, SCA Bio-13: Creek Monitoring, and SCA Bio-14: Creek Landscaping Plan</p> <p><b>MM Bio 2A-1: Vegetation Plan for Coliseum District Sensitive Communities.</b> A Restoration Plan shall be developed for disturbed sensitive communities.</p> <p>a) Performance standards that are accepted by CDFW and RWQCB for site re-vegetation shall be specified in the plan. The restored areas shall be monitored for a minimum of three years and remedial measures taken, such as replanting vegetation or enhancing additional areas until the performance standards are met.</p> <p>b) The “Cruise America” parcel shall be transferred to an appropriate resource management agency, such as the East Bay Regional Park District (EBRPD) or the California Department of Fish and Wildlife (CDFW).</p> <p><b>MM Bio 2A-2: Damon Slough Bridge Structure Placement.</b> Place any new bridge pilings and abutments outside of coastal tidal marsh habitat.</p> <p><i>Elmhurst Creek</i></p> <p>SCA Bio-4: Tree Removal Permit on Creekside Properties, SCA Bio-6: Tree Removal</p>	<p>MM Bio 2A and SCA Bio-10: Prior to issuance of any demolition, grading, or building permit, and ongoing.</p> <p>SCA Bio-11, 12, 13, 14: Prior to issuance of a demolition, grading, or building permit</p> <p>SCA Bio-6, 8: Prior to issuance of a tree removal permit</p> <p>SCA Bio-9: Ongoing throughout demolition grading, and/or</p>	<p>MM Bio 2A and SCA Bio-10: City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>Oakland Fire Prevention Bureau, Office of Emergency Services</p> <p>SCA Bio-11, 12, 13, 14: City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
	<p>Permit, SCA Bio-9: Erosion and Sedimentation Control Plan, SCA Bio-10 Best Management Practices for Soil and Groundwater Hazards, SCA Bio-11: Creek Protection Plan, SCA Bio-13: Creek Monitoring, SCA Bio-15: Creek Dewatering and Aquatic Life, and SCA Bio-16: Creek Dewatering and Diversion</p> <p><b>MM Bio 2A-3: Elmhurst Creek Bridge Structure Placements</b> (only applies if Creek Option B is pursued). Place bridge pilings and abutments outside of coastal scrub habitat.</p> <p><b>MM Bio 2A-4: Coastal Scrub Restoration</b> (only applies if Creek Option B is pursued). Impacts to coastal scrub habitat at Elmhurst Creek shall be fully mitigated by restoration of the “Cruise America” parcel and the restoration of additional upland riparian habitat along Damon Slough.</p> <p>a) Performance standards that are accepted by CDFW and RWQCB for site re-vegetation shall be specified in the Restoration Plan required under Mitigation Measure Bio 2A-1: Vegetation Plan for Coliseum District Sensitive Communities.</p> <p>b) The restored areas shall be monitored for a minimum of three years and remedial measures taken, such as replanting vegetation or enhancing additional areas, until the performance standards are met.</p> <p><b>MM Bio 2A-5: Realigned Portion of Elmhurst Creek</b> (Only applies if Creek Option C is pursued). Any newly aligned and day-lighted portion of Elmhurst Creek must have a channel design that is consistent with the City of Oakland Creek Protection, Storm Water Management and Discharge Control Ordinance.</p> <p>a) A minimum 3:1 ratio for a setback based on the depth of the existing Elmhurst Creek is required for the newly aligned creek banks.</p> <p>b) The created banks will be enhanced to support coastal scrub habitat. Performance standards that are accepted by CDFW and RWQCB for site re-vegetation shall be specified in the Restoration Plan required by Mitigation Measure Bio 2A-1.</p> <p>c) The restored areas shall be monitored for a minimum of three years and remedial measures taken, such as replanting vegetation or enhancing additional areas, until the performance standards are met.</p> <p><b>MM Bio 2A-6: “Cruise America” Tidal Wetland</b> (Only applies if Creek Option C is pursued). The “Cruise America” or “former RV” parcel (796 66th Avenue) shall be</p>	construction activities.	<p>Building, Zoning Inspection</p> <p>SCA Bio-6, 8: City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>City of Oakland Public Works Department-Tree Services Division</p> <p>SCA Bio-9: City of Oakland Bureau of Planning</p> <p>City of Oakland Bureau of Building</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
<p><b>Impact Bio-2B:</b> Future development pursuant to Plan Buildout could have a substantial adverse effect on riparian habitat or other sensitive natural communities identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.</p>	<p>restored to provide a tidal wetland designed to be self-sustaining in hydrological and habitat function. In addition to the newly aligned segment of Elmhurst Creek, approximately 2.4 acres of this new wetland will serve as mitigation for the removal of 1,500 feet of Elmhurst Creek.</p> <p>a) Along with the new wetland, creation of upland coastal scrub habitat will be provided on this site as well.</p> <p>b) Performance standards that are accepted by CDFW and RWQCB for site re-vegetation shall be specified in the Restoration Plan required by Mitigation Measure Bio 2A-1.</p> <p>c) The restored areas shall be monitored for a minimum of three years and remedial measures taken, such as replanting vegetation or enhancing additional areas, until the performance standards are met.</p> <p>See all SCAs listed above for Impact Bio-2A</p> <p><b>MM Bio 1B-2: Freshwater Marsh Restoration Plan.</b> (see full text under Impact Bio-1B)</p> <p><b>MM Bio 1B-1: In-Bay Dredge Requirements.</b> (see full text under Impact Bio-1B)</p> <p><b>MM Bio 2A-1: Vegetation Plan for Coliseum District Sensitive Communities.</b> (see full text under Impact Bio-2A)</p> <p><b>MM Bio 2A-2: Damon Slough Bridge Structure Placement.</b> (see full text under Impact Bio-2A) (see full text under Impact Bio-2A)</p> <p><b>MM Bio 2A-3: Elmhurst Creek Bridge Structure Placements.</b> (see full text under Impact Bio-2A)</p> <p><b>MM Bio 2A-4: Coastal Scrub Restoration.</b> (see full text under Impact Bio-2A)</p> <p><b>MM Bio 2A-5: Realigned Portion of Elmhurst Creek.</b> (see full text under Impact Bio-2A)</p> <p><b>MM Bio 2A-6: “Cruise America” (or “former RV” parcel at 796 66th Avenue) Tidal Wetland.</b> (see full text under Impact Bio-2A)</p> <p><b>MM Bio 1A-2: In-water Work Restrictions.</b> (see full text above under Impact Bio-1A)</p>	<p>SCAs and MM Bio 1A, 1B and 2A (see SCAs and MM under Impact Bio-2A and Bio-1A and B above)</p>	<p>SCAs and MM Bio 1A, 1B and 2A (see SCAs and MM under Impact Bio-2A and Bio-1A and B above)</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
<p><b>Impact Bio-3:</b> Future development (at the Coliseum District and pursuant to Plan Buildout) could substantially interfere with the movement of 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.</p>	<p>SCA Bio-9: Erosion and Sedimentation Control Plan, SCA Bio-10: Best Management Practices for Soil and Groundwater Hazards, SCA Bio-11: Creek Protection Plan, SCA Bio-12: Regulatory Permits and Authorizations, SCA Bio-13: Creek Monitoring, SCA Bio-15: Creek Dewatering and Aquatic Life, and SCA Bio-16: Creek Dewatering and Diversion</p> <p>SCA Bio-5: Tree Removal During Breeding Season (including consulting biologist's recommendations), SCA Bio-6: Tree Removal Permit, and SCA Bio-7: Tree Replacement Plantings</p> <p>SCA Bio-3: Lighting Plan and SCA Bio-17: Bird Collision Reduction</p> <p><b>MM Bio 1A-1: Pre-construction Nesting Bird Surveys and Buffers.</b></p> <p><b>MM Bio 1A-2: In-water Work Restrictions</b></p> <p><b>MM Bio 1A-3: Salt Marsh Protection</b></p> <p><b>MM Bio 1B-1: In-Bay Dredge Requirements</b></p> <p><b>MM Bio 1B-2: Freshwater Marsh Restoration Plan</b></p> <p><b>MM Bio 2A-1: Vegetation Plan for Coliseum District Sensitive Communities</b></p> <p><b>MM Bio 2A-4: Coastal Scrub Restoration</b> (only applies if Creek Option B is pursued)</p> <p><b>MM Bio 2A-5: Realigned Portion of Elmhurst Creek</b> (Only applies if Creek Option C is pursued)</p> <p><b>MM Bio 2A-6: "Cruise America" (or "former RV" parcel at 796 66th Avenue) Tidal Wetland</b> (Only applies if Creek Option C is pursued)</p> <p><b>MM Bio 3-1: Boat docks.</b> No future boat docks will be allowed associated with the proposed Project to avoid disturbance to migratory and resident waterfowl.</p> <p><b>MM Bio 3-2: Herbicide / Pesticide Control.</b> Future maintenance shall require an herbicide/pesticide drift control plan.</p>	<p>MM Bio 1A, 2A, 3 and</p> <p>SCA Bio-11, 12, 13, 15, 16: Prior to issuance of a demolition, grading, or building permit</p> <p>SCA Bio-5, 6, 7: Prior to issuance of a tree removal permit</p> <p>SCA Bio-9: Ongoing throughout demolition grading, and/or construction activities.</p> <p>SCA Bio-10: Prior to issuance of any demolition, grading, or building permit, and ongoing.</p> <p>SCA Bio-3: Prior to the issuance of an electrical or building permit.</p> <p>SCA Bio-17: Prior</p>	<p>MM Bio 1A, 2A, 3 and</p> <p>SCA Bio-11, 12, 13, 15, 16: City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>SCA Bio-5, 6, 7: City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>City of Oakland Public Works Department-Tree Services Division</p> <p>SCA Bio-9: City of Oakland Bureau of Planning</p> <p>City of Oakland</p>

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Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
		to issuance of a building permit and ongoing.	Bureau of Building  SCA Bio-10: City of Oakland Planning and Building Department  City of Oakland - Bureau of Building, Zoning Inspection  Oakland Fire Prevention Bureau, Office of Emergency Services  SCA Bio-3: City of Oakland Planning and Building Department  City of Oakland – Bureau of Building, Zoning Inspection  City of Oakland Public Works Department, Electrical Services Division

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Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
			SCA Bio-17: City of Oakland Planning and Building Department  City of Oakland - Bureau of Building, Zoning Inspection  City of Oakland Public Works Department-Tree Services Division
<b>Impact Bio-5:</b> Future development (at the Coliseum District and pursuant to Plan Buildout) would not fundamentally conflict with the City of Oakland Tree Protection Ordinance by removal of protected trees under certain circumstances.	SCA Bio-5: Tree Removal During Breeding Season (including consulting biologist's recommendations), SCA Bio-6: Tree Removal Permit, and SCA Bio-7: Tree Replacement Plantings	SCA Bio-5, 6, 7: Prior to issuance of a tree removal permit	SCA Bio-5, 6, 7: City of Oakland Planning and Building Department  City of Oakland - Bureau of Building, Zoning Inspection  City of Oakland Public Works Department-Tree Services Division
<b>Impact Bio-6:</b> New development (at the	SCA Bio-11: Creek Protection Plan, SCA Bio-12: Regulatory Permits and Authorizations,	SCA Bio-11, 12,	SCA Bio-11, 12,



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Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
Coliseum District and pursuant to Plan Buildout) would not fundamentally conflict with the City of Oakland Creek Protection Ordinance.	SCA Bio-13: Creek Monitoring, SCA Bio-15: Creek Dewatering and Aquatic Life, and SCA Bio-16: Creek Dewatering and Diversion	13, 15, 16: Prior to issuance of a demolition, grading, or building permit	13, 15, 16: City of Oakland Planning and Building Department  City of Oakland - Bureau of Building, Zoning Inspection
<b>Cultural Resources</b>			
<b>Impact Cultural-1A:</b> Future development of the Coliseum District would result in ultimate demolition of the Oakland Coliseum and potentially the Arena, causing a substantial adverse change in the significance of the Oakland Coliseum and Arena Complex, a historical resource as defined in CEQA Guidelines Section 15064.5.	<p>Planning Code Section 17.136.075(B) requirements for Design Review approval prior to demolition or removal of historic structures</p> <p><b>MM Cultural 1A-1: Site Recordation.</b> The Oakland Coliseum, the Coliseum Complex, and the Arena (should it ultimately be proposed for demolition), shall be recorded to standards established for the National Park Service’s Historic American Buildings Survey (HABS), as detailed below.</p> <ol style="list-style-type: none"> <li>A HABS written report will be completed to document the physical history and description of the historical resource, the historic context for its construction and use, and its historic significance. The report will follow the outline format described in the HABS Guidelines for Historical Reports.</li> <li>Large-format, black and white photographs will be taken, showing the buildings in context, as well as details of the design or engineering features and any ancillary buildings, landscaping, fencing, and signage. The photographs will be processed for archival permanence in accordance with the HABS/HAER/HALS Photography Guidelines. The photographs will be taken by a professional with HABS photography experience. Additionally, additional color photographs or videos will be taken of the resource in consultation with OCHS staff.</li> <li>Existing drawings, where available, will be photographed with large-format negatives or photographically reproduced on Mylar or other archival paper at the direction of City staff. If existing drawings are not available, a full set of measured</li> </ol>	OMC MM 17.136.075(B) and Cultural 1A: Prior to issuance of a demolition, grading, or building permit	OMC MM 17.136.075(B) and MM Cultural 1A: City of Oakland Planning and Building Department (OCHS)

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Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
	<p>drawings depicting existing or historic conditions will be prepared. The drawings will be prepared in accordance with the HABS Guidelines for Recording Historic Structures and Sites with HABS Measured Drawings. The drawings will be prepared by a professional who meets the Secretary of the Interior's Professional Qualifications Standards for Architecture or Historic Architecture.</p> <p>d. The HABS documentation, including the report, large-format photographs, and drawings, will be submitted to the OCHS/Oakland City Planning Department; the Oakland Public Library Oakland History Room; and the NWIC. The documentation will be prepared in accordance with the archival standards outlined in Transmittal Guidelines for Preparing HABS/HAER/HAL Documentation. A professional who meets the Secretary of the Interior's Professional Qualifications Standards for Architectural History will manage production of the HABS documentation, which will be reviewed and approved by the City of Oakland Landmarks Preservation Advisory Board (LPAB) prior to demolition.</p> <p><b>MM Cultural 1A-2: Public Interpretation Program.</b> The Oakland Coliseum, the Coliseum Complex, and the Arena (should it ultimately be proposed for demolition) shall be documented in a public interpretation program, as follows:</p> <p>a. Interpretive materials, such as informational plaques depicting the history and design of the historical resource, will be prepared as part of a public interpretation program and be displayed in a location with high public visibility near the site.</p> <p>b. The public interpretation program will be developed by a professional who meets the Secretary of the Interior's Professional Qualifications Standards for Architectural History in consultation with the LPAB and OCHS and based on a scope of work approved by the City.</p> <p>c. The LPAB will review and approve of the public interpretation program prior to demolition.</p> <p><b>MM Cultural 1A-3: Financial Contribution.</b> If the Oakland Coliseum and/or Arena are demolished, project applicants) shall make a financial contribution to the City of Oakland to be used to fund historic preservation projects within or in the vicinity of the Coliseum district, as described below.</p> <p>a) The financial contributions can be applied to the programs such as a</p>		

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Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
<p><b>Impact Cultural-1B:</b> Other than the proposed demolition of the Oakland Coliseum and the potential demolition of the Arena as discussed above in Impact Cultural-1A, future development pursuant to Plan Buildout does not specifically propose to demolish or materially alter any other historic or potentially historic resources. Any subsequent development project that may propose demolition or alteration of a current or future-defined historic resource would be required to undergo subsequent and individual environmental review, and would also be subject to all applicable City of Oakland's standard conditions of approval, Planning Code</p>	<p>Façade Improvement Program or Tenant Improvement Program, applicable in East Oakland; and</p> <p>b) Mitigation shall be provided as financial and/or cultural enhancement. Such contribution shall be commensurate with the cultural value of the Coliseum. The level of contribution shall be, to the maximum extent feasible, based upon financial information to be provided by the applicant (such as pro forma information or other comparable information), the City and upon other relevant factors determined by the City; the dollar amount of the financial contribution shall be based, as applicable, on mitigations from other similar historic demolitions in the City of Oakland, after a survey is done of comparable projects, and the amount of those mitigations is determined; the HABS mitigations as specified in the EIR are to be completed; the City and/or developer(s) to conduct community outreach to capture cultural significance, under Criteria 1 and 2 per Preservation Bulletin 22, and publically disseminate the results (see MM 1-4 and 1-5, above).</p> <p>Planning Code Section 17.136.075(D) requirements for Design Review approval prior to demolition or removal of historic structures</p> <p>Policy 3.5 of the HRE requirements that the City make specific findings for additions or alterations to existing historic resources or PDHPs prior to approving discretionary permits.</p> <p>SCA Cultural-5: Compliance with Policy 3.7 of the Historic Preservation Element (Property Relocation Rather than Demolition)</p> <p>SCA Cultural-6: Vibrations to Adjacent Historic Structures</p>	<p>OMC MM 17.136.075(D), Policy 3.5 of HRE, SCA Cultural-5 and 6: Prior to issuance of a demolition permit</p>	<p>OMC MM 17.136.075(D), Policy 3.5 of HRE, SCA Cultural-5 and 6: City of Oakland Planning and Building Department (OCHS)</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
requirements and General Plan policy considerations relevant to historic resource preservation			
<b>MM Cultural 1A-4: Oral Histories</b>	<p>Oral histories shall be collected from people who have had a prominent role in those significant cultural events that occurred in the Coliseum and or Arena since these facilities were originally constructed. To the extent available for interview, oral histories shall be collected from the architecture and design firm Skidmore, Owings &amp; Merrill (or an architectural historian with specific expertise on the works of this architectural firm), and a credentialed historian or a representative from the construction firm of Guy F. Atkinson Company. Oral histories shall also be obtained from willing sports personalities that have played a major roles in the sports histories that have occurred in these buildings, including players, coaches and team owners representing the Oakland Raiders, the Oakland Athletics, the Golden State Warriors and the Oakland Seals hockey team. Additional oral histories shall also be obtained from willing entertainers, event promoters, and sponsors of other major cultural events which have occurred within the Coliseum and Arena and which have helped shape the cultural history of these venues. Such events may include, but are not limited to entertainment events such as Bill Graham's Day on the Green concerts, Grateful Dead concerts, and memorable and prominent speakers such as the celebration for Mr. Nelson Mandela. The scope of this oral history collection should include the following:</p> <ul style="list-style-type: none"> <li>a) professional quality publication of a master catalog of the interviews;</li> <li>b) a summary report made available at the Oakland Museum, the Oakland History room, and/or the UC Berkeley Regional Oral History Office at the Bancroft Library; and</li> <li>c) publication of copies of audio CD's or other stable recording medium, and the summary report for sale to the public; and</li> <li>d) all interviews shall be transcribed and saved in a long-term, archive-stable medium.</li> </ul>		<p>City of Oakland Planning and Building Department</p> <p>(Bureau of Planning, OCHS)</p>

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Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
<b>MM Cultural 1A-5: Comprehensive Written Document.</b>	<p>A historical resource documentation effort shall be conducted involving a coordinated effort of primary research and documentation, with a substantial scholarly input and publicly available products. The first product of this program shall include a coordinated effort to conduct the research, writing, photo documentation, assembly and publication efforts needed to prepare a comprehensive book on the history of the Oakland Coliseum Complex. The book shall document the important contribution the Coliseum Complex has made to the architectural and cultural history of Oakland.</p> <ul style="list-style-type: none"> <li>e) The research and documentation needed to prepare this book should provide the basis and background for coordinated subsequent documentary mitigation such as the oral histories and public interpretation program.</li> <li>f) Primary source material such as construction documents, photographs (such as those currently on display in the Coliseum) and oral accounts should be considered for publication or re-publication within this book.</li> <li>g) An author, or authors with appropriate experience and qualifications should prepare the book. The author shall consult with the Bancroft Library, the Oakland History Room, University of California Press, and historical societies as appropriate.</li> <li>h) Copies of the book shall be provided to all Oakland public libraries and to other educational institutions.</li> </ul>		<p>City of Oakland Planning and Building Department</p> <p>(Bureau of Planning, OCHS)</p>
<b>Impact Cultural-2:</b> Proposed development within the Project Area could directly or indirectly destroy a unique paleontological resource or site, cause a substantial adverse change in the significance of currently undiscovered archaeological resources, or disturb human remains.	<p>SCA Cultural-4: Archaeological Resources – Sensitive Sites</p> <p>SCA Cultural-1: Archaeological Resources, SCA Cultural-2: Human Remains, and SCA Cultural-3: Paleontological Resources</p>	<p>SCA Cultural- 4: Prior to issuance of a demolition, grading, or building permit.</p> <p>SCA Cultural-1, 2, 3: Ongoing throughout</p>	<p>SCA Cultural-1, 2, 3, 4: City of Oakland Planning and Building Department (OCHS)</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
		demolition, grading, and/or construction	
<b>Geology and Soils</b>			
<b>Impact Geo-1:</b> The proposed Project would not expose people or structures to substantial risk of loss, injury, or death involving strong seismic ground shaking and seismic-related ground failure including liquefaction, lateral spreading, subsidence, or collapse.	SCA Geo-2: Geotechnical Report  compliance with the California Code of Regulations, Title 24, California Building Standards Code	Required as part of the submittal of a tentative Tract Map or tentative Parcel Map.	City of Oakland, Bureau of Building
<b>Impact Geo-2:</b> The proposed Project would not result in substantial soil erosion or loss of topsoil, creating substantial risks to life, property, or creeks/waterways.	SCA Hydro-1: Erosion and Sedimentation Control (when no grading permit is required), SCA Hydro-2: Erosion and Sedimentation Control Plan, SCA Hydro-3: Stormwater Pollution Prevention Plan (SWPPP) and SCA Hydro-4: Site Design Measures for Post-Construction Stormwater Management.	SCA Hydro-1: [When no grading permit is required.] Ongoing throughout demolition grading, and/or construction activities.  SCA Hydro-2: Prior to any grading activities. Implementation: Ongoing throughout grading and construction activities  SCA Hydro-3:	SCA Hydro-1: City of Oakland Planning and Building Department  City of Oakland Bureau of Building  SCA Hydro-2, 3 and 4: City of Oakland Planning and Building Department  City of Oakland - Bureau of Building, Zoning Inspection

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
		<p>Prior to and ongoing throughout demolition, grading, and/or construction activities</p> <p>SCA Hydro-4: Prior to issuance of building permit or other construction-related permit.</p>	
<b>Impact Geo-3:</b> The proposed Project may be located on expansive soil, as defined in section 1802.3.2 of the California Building Code (2007, as it may be revised), creating substantial risks to life or property.	SCA Geo-1: Soil Report, SCA Geo-2: Geotechnical Report	Required as part of the submittal of a tentative Tract Map or tentative Parcel Map.	City of Oakland, Bureau of Building
<b>Impact Geo-4:</b> The proposed Project is located in a developed area above one or more of the following: well, pit, swamp, mound, tank vault, or unmarked sewer line; these features do not create substantial risks to life or property.	SCA Geo-2: Geotechnical Report	Required as part of the submittal of a tentative Tract Map or tentative Parcel Map.	City of Oakland, Bureau of Building
<b>Impact Geo-5:</b> The proposed Project is not located above landfills for which there is no approved closure and post-closure plan. The proposed Project is located above fill.	SCA Geo-1: Soil Report, SCA Geo-2: Geotechnical Report	Required as part of the submittal of a tentative Tract Map or tentative Parcel Map.	City of Oakland, Bureau of Building

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
<b>Impact GHG-2A:</b> New development at the Coliseum District would generate greenhouse gas emissions from both direct and indirect source that would have a significant impact on the environment. Specifically, development at the Coliseum District would involve land use development that would produce total emissions of more than 1,100 metric tons of CO2e annually and more than the Project-level threshold of 4.6 metric tons of CO2e per service population annually.	SCA GHG-1: Project-specific GHG Reduction Plans  Other SCAs including SCA F: Compliance with the Green Building Ordinance; SCA Traf-1: Parking and Transportation Demand Management; SCA Util-1: Waste Reduction and Recycling; several SCAs regarding landscape requirements and tree replacement; and several SCAs regarding stormwater management	SCA GHG-1 and SCA Util-1: Prior to issuance of a construction-related permit and ongoing as specified.  SCA F: Prior to issuance of a demolition, grading, or building permit.  SCA Traf-1: Prior to issuance of a final inspection of the building permit  Implementation: Ongoing e.g. submittal of additional approved TDM reports as needed per approved TDM plan	SCA GHG-1, SCA F, : City of Oakland Planning and Building Department  City of Oakland - Bureau of Building, Zoning Inspection  SCA Traf-1: City of Oakland Planning and Building Department  City of Oakland - Bureau of Building, Zoning Inspection  City of Oakland Public Works Department, Traffic Services Division  SCA Util-1: City of Oakland Plannin g and Building Department



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Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
<p><b>Impact GHG-2B:</b> New development pursuant to Plan Buildout would not generate greenhouse gas emissions, either directly or indirectly, that would have a significant impact on the environment. Specifically, new development pursuant to Plan Buildout (including all new development within the Coliseum District) would not produce emissions of more than the Plan-level threshold of 6.6 metric tons of CO<sub>2</sub>e per service population annually, or more than the Project-level threshold of 4.6 metric tons of CO<sub>2</sub>e per service population annually.</p>	<p>SCA GHG-1: Project-specific GHG Reduction Plans</p> <p>Other SCAs including SCA F: Compliance with the Green Building Ordinance; SCA Traf-1: Parking and Transportation Demand Management; SCA Util-1: Waste Reduction and Recycling; several SCAs regarding landscape requirements and tree replacement; and several SCAs regarding stormwater management</p>	<p>SCA GHG-1 and SCA Util-1: Prior to issuance of a construction-related permit and ongoing as specified.</p> <p>SCA F: Prior to issuance of a demolition, grading, or building permit.</p> <p>SCA Traf-1: Prior to issuance of a final inspection of the building permit</p> <p>Implementation: Ongoing e.g. submittal of additional approved TDM reports as</p>	<p>City of Oakland - Bureau of Building, Zoning Inspections</p> <p>City of Oakland, Public Works, Environmental Services</p> <p>SCA GHG-1, SCA F, : City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>SCA Traf-1: City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>City of Oakland Public Works Department, Traffic Services</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
		needed per approved TDM plan	Division  SCA Util-1: City of Oakland Planning and Building Department  City of Oakland - Bureau of Building, Zoning Inspections  City of Oakland, Public Works, Environmental Services
<b>Impact GHG-3:</b> New development pursuant to Plan Buildout (including the Coliseum District) would not fundamentally conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing greenhouse gas emissions.	SCA GHG-1: Project-specific GHG Reduction Plans  Other SCAs including SCA F: Compliance with the Green Building Ordinance; SCA Traf-1: Parking and Transportation Demand Management; SCA Util-1: Waste Reduction and Recycling; several SCAs regarding landscape requirements and tree replacement; and several SCAs regarding stormwater management	SCA GHG-1 and SCA Util-1: Prior to issuance of a construction-related permit and ongoing as specified.  SCA F: Prior to issuance of a demolition, grading, or building permit.  SCA Traf-1: Prior to issuance of a final inspection of the building permit	SCA GHG-1, SCA F, : City of Oakland Planning and Building Department  City of Oakland - Bureau of Building, Zoning Inspection  SCA Traf-1: City of Oakland Planning and Building Department  City of Oakland - Bureau of

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
		Implementation: Ongoing e.g. submittal of additional approved TDM reports as needed per approved TDM plan	Building, Zoning Inspection  City of Oakland Public Works Department, Traffic Services Division  SCA Util-1: City of Oakland Plannin g and Building Department  City of Oakland - Bureau of Building, Zoning Inspections  City of Oakland, Public Works, Environmental Services
<b>Impact Haz-1:</b> The proposed Project would result in an increase in the routine transportation, use, and storage of hazardous chemicals.	SCA Haz-1: Hazards Best Management Practices	Prior to the commencement of demolition, grading, or construction.	City of Oakland Planning and Building Department  City of Oakland - Bureau of Building, Zoning Inspection

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
<b>Impact Haz-2:</b> Construction and development of the proposed Project could result in the accidental release of hazardous materials used during construction through improper handling or storage.	SCA Haz-1, Hazards Best Management Practices, SCA Haz-5, Lead-Based Paint/Coatings, Asbestos, or PCB Occurrence Assessment, SCA Haz-6, Environmental Site Assessment Reports Remediation, SCA Haz-9, Health and Safety Plan per Assessment	SCA Haz-1, 5, 6: Prior to the commencement of demolition, grading, or construction.  SCA Haz-9: Prior to issuance of any demolition, grading or building permit.	SCA Haz-1, 5, 6, 9: City of Oakland Planning and Building Department  City of Oakland - Bureau of Building, Zoning Inspections  Oakland Fire Prevention Bureau, Hazardous Materials Unit
<b>Impact Haz-3:</b> The proposed Project could create a significant hazard to the public through the storage or use of acutely hazardous materials near sensitive receptors.	SCA Haz-12: Hazardous Materials Business Plan  City of Oakland Municipal Code requirements for a Hazardous Materials Assessment Report and Remediation Plan (HMARRP) -	Prior to issuance of a business license	City of Oakland Planning and Building Department  City of Oakland - Bureau of Building, Zoning Inspection  Oakland Fire Prevention Bureau, Hazardous Materials Unit
<b>Impact Haz-4:</b> Development of the proposed Project would require use of hazardous	SCA Haz-12: Hazardous Materials Business Plan  City of Oakland Municipal Code requirements for a Hazardous Materials Assessment	Prior to issuance of a business	City of Oakland Planning and

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
materials within 0.25 mile of a school.	Report and Remediation Plan (HMARRP) -	license	Building Department  City of Oakland - Bureau of Building, Zoning Inspection  Oakland Fire Prevention Bureau, Hazardous Materials Unit
<p><b>Impact Haz-5A:</b> Development of the Coliseum District would be located on sites included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, could create a significant hazard to the public or the environment.</p> <p><b>Impact Haz-5B:</b> Development of the Project Area would be located on sites included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, could create a significant hazard to the public or the environment.</p>	<p><i>Assessments:</i></p> <p>SCA Haz-3: Site Review by the Fire Services Division, Haz-4: Phase I and/or Phase II Reports, Haz-5: Lead-based Paint/Coatings, Asbestos, or PCB Occurrence Assessment, and Haz-11: Radon or Vapor Intrusion from Soil or Groundwater Sources</p> <p><i>Remediation</i></p> <p>SCA Haz-6: Environmental Site Assessment Reports Remediation, Haz-7: Lead-based Paint Remediation, Haz-8: Other Materials Classified as Hazardous Waste, Haz-9: Health and Safety Plan per Assessment, and Haz-10: Best Management Practices for Soil and Groundwater Hazards</p> <p><i>Verification</i></p> <p>SCA Haz-3: Site Review by the Fire Services Division, Haz-10: Best Management Practices for Soil and Groundwater Hazards, and Haz-11: Radon or Vapor Intrusion from Soil or Groundwater Sources</p>	<p>SCA Haz-3, 4, 5, 6, 7, 10, 11: Prior to issuance of any demolition, grading or building permit.</p> <p>SCA Haz-9: Prior to issuance of any demolition, grading or building permit.</p>	<p>SCA Haz-3, 4, 5, 10, 11: City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspections</p> <p>Oakland Fire Prevention Bureau, Hazardous Materials Unit</p>
<b>Impact Haz-6:</b> Development of the proposed Project could result in fewer than two emergency access routes for streets exceeding 600 feet in length.	SCA 20, Improvements in the Public Right-of-Way (General), and SCA 21, Improvements in the Public Right-of-Way (Specific)	Prior to the commencement of demolition, grading, or construction.	City of Oakland Planning and Building Department

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
<b>Impact Haz-7:</b> The Project Area is located within the Oakland International Airport Land Use Plan area and within two miles of the Oakland Airport, but would not result in a safety hazard for people residing or working in the Project Area.	None needed  see also discussion under Impact Land Use-9; Compatibility with ALUCP		
<b>Hydrology and Water Quality</b>			
<b>Impact Hydro-1A:</b> New development at the Coliseum District would alter drainage patterns and increase the volume of stormwater, and potentially increase the level of contamination or siltation in stormwater flows.	<p><i>Work within the Creeks</i></p> <p>SCA Hydro-9: Erosion, Sedimentation, and Debris Control Measures; SCA Hydro-10: Creek Protection Plan; SCA Hydro-11: Regulatory Permits and Authorizations; SCA Hydro-12: Creek Monitoring; SCA Hydro-13, Creek Landscaping Plans; SCA Hydro-14: Creek Dewatering and Aquatic Life; and SCA Hydro-15: Creek Dewatering and Diversion</p> <p><i>Drainage and Water Quality</i></p> <p>SCA Hydro-1: Erosion and Sedimentation Control; SCA Hydro-2: Erosion and Sedimentation Control Plan; SCA Hydro-3: Stormwater Pollution Prevention Plan; SCA Hydro-4: Site Design Measures for Post-Construction Stormwater Management; SCA Hydro-5: Source Control Measures to Limit Stormwater Pollution; SCA Hydro-6: Post-construction Stormwater Management Plan, SCA Hydro-7: Maintenance Agreement for Stormwater Treatment Measures; and SCA Hydro-8: Erosion, Sedimentation, and Debris Control Measures</p>	<p>SCA Hydro-9, 10, 11, 12, 13, 14, 15: Prior to issuance of demolition, grading, or construction-related permit</p> <p>SCA Hydro-1, 2: Prior to any grading activities.</p> <p>Implementation:</p> <p>Ongoing throughout grading and construction activities</p> <p>SCA Hydro-3, 4, 5, 6, 7, 8: Prior to and ongoing throughout</p>	<p>SCA Hydro-1, 3, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15: City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p>

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Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
		demolition, grading, and/or construction activities	
<b>Impact Hydro-1B:</b> Future development pursuant to Plan Buildout (including the Coliseum District) would increase the volume of stormwater flows, and potentially increase the level of contamination or siltation in stormwater flows.	see all SCAs listed form Impact Hydro-1A, above		
<b>Impact Hydro-2:</b> New development at the Coliseum Site and pursuant to Plan Buildout would not be susceptible to flooding hazards, as no new development is proposed within a 100-year flood zone as mapped by FEMA.	SCA Hydro- 16: Regulatory Permits and Authorizations; and SCA Hydro-17: Structures within a Floodplain	SCA Hydro- 16, 17: Prior to issuance of a demolition, grading, or building permit	SCA Hydro- 16, 17: City of Oakland Planning and Building Department  City of Oakland - Bureau of Building, Zoning Inspection
<b>Impact Hydro-5:</b> Future development at the Coliseum District and pursuant to Plan Buildout could be susceptible to inundation, storm events and storm events with wind waves in the event of sea-level rise.	SCA Hydro-15: Regulatory Permits and Authorizations  <b>Recommendation Hydro-5:</b> The following additional recommendations are suggested to provide an adaptive approach to addressing a 16 inch sea level rise above current Base Flood Elevation (BFE) for mid-term (2050) planning and design;  1. Design gravity storm drain systems for 16 inches of sea level rise;  2. Design and construct habitable space above at-grade parking structures to allow sea level rise to impact uninhabited parking structures rather than dwelling units.  3. Design buildings to withstand periodic inundation;	Prior to issuance of a demolition, grading, or building permit	City of Oakland Planning and Building Department  City of Oakland - Bureau of Building, Zoning Inspection

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
	<p>4. Prohibit below grade habitable space in inundation zones;</p> <p>5. Require that all critical infrastructure sensitive to inundation be located above the SLR base flood elevation;</p> <p>6. Consider means for implementing an adaptive management strategy to protect against long-term sea level rise of as much as 55", potentially including constructing levees or seawalls and providing space for future storm water lift stations near outfall structures into the Bay and Estuary.</p>		
<b>Land Use</b>			
<p><b>Impact Land-2:</b> The proposed Project (at the Coliseum District and pursuant to Plan Buildout) would introduce new residential and other sensitive land uses at locations that could be exposed to noise, emissions and other potential land use incompatibilities associated with adjacent industrial and special event land uses.</p>	<p>SCA AQ-2: Exposure to Air Pollution - Toxic Air Contaminants Health Risk Reduction Measures, SCA Noise-4: Interior Noise, SCA Noise-5: Operational Noise-General; SCA Haz-8: Other Materials Classified as Hazardous Waste; SCA Haz-12: Hazardous Materials Business Plan</p> <p>No mitigation measures required. However, instances of nuisance complaints from new residents could potentially arise between new residential uses in the Project Area and existing industrial uses. To protect existing industrial uses from complaints that may seek to force an existing use to change or permanently restrict its operations, the following legal acknowledgement is recommended:</p> <p><b>Recommendation Land 2:</b> Sellers or leasers of real property intended for residential use and located within the Coliseum District or within the proposed waterfront residential area in Sub-Area B shall provide a disclosure statement included as part of all real estate transactions. The statement shall disclose that the property is located within an area near pre-existing industrial uses, that those industrial uses will be allowed to continue, and that such uses may generate light, noise, dust, traffic and other annoyances or inconveniences incidental to and customarily associated with industrial use..</p>	<p>SCA AQ-2: Incorporation of measures: Prior to approval of construction-related permit</p> <p>Maintenance: Ongoing</p> <p>SCA Noise-4: Prior to issuance of a building permit and Certificate of Occupancy</p> <p>SCA Noise-5: Ongoing during Project operations</p> <p>SCA Haz-8: Prior to issuance of any demolition,</p>	<p>SCA AQ-2, SCA Noise-4, 5: City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>Haz-8, 12: City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspections</p> <p>Oakland Fire Prevention</p>



**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
		grading or building permit.  SCA Haz-12: Prior to issuance of a business license	Bureau, Hazardous Materials Unit
<p><b>Impact Land-3A:</b> Development of the Coliseum District pursuant to the proposed Project would not fundamentally conflict with the City's General Plan.</p> <p><b>Impact Land-3B:</b> Full development of the Project pursuant to Plan Buildout would not fundamentally conflict with the City's General Plan.</p>	<p>The Specific Plan may conflict with a number of individual land use plans and policies, but many of these conflicts would be resolved in the course of Plan implementation due to General Plan amendments proposed to be adopted concurrent with the Specific Plan.</p> <p><b>Recommendation 3B:</b> Prior to approval of any residential development within Sub-Area B on land that is currently in industrial use, the developer of the proposed residential use must find a suitable replacement site acceptable to the owner/user of the industrial property in question, and facilitate acquisition of that replacement site for the displaced industrial use. In particular, an acceptable new site shall be found for the relocation of the City's corporation yard (located at 6767 Edgewater Drive) prior to residential uses being developed on that property.</p>	Prior to approval of construction-related permit	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p>
<p><b>Impact Land-5A:</b> Development of the Coliseum District pursuant to the proposed Project would conflict with the City's current Planning Code and Zoning Map.</p> <p><b>Impact Land-5B:</b> New development pursuant to Plan Buildout would conflict with the City's current Planning Code and Zoning Map.</p>	City zoning inconsistencies would be made consistent through implementation of the proposed new zoning districts and zoning changes proposed pursuant to the Specific Plan	Upon adoption of the zoning to implement the Specific Plan	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland – Bureau of Planning</p>
<b>Impact Land-6:</b> Development of a new Arena at the proposed Coliseum District as well as development of a residential and retail mixed use site along the waterfront pursuant to the proposed Project would fundamentally conflict	<p><b>Recommendation/Project Requirement Land-6:</b> In order to enable implementation of the Project as proposed, the Port Board of Commissioners must either:</p> <p>a) adopt the Specific Plan as its new land use plan for the Business Park, or</p> <p>b) elect to cede land use authority over the ultimate new Arena site and the waterfront</p>	Upon adoption of the Specific Plan	Port of Oakland

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Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
with the Port of Oakland's current Land Use and Development Code (LUDC).	residential site to the City of Oakland, or  c) choose to instead amend its own LUDC to allow the new Arena and waterfront residential / retail mixed use as permitted or conditionally permitted uses within the Business Park.		
<b>Impact Land-7:</b> Development of the Coliseum District could fundamentally conflict with the structural height criteria of the Oakland International Airport Land Use Compatibility Plan (ALUCP).	<p>Pursuant to the State Aeronautics Act and Public Utilities Code Sections 21658 and 21659, the City of Oakland is required to inform project proponents of a project that may exceed the elevation of a Part 77 surface that notification to the FAA is required. All such projects are also required to be referred to the ALUC for determination of consistency with the ALUCP prior to their approval by the local jurisdiction.</p> <p><b>MM Land-7A:</b> No structures that exceed 159.3 feet above mean sea level or otherwise exceed the applicable Part 77 surfaces of the Oakland International Airport Land Use Compatibility Plan, or which exceed 200 feet above the ground level of its site, will be approved by the City unless such a structure has been reviewed by the FAA in accordance with FAR Part 77 and receives either:</p> <p>a) an FAA finding that the structure is "not a hazard to air navigation" and would not result in the FAA altering, curtailing, limiting, or restricting flight operations in any manner, and a conclusion by the ALUC that the proposed structure is acceptable instituting any alterations or curtailing of flight operations, or</p> <p>b) a conclusion by the ALUC that the proposed structure is acceptable (i.e., no hazard and no alterations to flight operations) only with appropriate marking and lighting, and that the applicant agrees to mark and light that structure in a manner consistent with FAA standards as to color and other features.</p> <p><b>MM Land-7B:</b> Sellers or leasers of real property located within the Oakland Airport Influence Area (AIA) shall include a real estate disclosure notification informing all parties that their property is situated within the AIA, and may be subject to some of the annoyances or inconveniences associated with proximity to airport operations. <u>The City shall coordinate the wording of the disclosures with the Port of Oakland.</u></p> <p><b>MM Land-7C:</b> An aviation easement shall be dedicated to the Port of Oakland as a condition for any discretionary approvals of future residential or non-residential development within the Project Area. The aviation easement shall:</p>	Prior to approval of construction-related permit	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland – Bureau of Planning</p> <p>And Bureau of Building</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
	<ul style="list-style-type: none"> <li>a) Identify the potential hazard associated with the proposed project and its location within protected airspace;</li> <li>b) Identify the airport owner's right to clear or maintain the airspace from potential hazards;</li> <li>c) Identify the right to mark potential obstructions and notify aviators of such hazards;</li> <li>d) Provide the right to pass within the identified airspace.</li> <li>e) Restrict the heights of structures and trees on the property to conform to the Oakland International Airport Land Use Compatibility Plan, unless otherwise approved by the FAA and ALUC as described in Mitigation Measure Land-7A.</li> <li>f) Require sponsors for fireworks displays or other aerial releases to coordinate in advance with the FAA to ensure that the proposed timing, height, and materials for the event do not pose a hazard to the safe operation of the Oakland International Airport.</li> <li>g) The City shall coordinate the wording of the easements with the Port of Oakland.</li> </ul>		
<p><b>Impact Land-8:</b> New development pursuant to Plan Buildout would not fundamentally conflict with BCDC's Bay Plan or Sea Port Plan.</p>	<p><b>MM Land-8A: BCDC Issuance of Major Permit(s).</b> Prior to implementation of the proposed Damon Slough enhancements, the Elmhurst Creek realignment, new development within 100 feet of the San Leandro Bay shoreline, and the proposed Bay Cut (and potentially other project elements found to be within BCDC jurisdiction), the project applicants for those projects shall apply for and obtain through an application review process (which may include additional public hearings and review boards) issuance of necessary BCDC permits.</p> <p><b>MM Land-8B: Compliance with Bay Plan Dredging Policies.</b> Any elements of the proposed Project subject to BCDC jurisdiction and which involve excavation and/or dredging activity (i.e., the proposed Bay Cut and potentially the Damon Slough enhancements and Elmhurst Creek realignment) shall comply with the dredging policies of the San Francisco Bay Plan, including but not limited to the following:</p> <ul style="list-style-type: none"> <li>a) Dredging and dredged material disposal should be conducted in an environmentally and economically sound manner.</li> </ul>	<p>Prior to approval of construction-related permit</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland – Bureau of Planning</p> <p>And Bureau of Building</p> <p>And BCDC</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
	<ul style="list-style-type: none"> <li>b) Dredged materials should, if feasible, be reused or disposed outside the Bay and waterways. unless disposal outside these areas is infeasible and the dredged material to be disposed of is consistent with the advice of the San Francisco Bay Regional Water Quality Control Board and the inter-agency Dredged Material Management Office (DMMO); and the period of disposal is consistent with the advice of the California Department of Fish and Game, the U.S. Fish and Wildlife Service and the National Marine Fisheries Service.</li> <li>c) Dredged material should not be used for habitat creation, enhancement or restoration projects (except for projects using a minor amount of dredged material), until objective and scientific studies have been carried out to evaluate the advisability of disposal of dredged material in the Bay and in waterways for habitat creation, enhancement and restoration.</li> </ul>		
<b>Impact Land-9:</b> Future development within Sub-Areas B, C and or D may occur on lands granted to the Port of Oakland and subject to public trust. The development of residential and neighborhood-serving retail uses would conflict with the public trust doctrine and would not otherwise be permitted. However, the potential inconsistency with the public trust doctrine can be removed through appropriate reallocation of the public trust resource.	<p><b>MM Land-9:</b> To remove potential conflicts with tidelands trust obligations and requirements, the developer of any future project within the Project Area that proposes to use land that is owned by the Port of Oakland must either:</p> <ul style="list-style-type: none"> <li>a) enter into an agreement with the Port (via the Commercial Real Estate Division) to ground lease and develop such project for uses deemed by the Port Board as consistent with the public trust, or</li> <li>b) buy the underlying land from the Port, subject to a finding that the property is no longer needed or required for the promotion of the public trust (none of these properties would include lands granted to the City by the original legislative grants), with the proceeds of the land sale to be used at the Port Board's discretion for public trust purposes, or</li> <li>c) arrange for an authorized exchange of any lands granted to the Port, subject to a finding that the land is no longer needed or required for the promotion of the public trust, for other lands not now subject to the public trust.</li> </ul>	Prior to approval of construction-related permit	City of Oakland Planning and Building Department  And Port of Oakland
<b>Noise</b>			
<b>Impact Noise-1:</b> Future development (at the Coliseum District and pursuant to Plan Buildout)	SCA Noise-1 : Days/Hours of Construction Operation, SCA Noise-2: Noise Control, SCA Noise-3: Noise Complaint Procedures, SCA Noise-7: Pile Driving and Other Extreme Noise	Ongoing throughout	City of Oakland Planning and

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
would include pile drilling and other extreme noise generating construction activities that would temporarily increase noise levels in the vicinity of individual project sites.	Generators	demolition, grading, and/or construction.	Building Department  City of Oakland - Bureau of Building, Zoning Inspection
<p><b>Impact Noise-2A:</b> Future development of new sports and special events venues in the Coliseum District would generate operational noise that would exceed the City of Oakland Noise Ordinance at new, on-site sensitive receivers.</p>	<p>SCA Noise-5: Operational Noise-General</p> <p><b>Mitigation Measure Noise 2A-1:</b> Event Venue Noise Levels. Although noise levels from future open air sports and event venues is expected to exceed the City's Noise Standards and there are no feasible measures that can reasonably attain these City standards, any future open-air venue (Stadium or Ballpark) shall incorporate design features that seek to maintain future event-based noise levels that are not appreciably louder than existing noise levels from the Coliseum as heard at off-site sensitive receivers.</p> <p><b>Recommendation Noise 2A-1:</b> Sellers or leasers of real property intended for residential use and located within the Coliseum District shall provide a disclosure statement included as part of all real estate transactions. The statement shall disclose the presence of the sports and entertainment activities at the Stadium and Ballpark, and the likelihood that noise from these sources will exceed applicable City noise standards.</p>	Ongoing during Project operations	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p>
<p><b>Impact Noise-2B:</b> Development of the proposed Project pursuant to Plan Buildout would not generate operational noise in violation of the City of Oakland Noise Ordinance, based upon required compliance with City of Oakland Standard Conditions of Approval.</p>	SCA Noise-5: Operational Noise-General	Ongoing during Project operations	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p>
<p><b>Impact Noise-4:</b> Buildout of the proposed Project could expose persons to interior Ldn or CNEL greater than 45 dBA in proposed multi-family dwellings and hotels, motels, dormitories</p>	SCA Noise-4: Interior Noise	Prior to issuance of a building permit and Certificate of	City of Oakland Planning and Building Department

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
and long-term care facilities.		Occupancy	City of Oakland - Bureau of Building, Zoning Inspection
<p><b>Impact Noise-5A:</b> Future development in the Coliseum District would expose proposed new noise-sensitive land uses to noise levels in excess of noise levels considered normally acceptable according to the land use compatibility guidelines of the Oakland General Plan.</p> <p><b>Impact Noise-5B:</b> Plan Buildout would expose proposed new noise-sensitive land uses to noise levels in excess of noise levels considered normally acceptable according to the land use compatibility guidelines of the Oakland General Plan.</p>	SCA Noise-4: Interior Noise	Prior to issuance of a building permit and Certificate of Occupancy	City of Oakland Planning and Building Department  City of Oakland - Bureau of Building, Zoning Inspection
<b>Impact Noise-6:</b> The proposed Project would not expose persons to or generate noise levels in excess of applicable standards established by a regulatory agency.	SCA Noise-5: Operational Noise-General	Ongoing during Project operations	City of Oakland Planning and Building Department  City of Oakland - Bureau of Building, Zoning Inspection
<b>Impact Noise-7:</b> Project construction or project operation pursuant to Plan Buildout may expose persons to or generate groundborne vibration that exceeds the criteria established by the Federal Transit Administration (FTA).	<p>SCA Noise-6: Vibration</p> <p>SCA Noise-7: Pile Driving and Other Extreme Noise Generators,</p> <p>SCA Noise-8: Vibrations near an Historic Resource</p>	<p>SCA Noise-6, 8: Vibration: During the design phase of project.</p> <p>SCA Noise-7: Ongoing</p>	SCA Noise-6, 7, 8: Vibration: City of Oakland Planning and Building Department

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
		throughout demolition, grading, and/or construction.	City of Oakland - Bureau of Building, Zoning Inspection
<b>Impact Noise-8:</b> The proposed Project includes areas that are located within an airport land use plan, however, it would not expose people residing or working in the project area to excessive noise levels from aircraft activity.	None needed  <b>Recommendation Noise-9:</b> The developer of residential uses in the Waterfront Mixed Use District within Sub-Area B should consider conducting noise studies to determine if overflight noise may warrant sound insulation and other design measures for new homes in Sub-Area B to reduce outdoor aircraft noise levels.		
<b>Population and Housing</b>			
<b>Public Services and Recreation</b>			
<b>Impact Public-1:</b> The proposed Project could 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.	SCA Public-1: Conformance with other Requirements  SCA Public-2: Fire Safety Phasing Plan	SCA Public-1: Prior to issuance of a demolition, grading, P-job, or other construction related permit  SCA Public-2: Prior to issuance of a demolition, grading, and/or construction and concurrent with any p-job submittal permit	SCA Public-1: City of Oakland Bureau of Building  City of Oakland Fire Marshal  City of Oakland Public Works Agency  SCA Public-2: City of Oakland Planning and Building Department  City Oakland Fire Services

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
			Division
<b>Traffic</b>			
<p><b>Existing Plus Coliseum District</b></p> <p><b>Impact Trans-1:</b> The development of the Coliseum District would add more than 10 peak-hour trips to the Kuhnle Avenue/Mountain Boulevard/I-580 Westbound Off-Ramp (Intersection #3) which would meet peak hour signal warrant (Significant Threshold #6) under Existing Plus Coliseum District conditions.</p>	<p><b>Mitigation Measure Trans-1 (Intersection #3):</b> Implement the following measures at the Kuhnle Avenue/Mountain Boulevard/I-580 Westbound Off-Ramp intersection:</p> <ul style="list-style-type: none"> <li>a) Signalize the intersection providing actuated operations, with permitted left-turns on east-west approaches (Mountain Boulevard/I-580 Westbound Off-Ramp) and split phasing on north-south (Kuhnle Avenue) approaches, and</li> <li>b) Coordinate the signal timing at this intersection with the adjacent intersections that are in the same signal coordination group. This intersection is under the jurisdiction of Caltrans so any equipment or facility upgrades must be approved by Caltrans prior to installation.</li> </ul>	<p>Investigation of the need for this mitigation shall be studied by subsequent projects and submitted for review and approval to the City of Oakland until the mitigation measure is implemented.</p> <p>If investigations show this mitigation is required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&amp;E) for review and approval by the City for implementation of this mitigation.</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>City of Oakland Transportation Services Division</p>
<p><b>Impact Trans-2:</b> The development of the Coliseum District would add more than 10 peak-</p>	<p><b>Mitigation Measure Trans-2 (Intersection #4):</b> Implement the following measures at the Sunnymere Avenue/Kuhnle Avenue/Seminary Avenue/I-580 Eastbound On-Ramp</p>	<p>Investigation of the need for this</p>	<p>City of Oakland Planning and</p>



**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
hour trips to the Sunnymere Avenue/Kuhnle Avenue/Seminary Avenue/I-580 Eastbound On-Ramp (Intersection #4) which would meet peak hour signal warrant (Significant Threshold #6) under Existing Plus Coliseum District conditions.	<p>intersection:</p> <ul style="list-style-type: none"> <li>a) Restripe eastbound Seminary Avenue approach to provide one left-turn lane and one shared through/right lane,</li> <li>b) Signalize the intersection providing actuated operations, with split phasing on all approaches,</li> <li>c) Coordinate the signal timing at this intersection with the adjacent intersections that are in the same signal coordination group. This intersection is under the jurisdiction of Caltrans so any equipment or facility upgrades must be approved by Caltrans prior to installation</li> </ul>	<p>mitigation shall be studied by subsequent projects and submitted for review and approval to the City of Oakland until the mitigation measure is implemented.</p> <p>If investigations show this mitigation is required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&amp;E) for review and approval by the City for implementation of this mitigation.</p>	<p>Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>City of Oakland Transportation Services Division</p>
<b>Impact Trans-3:</b> The development of the Coliseum District would add more than 10 peak-hour trips to the Seminary Avenue/Overdale Avenue/I-580 Eastbound/SR 13 Southbound Off Ramp (Intersection #5) which would meet peak hour signal warrant (Significant Threshold #6) under Existing Plus Coliseum District conditions.	<p><b>Mitigation Measure Trans-3 (Intersection #5):</b> Implement the following measures at the Seminary Avenue/Overdale Avenue/I-580 Eastbound/SR 13 Southbound Off-Ramp intersection:</p> <ul style="list-style-type: none"> <li>a) Signalize the intersection providing actuated operations, with protected left turns on the westbound Seminary Avenue approach and split phasing on the north/south Overdale Avenue/Off-Ramp approaches.</li> <li>b) Coordinate the signal timing at this intersection with the adjacent intersections that</li> </ul>	<p>Investigation of the need for this mitigation shall be studied by subsequent projects and submitted for review and</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
	are in the same signal coordination group. This intersection is under the jurisdiction of Caltrans so any equipment or facility upgrades must be approved by Caltrans prior to installation.	approval to the City of Oakland until the mitigation measure is implemented.  If investigations show this mitigation is required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for implementation of this mitigation.	City of Oakland Transportation Services Division
<b>Impact Trans-4:</b> The development of the Coliseum District would increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) at the San Leandro Street/66th Avenue (Intersection #58) which operates at LOS F during the weekday PM peak hour under Existing Plus Coliseum District conditions	<b>Mitigation Measure Trans-4 (Intersection #58):</b> Implement the following measures at the San Leandro Street/66th Avenue intersection: <ul style="list-style-type: none"> <li>a) Restripe eastbound 66th Avenue approach to provide one left-turn lane, one through lane, and one right-turn lane, and narrow the westbound direction to one receiving lane</li> <li>b) Restripe westbound 66th Avenue approach to provide one left-turn lane and one shared through/right-turn lane</li> <li>c) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection)</li> <li>d) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul>	Investigation of the need for this mitigation shall be studied by subsequent projects and submitted for review and approval to the City of Oakland until the mitigation measure is implemented.	City of Oakland Planning and Building Department  City of Oakland - Bureau of Building, Zoning Inspection  City of Oakland Transportation Services Division

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Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
		If investigations show this mitigation is required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for implementation of this mitigation.	
<b>Impact Trans-5:</b> Under Existing Plus Coliseum District conditions, the development of the Coliseum District would cause an increase of more than 5 seconds in average delay on the worst approach for the unsignalized intersection San Leandro Boulevard/Best Avenue/Park Street (Intersection #66), which operates at LOS E or F under No Project conditions (Significant Threshold #5 in San Leandro).	<b>Mitigation Measure Trans-5 (Intersection #66):</b> Implement the following measures at the San Leandro Boulevard/Best Avenue/Park Street intersection:  a) Signalize the intersection providing actuated operations.  b) Coordinate the signal timing at this intersection with the adjacent intersections that are in the same signal coordination group. This intersection is under the jurisdiction of City of San Leandro so any equipment or facility upgrades must be approved by City of San Leandro prior to installation.	Investigation of the need for this mitigation shall be studied by subsequent projects and submitted for review and approval to the City of Oakland until the mitigation measure is implemented.  If investigations show this mitigation is required, the Project Sponsor will submit Plans,	City of Oakland Planning and Building Department  City of Oakland - Bureau of Building, Zoning Inspection  City of Oakland Transportation Services Division

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
		Specifications, and Estimates (PS&E) for review and approval by the City for implementation of this mitigation.	
<b>Impact Trans-6:</b> The proposed Project would cause the San Leandro Boulevard/Marina Boulevard (intersection #69) to degrade from LOS D to LOS E (Significant Threshold #1 in San Leandro) during the PM peak hour under Existing Plus Coliseum District conditions.	<b>Mitigation Measure Trans-6 (Intersection #69):</b> Implement the following measures at the San Leandro Boulevard/Marina Boulevard intersection:  a) Provide a second left-turn lane on northbound San Leandro Boulevard b) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection) c) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.	Investigation of the need for this mitigation shall be studied by subsequent projects and submitted for review and approval to the City of Oakland until the mitigation measure is implemented.  If investigations show this mitigation is required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for implementation	City of Oakland Planning and Building Department  City of Oakland - Bureau of Building, Zoning Inspection  City of Oakland Transportation Services Division

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Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
		of this mitigation.	
<p><b>Impact Trans-7:</b> The development of the Coliseum District would degrade the Coliseum Way/High Street intersection (Intersection #78) from LOS D to LOS E and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) during the AM peak hour, and increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) during the weekday PM peak hour during which the intersection would operate at LOS F under 2035 conditions.</p>	<p><b>Mitigation Measure Trans-7 (Intersection #78):</b> Implement the following measures at the Coliseum Way/High Street intersection:</p> <ul style="list-style-type: none"> <li>a) Implement the planned 42nd Avenue/High Street Access Improvements which would include addition of a second left-turn lane on the eastbound High Street approach and a left-turn lane on the westbound High Street approach (see page 4.13-35 for more detail).</li> <li>b) Restripe the northbound Coliseum Way approach to provide one shared left/through lane and one right-turn lane.</li> <li>c) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection).</li> <li>d) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul>	<p>Investigation of the need for this mitigation shall be studied by subsequent projects and submitted for review and approval to the City of Oakland until the mitigation measure is implemented.</p> <p>If investigations show this mitigation is required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&amp;E) for review and approval by the City for implementation of this mitigation.</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>City of Oakland Transportation Services Division</p>
<p><b>Impact Trans-8:</b> The development of the Coliseum District would increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by</p>	<p><b>Mitigation Measure Trans-8 (Intersection #92):</b> Implement the following measures at the Fernside Boulevard/High Street/ Gibbons Drive intersection:</p> <ul style="list-style-type: none"> <li>a) Convert the left-turn movements on westbound High Street from protected operations to permitted operations during the AM and PM peak periods</li> </ul>	<p>Investigation of the need for this mitigation shall be studied by</p>	<p>City of Oakland Planning and Building Department</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
0.05 or more (Oakland Significant Threshold #5) during the weekday AM peak hour which would operate at LOS F under Existing Plus Coliseum District conditions at the Fernside Boulevard/High Street/Gibbons Drive (Intersection #92)	<ul style="list-style-type: none"> <li>b) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection)</li> <li>c) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul>	<p>subsequent projects and submitted for review and approval to the City of Oakland until the mitigation measure is implemented.</p> <p>If investigations show this mitigation is required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&amp;E) for review and approval by the City for implementation of this mitigation.</p>	<p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>City of Oakland Transportation Services Division</p>
<b>Impact Trans-9:</b> The development of the Coliseum District would increase the total intersection average delay by four seconds or more (Oakland Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Oakland Significant Threshold #4) during the PM peak hour which would operate at LOS E under Existing Plus Coliseum District conditions at the Fernside Boulevard/Otis Drive (Intersection #98).	<p><b>Mitigation Measure Trans-9 (Intersection #98):</b> Implement the following measures at the Fernside Boulevard/Otis Drive intersection:</p> <ul style="list-style-type: none"> <li>a) Remove the right turn island on the northbound Otis Drive approach, add a dedicated right turn lane with approximately 50 feet of storage length, and move the northbound stop-bar upstream approximately 20 feet to accommodate the right turn lane storage length.</li> <li>b) Restripe Fernside Boulevard with two receiving lanes.</li> </ul>	<p>Investigation of the need for this mitigation shall be studied by subsequent projects and submitted for review and approval to the City of Oakland</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>City of Oakland</p>

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Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
		<p>until the mitigation measure is implemented.</p> <p>If investigations show this mitigation is required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&amp;E) for review and approval by the City for implementation of this mitigation.</p>	Transportation Services Division
<p><b>2035 Plus Coliseum District</b></p> <p><b>Impact Trans-10:</b> The development of the Coliseum District would add more than 10 peak-hour trips to the Frontage Road/SR 13 Northbound On-Ramp/Mountain Boulevard (Intersection #1) which would meet peak hour signal warrant (Significant Threshold #6) under 2035 Plus Coliseum District conditions.</p>	<p><b>Mitigation Measure Trans-10 (Intersection #1):</b> Implement the following measures at the Frontage Road/SR 13 Northbound On-Ramp/Mountain Boulevard intersection:</p> <ul style="list-style-type: none"> <li>a) Signalize the intersection providing actuated operations, with permitted phasing on all approaches.</li> <li>b) Coordinate the signal timing at this intersection with the adjacent intersections that are in the same signal coordination group. This intersection is under the jurisdiction of Caltrans so any equipment or facility upgrades must be approved by Caltrans prior to installation.</li> </ul>	<p>Investigation of the need for this mitigation shall be studied by subsequent projects and submitted for review and approval to the City of Oakland until the mitigation measure is implemented.</p> <p>If investigations show this</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>City of Oakland Transportation Services Division</p>

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Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
		mitigation is required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for implementation of this mitigation.	
<b>Impact Trans-11:</b> The development of the Coliseum District would add more than 10 peak-hour trips to the Kuhnle Avenue/Mountain Boulevard/I-580 Westbound Off-Ramp (Intersection #3) which would meet peak hour signal warrant (Significant Threshold #6) under 2035 Plus Coliseum District conditions.	<b>Mitigation Measure Trans-11 (Intersection #3):</b> Implement Mitigation Measure Trans-1 at the Kuhnle Avenue/Mountain Boulevard/I-580 Westbound Off-Ramp intersection	See schedule for Trans-1	See responsibility for Trans-1
<b>Impact Trans-12:</b> The development of the Coliseum District would add more than 10 peak-hour trips to the Sunnymere Avenue/Kuhnle Avenue/Seminary Avenue/I-580 Eastbound On-Ramp (Intersection #4) which would meet peak hour signal warrant (Significant Threshold #6) under 2035 Plus Coliseum District conditions.	<b>Mitigation Measure Trans-12 (Intersection #4):</b> Implement Mitigation Measure Trans-2 at the Sunnymere Avenue/Kuhnle Avenue/Seminary Avenue/I-580 Eastbound On-Ramp intersection.	See schedule for Trans-2	See responsibility for Trans-2
<b>Impact Trans-13:</b> The development of the Coliseum District would add more than 10 peak-hour trips to the Seminary Avenue/Overdale Avenue/I-580 Eastbound/SR 13 Southbound Off Ramp (Intersection #5) which would meet peak hour signal warrant (Significant Threshold #6) under 2035 Plus Coliseum District conditions.	<b>Mitigation Measure Trans-13 (Intersection #5):</b> Implement Mitigation Measure Trans-3 at the Seminary Avenue/Overdale Avenue/I-580 Eastbound/SR 13 Southbound Off-Ramp intersection.	See schedule for Trans-3	See responsibility for Trans-3



**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
<b>Impact Trans-14:</b> The development of the Coliseum District would increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) at Camden Street/North MacArthur Boulevard/Seminary Avenue (Intersection #12) during the weekday PM peak hour which would operate at LOS F under 2035 conditions.	<b>Mitigation Measure Trans-14 (Intersection #12):</b> Implement the following measures at the Camden Street/North MacArthur Boulevard/Seminary Avenue Intersection: <ul style="list-style-type: none"> <li>a) Restripe the eastbound Seminary Avenue approach to provide one left-turn lane and one shared through/right-turn lane by eliminating one of the westbound receiving lanes</li> <li>b) Restripe the westbound Seminary Avenue approach to provide one left-turn lane, one through lane, and one right-turn lane</li> <li>c) Restripe the northbound Camden Street approach to provide one shared left/through/right lane and one bicycle lane</li> <li>d) Convert signal operations from split phasing to permitted phasing on the north/south Camden Street/North MacArthur Boulevard approaches and protected phasing on the east/west Seminary Avenue approaches</li> <li>e) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection)</li> <li>f) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul>	Investigation of the need for this mitigation shall be studied by subsequent projects and submitted for review and approval to the City of Oakland until the mitigation measure is implemented.  If investigations show this mitigation is required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for implementation of this mitigation.	City of Oakland Planning and Building Department  City of Oakland - Bureau of Building, Zoning Inspection  City of Oakland Transportation Services Division
<b>Impact Trans-15:</b> The development of the Coliseum District would degrade the MacArthur Boulevard/ Foothill Boulevard/73rd Avenue (Intersection #13) from LOS E to LOS F, increase the total intersection average delay by four seconds or more (Significant Threshold #3), and	None feasible		

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
increase the average delay for a critical movement by six or more seconds (Significant Threshold #4) during the PM peak hour under 2035 conditions.			
<b>Impact Trans-16:</b> The development of the Coliseum District would increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) at Foothill Boulevard/Fruitvale Avenue (Intersection #17) during both weekday AM and PM peak hours which would operate at LOS F under 2035 conditions.	None feasible		
<b>Impact Trans-17:</b> The development of the Coliseum District would contribute to LOS E operations at the Foothill Boulevard/Coolidge Avenue (Intersection #18), increase the total intersection average delay by four seconds or more (Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Significant Threshold #4) during the PM peak hour under 2035 conditions	None feasible		
<b>Impact Trans-18:</b> The development of the Coliseum District would increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) at Foothill Boulevard/35th Avenue (Intersection #19) during both weekday AM and PM peak hours which would operate at LOS F under 2035 conditions.	<b>Mitigation Measure Trans-18 (Foothill Boulevard/35th Avenue):</b> Implement the following measures at Foothill Boulevard/35th Avenue intersection: <ul style="list-style-type: none"> <li>a) Restripe the eastbound and westbound 35th Avenue approaches to provide an exclusive left-turn lane within the existing right-of-way on each approach</li> <li>b) Update traffic signal equipment to provide protected left-turns on the eastbound and westbound 35th Avenue approaches</li> <li>c) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection)</li> </ul>	Investigation of the need for this mitigation shall be studied by subsequent projects and submitted for review and approval to the City of Oakland	City of Oakland Planning and Building Department  City of Oakland - Bureau of Building, Zoning Inspection  City of Oakland

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
	d) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.	until the mitigation measure is implemented.  If investigations show this mitigation is required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for implementation of this mitigation.	Transportation Services Division
<b>Impact Trans-19:</b> The development of the Coliseum District would increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) at Foothill Boulevard/High Street (Intersection #22) during the weekday PM peak hour which would operate at LOS F under 2035 conditions.	<b>Mitigation Measure Trans-19 (Foothill Boulevard/High Street):</b> Implement the following measures at Foothill Boulevard/High Street intersection: a) Convert traffic signal from pre-timed to actuated operations b) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection) c) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.	Investigation of the need for this mitigation shall be studied by subsequent projects and submitted for review and approval to the City of Oakland until the mitigation measure is implemented.  If investigations show this	City of Oakland Planning and Building Department  City of Oakland - Bureau of Building, Zoning Inspection  City of Oakland Transportation Services Division

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
		mitigation is required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for implementation of this mitigation.	
<p><b>Impact Trans-20:</b> The development of the Coliseum District would degrade the Foothill Boulevard/ Seminary Avenue/Walnut Street (Intersection #23) from LOS E to LOS F, increase the total intersection average delay by four seconds or more (Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Significant Threshold #4) during the PM peak hour under 2035 conditions.</p>	<p><b>Mitigation Measure Trans-20 (Foothill Boulevard/ Seminary Avenue):</b> Implement the following measures at the Foothill Boulevard/Seminary Avenue/Walnut Street):</p> <ul style="list-style-type: none"> <li>a) Increase signal cycle length at this intersection and the adjacent and closely spaced signal at Bancroft Avenue/Seminary Avenue (Intersection #29) to 90 seconds during the PM peak hour</li> <li>b) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection)</li> <li>c) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul>	<p>Investigation of the need for this mitigation shall be studied by subsequent projects and submitted for review and approval to the City of Oakland until the mitigation measure is implemented.</p> <p>If investigations show this mitigation is required, the Project Sponsor will submit Plans, Specifications, and Estimates</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>City of Oakland Transportation Services Division</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
		(PS&E) for review and approval by the City for implementation of this mitigation.	
<b>Impact Trans-21:</b> The development of the Coliseum District would contribute to LOS E operations at the International Boulevard/High Street (Intersection #35), increase the total intersection average delay by four seconds or more (Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Significant Threshold #4) during the PM peak hour under 2035 conditions.	No feasible mitigation at International Boulevard/High Street		
<b>Impact Trans-22:</b> The development of the Coliseum District would contribute to LOS E operations at the International Boulevard/Heavenscourt Boulevard (Intersection #38), increase the total intersection average delay by four seconds or more (Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Significant Threshold #4) during the PM peak hour under 2035 conditions.	No feasible mitigation at International Boulevard/Heavenscourt Boulevard		
<b>Impact Trans-23:</b> The development of the Coliseum District would increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) at the East 12th Street/Fruitvale Avenue (Intersection #49) during the weekday AM peak hour which would operate at LOS F under 2035 conditions.	No feasible mitigation at East 12th Street/Fruitvale Avenue		

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
<b>Impact Trans-24:</b> The development of the Coliseum District would increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) at the San Leandro Street/East 10th Street/Fruitvale Avenue (Intersection #54) during the weekday PM peak hour which would operate at LOS F under 2035 conditions.	No feasible mitigation at San Leandro Street/East 10th Street/Fruitvale Avenue		
<b>Impact Trans-25:</b> The development of the Coliseum District would degrade the San Leandro Street/66th Avenue (Intersection #58) from LOS E to LOS F, increase the total intersection average delay by four seconds or more (Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Significant Threshold #4) during the weekday AM peak hour which would operate at LOS E; the development would also increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) during the weekday PM peak hour which would operate at LOS F under 2035 Plus Coliseum District conditions.	<b>Mitigation Measure Trans-25 (San Leandro Street/66th Avenue):</b> Implement Mitigation Measure Trans-4 at the San Leandro Street/66th Avenue intersection.	See schedule for Trans-4	See responsibility for Trans-4
<b>Impact Trans-26:</b> The development of the Coliseum District would increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) at the San Leandro Street/Hegenberger Road Off-Ramp/75th Avenue (Intersection #61) during the	<b>Mitigation Measure Trans-26 (San Leandro Street/Hegenberger Road Off-Ramp/75th Avenue):</b> Implement the following measures at the San Leandro Street/ Hegenberger Road Off-Ramp/75th Avenue intersection:  a) Convert signal operations for the left-turn lane on southbound San Leandro Street from permitted to protected operations  b) Optimize signal timing (i.e., changing the amount of green time assigned to each	Investigation of the need for this mitigation shall be studied by subsequent projects and submitted for	City of Oakland Planning and Building Department  City of Oakland - Bureau of Building, Zoning

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
weekday PM peak hour which would operate at LOS F under 2035 conditions.	<p>lane of traffic approaching the intersection)</p> <p>c) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</p>	<p>review and approval to the City of Oakland until the mitigation measure is implemented.</p> <p>If investigations show this mitigation is required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&amp;E) for review and approval by the City for implementation of this mitigation.</p>	<p>Inspection</p> <p>City of Oakland Transportation Services Division</p>
<p><b>Impact Trans-27:</b> The development of the Coliseum District would cause the increase in average delay of more than 5 seconds on the worst approach for unsignalized intersections that operates at LOS E or F under No Project conditions (Significant Threshold #5 in San Leandro) at the San Leandro Boulevard/West Broadmoor Boulevard/Apricot Street/Park Street (Intersection #66) under 2035 Plus Coliseum District conditions.</p>	<p><b>Mitigation Measure Trans-27 (San Leandro Boulevard/West Broadmoor Boulevard/Apricot Street /Park Street):</b> Implement the following measures at the San Leandro Boulevard/West Broadmoor Boulevard/Apricot Street /Park Street intersection:</p> <p>a) Signalize the intersection providing actuated operations</p> <p>b) Coordinate the signal timing at this intersection with the adjacent intersections that are in the same signal coordination group. This intersection is under the jurisdiction of City of San Leandro so any equipment or facility upgrades must be approved by City of San Leandro prior to installation.</p>	<p>Investigation of the need for this mitigation shall be studied by subsequent projects and submitted for review and approval to the City of Oakland until the mitigation measure is</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>City of Oakland Transportation Services Division</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
		implemented.  If investigations show this mitigation is required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for implementation of this mitigation.	
<b>Impact Trans-28:</b> The development of the Coliseum District would cause the increase in average delay of more than 5 seconds on the worst approach for unsignalized intersections that operates at LOS E or F under No Project conditions (Significant Threshold #5 in San Leandro) at the San Leandro Boulevard/Best Avenue/Park Street (Intersection #66) under 2035 Plus Coliseum District conditions.	<b>Mitigation Measure Trans-28 (San Leandro Boulevard/Best Avenue/Park Street):</b> Implement Mitigation Measure Trans-5.	See schedule for Trans-5	See responsibility for Trans-5
<b>Impact Trans-29:</b> The development of the Coliseum District would increase the total intersection average delay by four seconds or more (Oakland Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Oakland Significant Threshold #4) during the PM peak hour which would operate at LOS E under 2035 Plus Coliseum District conditions at the San	<b>Mitigation Measure Trans-29 (San Leandro Boulevard/Davis Street):</b> Restripe the northbound San Leandro Boulevard approach to add an exclusive right-turn lane at the San Leandro Boulevard/Davis Street intersection.	Investigation of the need for this mitigation shall be studied by subsequent projects and submitted for review and approval to the	City of Oakland Planning and Building Department  City of Oakland - Bureau of Building, Zoning Inspection



**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
Leandro Boulevard/Davis Street (Intersection #67).		City of Oakland until the mitigation measure is implemented.  If investigations show this mitigation is required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for implementation of this mitigation.	City of Oakland Transportation Services Division
<b>Impact Trans-30:</b> The development of the Coliseum District would degrade the intersection from LOS E to LOS F, increase the total intersection average delay by four seconds or more (Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Significant Threshold #4) at the Coliseum Way/I-880 Northbound Ramps/42nd Avenue (Intersection #76) during the weekday AM peak hour under 2035 Plus Coliseum District conditions.	No feasible mitigation at Coliseum Way/I-880 Northbound Ramps/42nd Avenue		
<b>Impact Trans-31:</b> The development of the Coliseum District would contribute to LOS E operations at the Coliseum Way/High Street	<b>Mitigation Measure Trans-31 (Coliseum Way/High Street):</b> Implement the following measures at the Coliseum Way/High Street intersection:  a) Restripe the northbound Coliseum Way approach to provide one shared	Investigation of the need for this mitigation shall	City of Oakland Planning and Building

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
(Intersection #78) during the AM peak hour and increase the total intersection average delay by four seconds or more (Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Significant Threshold #4); the development would also increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) during the weekday PM peak hour which would operate at LOS F under 2035 conditions	<p>left/through lane and one right-turn lane</p> <p>b) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection)</p> <p>c) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</p>	<p>be studied by subsequent projects and submitted for review and approval to the City of Oakland until the mitigation measure is implemented.</p> <p>If investigations show this mitigation is required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&amp;E) for review and approval by the City for implementation of this mitigation.</p>	<p>Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>City of Oakland Transportation Services Division</p>
<b>Impact Trans-32:</b> The development of the Coliseum District would degrade the intersection from LOS D to LOS E and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) at the Oakport Street/I-880 Southbound Ramps/High Street (Intersection #79) during the weekday PM peak hour under 2035 Plus Coliseum District conditions.	<p><b>Mitigation Measure Trans-32 (Oakport Street/I-880 Southbound Ramps/High Street):</b> Implement the following measures at the Oakport Street/I-880 Southbound Ramps/High Street intersection:</p> <p>a) Convert the southbound I-880 Southbound Off-Ramp approach to provide one left-turn lane, two through lanes, and one right-turn lane.</p> <p>b) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection)</p> <p>c) Coordinate the signal timing changes at this intersection with the adjacent</p>	<p>Investigation of the need for this mitigation shall be studied by subsequent projects and submitted for review and approval to the</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
	intersections that are in the same signal coordination group.	City of Oakland until the mitigation measure is implemented.  If investigations show this mitigation is required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for implementation of this mitigation.	City of Oakland Transportation Services Division
<b>Impact Trans-33:</b> The development of the Coliseum District would increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Oakland Significant Threshold #5) during the weekday AM peak hour which would operate at LOS F; and increase the total intersection average delay by four seconds or more (Oakland Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Oakland Significant Threshold #4) during the PM peak hour which would operate at LOS E under 2035 Plus Coliseum District conditions at the Fernside Boulevard/High Street/Gibbons Drive	<b>Mitigation Measure Trans-33 (Fernside Boulevard/High Street/ Gibbons Drive):</b> Implement Mitigation Measure Trans-8	See schedule for Trans-8	See responsibility for Trans-8

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
(Intersection #92).			
<b>Impact Trans-34:</b> The development of the Coliseum District would increase the average delay for a critical movement by six or more seconds (Oakland Significant Threshold #4) during the AM peak hour which would operate at LOS E under 2035 Plus Coliseum District conditions at the Fernside Boulevard/Otis Drive (Intersection #98).	<b>Mitigation Measure Trans-34 (Fernside Boulevard/Otis Drive):</b> Implement Mitigation Measure Trans-9	See schedule for Trans-9	See responsibility for Trans-9
<b>2035 Plus Plan Buildout</b> <b>Impact Trans-35:</b> Plan Buildout would add more than 10 peak-hour trips to the Frontage Road/SR 13 Northbound On-Ramp/Mountain Boulevard (Intersection #1) which would meet peak hour signal warrant (Significant Threshold #6) under 2035 Plus Specific Plan Buildout conditions.	<b>Mitigation Measure Trans-35 (Frontage Road/SR 13 Northbound On-Ramp/Mountain Boulevard):</b> Implement Mitigation Measure Trans-10	See schedule for Trans-10	See responsibility for Trans-10
<b>Impact Trans-36:</b> Plan Buildout would add more than 10 peak-hour trips to the Kuhnle Avenue/Mountain Boulevard/I-580 Westbound Off-Ramp (Intersection #3) which would meet peak hour signal warrant (Significant Threshold #6) under 2035 Plus Specific Plan Buildout conditions.	<b>Mitigation Measure Trans-36 (Kuhnle Avenue/Mountain Boulevard/I-580 Westbound Off-Ramp):</b> Implement Mitigation Measure Trans-1	See schedule for Trans-1	See responsibility for Trans-1
<b>Impact Trans-37:</b> Plan Buildout would add more than 10 peak-hour trips to the Sunnymere Avenue/Kuhnle Avenue/Seminary Avenue/I-580 Eastbound On-Ramp (Intersection #4) which would meet peak hour signal warrant (Significant Threshold #6) under 2035 Plus Specific Plan Buildout conditions.	<b>Mitigation Measure Trans-37 (Sunnymere Avenue/Kuhnle Avenue/Seminary Avenue/I-580 Eastbound On-Ramp) :</b> Implement Mitigation Measure Trans-2	See schedule for Trans-2	See responsibility for Trans-2

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
<b>Impact Trans-38:</b> Plan Buildout would add more than 10 peak-hour trips to the Seminary Avenue/Overdale Avenue/I-580 Eastbound/SR 13 Southbound Off Ramp (Intersection #5) which would meet peak hour signal warrant (Significant Threshold #6) under 2035 Plus Specific Plan Buildout conditions.	<b>Mitigation Measure Trans-38 (Seminary Avenue/Overdale Avenue/I-580 Eastbound/SR 13 Southbound Off-Ramp):</b> Implement Mitigation Measure Trans-3	See schedule for Trans-3	See responsibility for Trans-3
<b>Impact Trans-39:</b> Plan Buildout would increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) at Camden Street/North MacArthur Boulevard/Seminary Avenue (Intersection #12) during the weekday PM peak hour which would operate at LOS F under 2035 conditions.	<b>Mitigation Measure Trans-39 (Camden Street/North MacArthur Boulevard/Seminary Avenue):</b> Implement Mitigation Measure Trans-14	See schedule for Trans-14	See responsibility for Trans-14
<b>Impact Trans-40:</b> Plan Buildout would degrade the MacArthur Boulevard/ Foothill Boulevard/73rd Avenue (Intersection #13) from LOS E to LOS F, increase the total intersection average delay by four seconds or more (Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Significant Threshold #4) during the PM peak hour under 2035 conditions.	No feasible mitigation measures at MacArthur Boulevard/ Foothill Boulevard/73rd Avenue		
<b>Impact Trans-41:</b> Plan Buildout would degrade intersection operations from LOS C to LOS E and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) during the AM peak hour at the Foothill Boulevard/14th Avenue (Intersection #15) under	No feasible mitigation measures at Foothill Boulevard/14th Avenue		

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
2035 conditions.			
<b>Impact Trans-42:</b> Plan Buildout would increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) at Foothill Boulevard/Fruitvale Avenue (Intersection #17) during both weekday AM and PM peak hours which would operate at LOS F under 2035 conditions.	No feasible mitigation measures at Foothill Boulevard/Fruitvale		
<b>Impact Trans-43:</b> Plan Buildout would degrade intersection operations from LOS D to LOS E and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) during the AM peak hour at the Foothill Boulevard/Coolidge Avenue (Intersection #18), and contribute to LOS E operations, increase the total intersection average delay by four seconds or more (Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Significant Threshold #4) during the PM peak hour under 2035 conditions.	No feasible mitigation measures at Foothill Boulevard/Coolidge Avenue		
<b>Impact Trans-44:</b> Plan Buildout would increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) at Foothill Boulevard/35th Avenue (Intersection #19) during both weekday AM and PM peak hours which would operate at LOS F under 2035 conditions.	<b>Mitigation Measure Trans-44 (Foothill Boulevard/35th Avenue):</b> Implement Mitigation Measure Trans-18	See schedule for Trans-18	See responsibility for Trans-18
<b>Impact Trans-45:</b> Plan Buildout would increase the total intersection V/C ratio by 0.03 or more	<b>Mitigation Measure Trans-45 (Foothill Boulevard/High Street):</b> Implement Mitigation Measure Trans-19.	See schedule for Trans-19	See responsibility

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) at Foothill Boulevard/High Street (Intersection #22) during the weekday PM peak hour which would operate at LOS F under 2035 conditions.			for Trans-19
<b>Impact Trans-46:</b> Plan Buildout would degrade the Foothill Boulevard/ Seminary Avenue/Walnut Street (Intersection #23) from LOS E to LOS F, increase the total intersection average delay by four seconds or more (Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Significant Threshold #4) during the PM peak hour under 2035 conditions.	<b>Mitigation Measure Trans-45 (Foothill Boulevard/ Seminary Avenue/Walnut Street):</b> Implement Mitigation Measure Trans-20.	See schedule for Trans-20	See responsibility for Trans-20
<b>Impact Trans-47:</b> Plan Buildout would degrade intersection operations from LOS D to LOS E during the PM peak hour and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) at the Bancroft Avenue / Havenscourt Boulevard (Intersection #30) under 2035 conditions.	No feasible mitigation measures at Bancroft Avenue / Havenscourt Boulevard		
<b>Impact Trans-48:</b> Plan Buildout would degrade intersection operations from LOS D to LOS E during the PM peak hour and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) at the Bancroft Avenue / 73rd Avenue (Intersection #31) under 2035 conditions.	<b>Mitigation Measure Trans-48 (Bancroft Avenue/73rd Avenue):</b> Implement the following measures at the Bancroft Avenue/73rd Avenue intersection: <ul style="list-style-type: none"> <li>a) Provide a second left-turn lane on the northbound Bancroft Avenue approach.</li> <li>b) Replace existing 6-foot gutter pans and prohibit parking on both northbound and southbound Bancroft Avenue with 2-foot gutter pans.</li> <li>c) Reconfigure eastbound 73rd Avenue approach to provide one left-turn lane, two through lanes, one bicycle lane, and one right-turn lane.</li> <li>d) Reconfigure westbound 73rd Avenue approach to provide one left-turn lane, one</li> </ul>	Investigation of the need for this mitigation shall be studied by subsequent projects and submitted for review and approval to the City of Oakland	City of Oakland Planning and Building Department  City of Oakland - Bureau of Building, Zoning Inspection  City of Oakland

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
	<p>through lane, one shared through/right lane, and one bicycle lane.</p> <p>e) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection)</p> <p>f) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</p>	<p>until the mitigation measure is implemented.</p> <p>If investigations show this mitigation is required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&amp;E) for review and approval by the City for implementation of this mitigation.</p>	Transportation Services Division
<b>Impact Trans-49:</b> Plan Buildout would degrade intersection operations from LOS D to LOS E and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) during the AM peak hour, and contribute to LOS E operations during the PM peak hour and increase the average delay for a critical movement by six or more seconds (Significant Threshold #4 at the International Boulevard/Fruitvale Avenue intersection under 2035 conditions.	No feasible mitigation measures at International Boulevard/Fruitvale Avenue		
<b>Impact Trans-50:</b> Plan Buildout would contribute to LOS E operations at the International Boulevard/High Street (Intersection #35), increase the total intersection average delay by	No feasible mitigation measures at International Boulevard/High Street		



**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
four seconds or more (Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Significant Threshold #4) during the PM peak hour under 2035 conditions.			
<b>Impact Trans-51:</b> Plan Buildout would contribute to LOS E operations at the International Boulevard/Heavenscourt Boulevard (Intersection #38), increase the total intersection average delay by four seconds or more (Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Significant Threshold #4) during the PM peak hour under 2035 conditions.	No feasible mitigation measures at International Boulevard/Heavenscourt		
<b>Impact Trans-52:</b> Plan Buildout would increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) at the East 12th Street/Fruitvale Avenue (Intersection #49) during both weekday AM and PM peak hours which would operate at LOS F under 2035 conditions.	No feasible mitigation measures at East 12th Street/Fruitvale Avenue		
<b>Impact Trans-53:</b> Plan Buildout would degrade intersection operations from LOS D to LOS E and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) the San Leandro Street/East 10th Street/Fruitvale Avenue (Intersection #54) during the AM peak hour, and increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) during	No feasible mitigation measures at San Leandro Street/East 10th Street/Fruitvale Avenue		

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
the weekday PM peak hour which would operate at LOS F under 2035 conditions.			
<b>Impact Trans-54:</b> Plan Buildout would degrade intersection operations from LOS C during the AM peak hour and LOS D during the PM peak hour to LOS E during both AM and PM peak hours and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) San Leandro Street/High Street (Intersection #55) under 2035 conditions.	No feasible mitigation measures at San Leandro Street/High Street		
<b>Impact Trans-55:</b> Plan Buildout would degrade the San Leandro Street/66th Avenue (Intersection #58) from LOS E to LOS F, increase the total intersection average delay by four seconds or more (Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Significant Threshold #4) during the weekday AM peak hour which would operate at LOS E; the development would also increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) during the weekday PM peak hour which would operate at LOS F under 2035 Plus Specific Plan Buildout conditions.	<b>Mitigation Measure Trans-55 (San Leandro Street/66th Avenue):</b> Implement Mitigation Measure Trans-4	See schedule for Trans-4	See responsibility for Trans-4
<b>Impact Trans-56:</b> Plan Buildout would degrade intersection operations from LOS C to LOS E and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) the San Leandro Street/Hegenberger Road	<b>Mitigation Measure Trans-56 (San Leandro Street/ Hegenberger Road Off-Ramp/75th Avenue intersection):</b> Implement Mitigation Measure Trans-26	See schedule for Trans-26	See responsibility for Trans-26

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
Off-Ramp/75th Avenue (Intersection #54) during the AM peak hour, and increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) during the weekday PM peak hour which would operate at LOS F under 2035 conditions.			
<b>Impact Trans-57:</b> Plan Buildout would degrade intersection operations from LOS D to LOS E and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) during the PM peak hour at the San Leandro Street/85th Avenue (Intersection #63) under 2035 conditions.	No feasible mitigation measures at San Leandro Street/85th Avenue		
<b>Impact Trans-58:</b> Plan Buildout would degrade intersection operations from LOS D to LOS E and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) during the PM peak hour at the San Leandro Street/98th Avenue (Intersection #64) under 2035 conditions.	No feasible mitigation measures at San Leandro Street/98th Avenue		
<b>Impact Trans-59:</b> Plan Buildout would cause the increase in average delay of more than 5 seconds on the worst approach for unsignalized intersections that operates at LOS E or F under No Project conditions (Significant Threshold #5 in San Leandro) at the San Leandro Boulevard/West Broadmoor Boulevard/Apricot Street/Park Street (Intersection #66) under 2035 Plus Specific Plan Buildout conditions.	<b>Mitigation Measure Trans-59 (San Leandro Boulevard/West Broadmoor Boulevard/Apricot Street /Park Street):</b> Implement Mitigation Measure Trans-27	See schedule for Trans-27	See responsibility for Trans-27
<b>Impact Trans-60:</b> Plan Buildout would cause the	<b>Mitigation Measure Trans-60 (San Leandro Boulevard/Best Avenue/Park Street):</b>	See schedule for	See

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
increase in average delay of more than 5 seconds on the worst approach for unsignalized intersections that operates at LOS E or F under No Project conditions (Significant Threshold #5 in San Leandro) at the San Leandro Boulevard/Best Avenue/Park Street (Intersection #66) under 2035 Plus Specific Plan Buildout conditions.	Implement Mitigation Measure Trans-5	Trans-5	responsibility for Trans-5
<b>Impact Trans-61:</b> Plan Buildout would increase the total intersection average delay by four seconds or more (Oakland Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Oakland Significant Threshold #4) during the PM peak hour which would operate at LOS E under 2035 Plus Specific Plan Buildout conditions at the San Leandro Boulevard/Davis Street (Intersection #67).	<b>Mitigation Measure Trans-61 (San Leandro Boulevard/Davis Street):</b> Implement Mitigation Measure Trans-29	See schedule for Trans-29	See responsibility for Trans-29
<b>Impact Trans-62:</b> Plan Buildout would cause the San Leandro Boulevard/Marina Boulevard (intersection #69) to degrade from LOS D to LOS E (Significant Threshold #1 in San Leandro) during the PM peak hour under 2035 Plus Specific Plan Buildout conditions. In addition, Plan Buildout would increase the total intersection average delay by four seconds or more (Oakland Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Oakland Significant Threshold #4) during the PM peak hour.	<b>Mitigation Measure Trans-62 (San Leandro Boulevard/Marina Boulevard):</b> Implement Mitigation Measure Trans-6	See schedule for Trans-6	See responsibility for Trans-6
<b>Impact Trans-63:</b> Plan Buildout would degrade	No feasible mitigation measures at Coliseum Way/I-880 Northbound Ramps/42nd		

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
the intersection from LOS E to LOS F, increase the total intersection average delay by four seconds or more (Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Significant Threshold #4) at the Coliseum Way/I-880 Northbound Ramps/42nd Avenue (Intersection #76) during the weekday AM peak hour under 2035 Plus Specific Plan Buildout conditions.	Avenue		
<b>Impact Trans-64:</b> Plan Buildout would contribute to LOS E operations at the Coliseum Way/High Street (Intersection #78) during the AM peak hour and increase the total intersection average delay by four seconds or more (Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Significant Threshold #4); the development would also increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) during the weekday PM peak hour which would operate at LOS F under 2035 conditions.	<b>Mitigation Measure Trans-64 (Coliseum Way/High Street):</b> Implement Mitigation Measure Trans-31	See schedule for Trans-31	See responsibility for Trans-31
<b>Impact Trans-65:</b> Plan Buildout would degrade the intersection from LOS D to LOS E or LOS F, and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) at the Oakport Street/I-880 Southbound Ramps/High Street (Intersection #79) during both weekday AM and PM peak hours under 2035 Plus Specific Plan Buildout conditions.	<b>Mitigation Measure Trans-65 )Oakport Street/I-880 Southbound Ramps/High Street):</b> Implement Mitigation Measure Trans-32	See schedule for Trans-32	See responsibility for Trans-32

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
<b>Impact Trans-66:</b> Plan Buildout would degrade intersection operations from LOS B to LOS F and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) during the PM peak hour at the Oakport Street/Zhone Way (Intersection #82) under 2035 conditions.	<b>Mitigation Measure Trans-66 (Oakport Street/Zhone Way):</b> Implement the following measures at the Oakport Street/Zhone Way intersection: <ul style="list-style-type: none"> <li>a) Provide a right-turn lane on the northbound Oakport Street approach.</li> <li>b) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection)</li> <li>c) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul>	Investigation of the need for this mitigation shall be studied by subsequent projects and submitted for review and approval to the City of Oakland until the mitigation measure is implemented.  If investigations show this mitigation is required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for implementation of this mitigation.	City of Oakland Planning and Building Department  City of Oakland - Bureau of Building, Zoning Inspection  City of Oakland Transportation Services Division
<b>Impact Trans-67:</b> Plan Buildout would degrade intersection operations from LOS D to LOS F and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) during the AM peak hour at the Hegenberger Road/I-880 Southbound Off-Ramp (Intersection	<b>Mitigation Measure Trans-67 (Hegenberger Road/I-880 Southbound Ramps):</b> Implement the following measures at the Hegenberger Road/I-880 Southbound Ramps intersection: <ul style="list-style-type: none"> <li>a) Restripe the southbound I-880 Off-Ramp approach from two exclusive right turn lanes and two exclusive left-turn lanes to two exclusive right turn lanes, one shared</li> </ul>	Investigation of the need for this mitigation shall be studied by subsequent projects and	City of Oakland Planning and Building Department  City of Oakland

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
#84) under 2035 conditions.	<p>left/right-turn lane, and one exclusive left-turn lane.</p> <p>b) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection)</p> <p>c) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</p>	<p>submitted for review and approval to the City of Oakland until the mitigation measure is implemented.</p> <p>If investigations show this mitigation is required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&amp;E) for review and approval by the City for implementation of this mitigation.</p>	<p>- Bureau of Building, Zoning Inspection</p> <p>City of Oakland Transportation Services Division</p>
<p><b>Impact Trans-68:</b> Plan Buildout would contribute to LOS F operations at the Fernside Boulevard/Blanding Avenue/Tilden Way (Intersection #91) and increase total intersection volume by three percent or more (City of Alameda Significant Threshold) during the AM peak hour under 2035 conditions. In addition, Plan Buildout would increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Oakland Significant Threshold #5) during both weekday AM and PM peak hours</p>	<p><b>Mitigation Measure Trans-68 (Fernside Boulevard/ Blanding Avenue/Tilden Way):</b> Implement the following measures at the Fernside Boulevard/ Blanding Avenue/Tilden Way intersection:</p> <p>a) Add a left-turn on the northbound Fernside Boulevard approach so that the approach would provide one left-turn lane, one through lane and one right-turn lane</p> <p>b) Add a left turn lane to provide on the southbound Blanding Avenue approach so that the approach would provide one left-turn lane, one through lane and one right-turn lane</p> <p>c) Update traffic signal equipment to convert northbound/southbound left-turn operations from split phasing to protected phasing.</p>	<p>Investigation of the need for this mitigation shall be studied by subsequent projects and submitted for review and approval to the City of Oakland until the mitigation</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>City of Oakland Transportation Services Division</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
which would operate at LOS F under 2035 conditions.	d) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection)  e) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.	measure is implemented.  If investigations show this mitigation is required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for implementation of this mitigation.	
<b>Impact Trans-69:</b> Plan Buildout would degrade operations from LOS E to LOS F at the Fernside Boulevard/ High Street/Gibbons Drive (Intersection #92) and increase total intersection volume by three percent or more (City of Alameda Significant Threshold) during the PM peak hour under 2035 conditions. In addition, Plan Buildout would increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Oakland Significant Threshold #5) during the weekday AM peak hour which would operate at LOS F under 2035 conditions, and increase the total intersection average delay by four seconds or more (Oakland Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Oakland Significant Threshold #4) during the	<b>Mitigation Measure Trans-69 (Fernside Boulevard/High Street/Gibbons Drive):</b> Implement Mitigation Measure Trans-8	See schedule for Trans-8	See responsibility for Trans-8



**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
PM peak hour.			
<b>Impact Trans-70:</b> Plan Buildout would increase the total intersection average delay by four seconds or more (Oakland Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Oakland Significant Threshold #4) during the AM peak hour which would operate at LOS E under 2035 conditions at the Fernside Boulevard/Otis Drive (Intersection #98).	<b>Mitigation Measure Trans-70 (Fernside Boulevard/Otis Drive):</b> Implement Mitigation Measure Trans-9	See schedule for Trans-9	See responsibility for Trans-9
<b>Impact Trans-71:</b> Plan Buildout would contribute to LOS E operations at the Hegenberger Road/Hegenberger Court/Edgewater Drive (Intersection #100) during the AM peak hour and increase the total intersection average delay by four seconds or more (Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Significant Threshold #4); the development would also degrade intersection operations from LOS D to LOS F and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) during the PM peak hour under 2035 conditions.	<b>Mitigation Measure Trans-71 (Hegenberger Road/ Hegenberger Court/Edgewater Drive):</b> Implement the following measures at the Hegenberger Road/ Hegenberger Court/Edgewater Drive intersection: <ul style="list-style-type: none"> <li>a) Add a right-turn lane on the southbound Edgewater Drive approach</li> <li>b) Restripe the northbound Hegenberger Court approach to provide one left-turn lane, and one shared through/right-turn lane</li> <li>c) Convert traffic operations on the north/south approaches from split phasing to protected phasing.</li> <li>d) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection)</li> <li>e) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul>	Investigation of the need for this mitigation shall be studied by subsequent projects and submitted for review and approval to the City of Oakland until the mitigation measure is implemented.  If investigations show this mitigation is required, the Project Sponsor will submit Plans, Specifications, and Estimates	City of Oakland Planning and Building Department  City of Oakland - Bureau of Building, Zoning Inspection  City of Oakland Transportation Services Division

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
		(PS&E) for review and approval by the City for implementation of this mitigation.	
<b>Impact Trans-72:</b> Plan Buildout would degrade intersection operations from LOS D to LOS E and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) during the PM peak hour at the Airport Access Road/Pardee Drive/Hegenberger Road (Intersection #101) under 2035 conditions.	<b>Mitigation Measure Trans-72 (Airport Access Road/Pardee Drive/Hegenberger Road):</b> Implement the following measures at the Airport Access Road/Pardee Drive/Hegenberger Road intersection: <ul style="list-style-type: none"> <li>a) Convert left-turn operations on the north/south approaches from permitted phasing to protected phasing.</li> <li>b) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection)</li> <li>c) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul>	Investigation of the need for this mitigation shall be studied by subsequent projects and submitted for review and approval to the City of Oakland until the mitigation measure is implemented.  If investigations show this mitigation is required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for implementation of this mitigation.	City of Oakland Planning and Building Department  City of Oakland - Bureau of Building, Zoning Inspection  City of Oakland Transportation Services Division

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
<b>Impact Trans-73:</b> Plan Buildout would degrade intersection operations from LOS D to LOSE and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) during the PM peak hour at the Airport Access Road/98th Avenue (Intersection #102) under 2035 conditions.	No feasible mitigation measures at Airport Access Road/98th Avenue		
<b>Impact Trans-74:</b> Plan Buildout would increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Oakland Significant Threshold #5) during the weekday AM peak hour which would operate at LOS F under 2035 conditions at the Island Drive/Otis Drive/Doolittle Drive (Intersection #103).	<p><b>Mitigation Measure Trans-74 (Island Drive/Otis Drive/Doolittle Drive):</b> Implement the following measures at the Island Drive/Otis Drive/Doolittle Drive intersection:</p> <ul style="list-style-type: none"> <li>a) Add a left-turn lane to the westbound Doolittle Drive approach so the approach would provide two left-turn lanes and two through lanes.</li> <li>b) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection)</li> <li>c) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</li> </ul>	<p>Investigation of the need for this mitigation shall be studied by subsequent projects and submitted for review and approval to the City of Oakland until the mitigation measure is implemented.</p> <p>If investigations show this mitigation is required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&amp;E) for review and approval by the City for implementation</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>City of Oakland Transportation Services Division</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
		of this mitigation.	
<p><b>Freeway and Regional Roadway Impacts:</b></p> <p><b>Impact Trans-75:</b> The proposed Coliseum District development would degrade from LOS E or better to LOS F (Significant Threshold #7), or increase the freeway volume by three percent more, for the following freeway segments operating at LOS F (Significant Threshold #8):</p> <ol style="list-style-type: none"> <li>1 Weave section on northbound I-880 from 98th Avenue to Hegenberger Road during the PM peak hour under 2035 conditions.</li> <li>2 Diverge section on southbound I-880 at 42nd Avenue/High Street Off-Ramp during the PM peak hour under 2035 conditions.</li> <li>3 Merge section on southbound I-880 at eastbound 98th Avenue On-Ramp during the PM peak hour under 2035 conditions.</li> <li>4 Diverge section on southbound I-880 at Davis Street Off-Ramp during the PM peak hour under 2035 conditions.</li> </ol>	No feasible mitigation measures are available		
<p><b>Impact Trans-76:</b> The proposed Coliseum District development would degrade from LOS E or better to LOS F (Significant Threshold #7) or increase the V/C ratio by 0.03 or more for segments operating at LOS F (Significant Threshold #8) on the following CMP or MTS roadway segments:</p> <ol style="list-style-type: none"> <li>1 Northbound I-880 from Marina Boulevard to Hegenberger Road and from High Street to 29th Avenue in 2020 and from Marina</li> </ol>	<p><b>Mitigation Measure Trans-76 (Regional Roadways):</b> Implement Mitigation Measures Trans-4, Trans-26, Trans-67, Trans-71, and Trans-72.</p>	See schedule for Trans-4, 26, 67, 71, 72	See responsibility for Trans-4, 26, 67, 71, 72

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
<p>Boulevard to 66th Avenue and from High Street to 29th Avenue in 2035.</p> <p>2 Southbound I-880 from 29th Avenue to 66th Avenue in 2020, and from 29th Avenue to High Street in 2035.</p> <p>3 Eastbound Hegenberger Road from I-880 Southbound Off-Ramp to Coliseum Way/ Edes Avenue in 2020, and from I-880 Southbound Off-Ramp to Coliseum Way/Edes Avenue and from San Leandro Street to International Boulevard in 2035.</p> <p>4 Westbound Hegenberger Road from I-880 Southbound Off-Ramp to Doolittle Drive in 2035.</p> <p>5 Northbound San Leandro Street from 73rd Avenue to Seminary Avenue and from 50th Avenue to High Street in 2020, and from 81st Avenue to High Street in 2035.</p> <p>6 Southbound San Leandro Street from Seminary Avenue to 73rd Avenue in 2020 and 2035.</p> <p>7 Northbound International Boulevard from 73rd Avenue to Heavenscourt Boulevard in 2020 and 2035.</p> <p>8 Southbound International Boulevard from 42nd Avenue to High Street and from 66th Avenue to Heavenscourt Boulevard in 2020, and from 23rd Avenue to Fruitvale Avenue in 2035.</p> <p>9 Eastbound 98th Avenue between Edes Avenue and San Leandro Street in 2035.</p>			

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
<p><b>Impact Trans-77:</b> Development under Plan Buildout would degrade from LOS E or better to LOS F (Significant Threshold #7), or increase the freeway volume by three percent more, for freeway segments operating at LOS F (Significant Threshold #8) on the following freeway segments:</p> <ol style="list-style-type: none"> <li>1. Weave section on northbound I-880 from 98th Avenue to Hegenberger Road during both AM and PM peak hours under 2035 conditions.</li> <li>2. Weave section on northbound I-880 from Hegenberger Road to 66th Avenue during the PM peak hour under 2035 conditions.</li> <li>3. Weave section on northbound I-880 from 66th Avenue to High Street during the PM peak hour under 2035 conditions.</li> <li>4. Basic section on southbound I-880 north of High Street during the AM peak hour under 2035 conditions.</li> <li>5. Diverge section on southbound I-880 at 42nd Avenue/High Street Off-Ramp during both AM and PM peak hour under 2035 conditions.</li> <li>6. Merge section on southbound I-880 at High Street/Oakport Avenue On-Ramp during both AM and PM peak hours under 2035 conditions.</li> <li>7. Diverge section on southbound I-880 at 66th Avenue Off-Ramp during both AM and PM peak hour under 2035 conditions.</li> </ol>	No feasible mitigation measures are available		

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
<p>8. Weave section on southbound I-880 from Hegenberger Road to 98th Avenue during both AM and PM peak hours under 2035 conditions.</p> <p>9. Merge section on southbound I-880 at eastbound 98th Avenue On-Ramp during the PM peak hour under 2035 conditions.</p> <p>10. Basic section on southbound I-880 between 98th Avenue and Davis Street during the PM peak hour under 2035 conditions.</p> <p>11. Diverge section on southbound I-880 at Davis Street Off-Ramp during the PM peak hour under 2035 conditions.</p>			
<p><b>Impact Trans-78:</b> The development under the Specific Plan would degrade from LOS E or better to LOS F (Significant Threshold #7) or increase the V/C ratio by 0.03 or more for segments operating at LOS F (Significant Threshold #8) on the following CMP or MTS roadway segments:</p> <ol style="list-style-type: none"> <li>1. Eastbound I-580 between Keller Avenue and Golf Links Road in 2020.</li> <li>2. Northbound I-880 from Marina Boulevard to 29th Avenue in 2020 and 2035.</li> <li>3. Southbound I-880 from 29th Avenue to Hegenberger Road and from 98th Avenue to Davis Street in 2020 and 2035.</li> <li>4. Northbound Doolittle Drive (SR 61) from Davis Street to Harbor Bay Parkway in 2020 and 2035.</li> </ol>	<p><b>Mitigation Measure Trans-76 (Regional Roadways):</b> Implement Mitigation Measures Trans-4, Trans-26, Trans-67, Trans 48, Trans-71, and Trans-72.</p>	<p>See schedule for Trans-4, 26, 67, 48, 71, 72</p>	<p>See responsibility for Trans-4, 26, 67, 48, 71, 72</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
5. Southbound Doolittle Drive (SR 61) from Airport Drive to Davis Street in 2020 and from Hegenberger Road to Davis Street in 2035.  6. Eastbound Hegenberger Road from Airport Access Drive to Coliseum Way/Edes Avenue in 2020, and from Airport Access Drive to Coliseum Way/Edes Avenue and from San Leandro Street to Bancroft Avenue in 2035.  7. Westbound Hegenberger Road from Edgewater Drive to Airport Access Drive in 2020, and from I-880 Southbound Off-Ramp to Doolittle Drive in 2035.  8. Northbound San Leandro Street from 81st Avenue to Fruitvale Avenue in 2020, and from 85th Avenue to Fruitvale Avenue in 2035.  9. Southbound San Leandro Street from Fruitvale Avenue to 73rd Avenue in 2020 and 2035.  10. Northbound International Boulevard from 73rd Avenue to Heavenscourt Boulevard and from Fruitvale Avenue to 23rd Avenue in 2020, and from 73rd Avenue to Heavenscourt Boulevard, Seminary Avenue to High Street, and from 42nd Avenue to Fruitvale Avenue in 2035.  11. Southbound International Boulevard from 42nd Avenue to 73rd Avenue and from Davis Street to Estudillo Avenue in 2020, and from 23rd Avenue to Fruitvale Avenue,			



**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
<p>from High Street to 73rd Avenue, and from Davis Street to Estudillo Avenue, in 2035.</p> <p>12. Eastbound 98th Avenue between Edes Avenue and San Leandro Street in 2035.</p> <p>13. Westbound 98th Avenue between I-880 Northbound Ramps and Airport Access Drive in 2035.</p>			
<p><b>Special Events Impact</b></p> <p><b>Impact Trans-80:</b> Special events at the new sports venues may result in significant impacts on event days</p>	<p>SCA Trans-3: Parking and Transportation Demand Management</p> <p><b>Mitigation Measure Trans-81:</b> Implement an Event Traffic Management Plan through the TPMA to reduce the automobile trips generated by special events and better manage the traffic traveling to and from the site. The Event Traffic Management Plan shall consider the following strategies:</p> <ul style="list-style-type: none"> <li>a) Develop plans for roadway closures and manual control of traffic by police officers during peak congestion periods before and after the games.</li> <li>b) Develop way-finding plan with changeable message signs on freeways and surrounding major streets to direct patrons to available parking facilities.</li> <li>c) Collaborate with transit providers in the area (AC Transit, BART, Amtrak) to expand transit service for special events.</li> <li>d) Develop Promotional material for special events that encourage the use of transit, carpooling and other non-automobile travel modes.</li> <li>e) Consistent with SCA Trans-3, develop a Parking and Transportation Demand Management Program to encourage employees and spectators for special events to use non-automobile travel modes and reduce the automobile trips and parking demand of special events.</li> <li>f) Bundle parking pricing into the ticket price to maximize efficiencies at parking entrances.</li> <li>g) Coordinate parking management within the Project Area to maximize the use of available parking spaces during special events.</li> </ul>	<p>MM 81 and SCA Trans-3: Prior to issuance of a final inspection of the building permit</p> <p>Implementation: Ongoing e.g. submittal of additional approved TDM reports as needed per approved TDM plan</p>	<p>MM 81 and SCA Trans-3: City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>City of Oakland Public Works Department, Traffic Services Division</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
	<p>h) Operate buses between the Project Area and major transit destinations such as West Oakland BART or East Bay BRT during weekday evening coliseum events and consider them when events overlap at the ballpark and arena</p> <p>i) <u>Provide pre-paid and discounted transit passes with all event tickets to encourage transit use.</u></p> <p>j) <u>Offer valet bicycle parking on event days.</u></p> <p>k) <u>Study possible applications of parking and road congestion pricing plans to discourage driving to events.</u></p>		
<p><b>Impact Trans-81:</b> Development under the proposed Project would not directly or indirectly cause or expose roadway users (e.g., motorists, pedestrians, bus riders, bicyclists) to a permanent and substantial transportation hazard due to a new or existing physical design feature or incompatible uses (Significance Threshold #10).</p>	<p>SCA Trans-1, Improvements in the Public Right-of-Way (General), and SCA Trans-2, Improvements in the Public Right-of-Way (Specific)</p> <p><b>Mitigation Measure Trans-81:</b> Reconfigure E Street so that it curves along the alignment of F Street intersecting Loop Road opposite the access to the collector-distributor road. Alternatively, E Street could be redirected at F Street through the surface parking and connect to Hegenberger Road opposite Baldwin Street.</p>	<p>Investigation of the need for this mitigation shall be studied by subsequent projects and submitted for review and approval to the City of Oakland until the mitigation measure is implemented.</p> <p>If investigations show this mitigation is required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&amp;E) for review</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>City of Oakland Transportation Services Division</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
		and approval by the City for implementation of this mitigation.	
<p><b>Impact Trans-85:</b> Development under the proposed Project would generate substantial multi-modal traffic traveling across at-grade railroad crossings that cause or expose roadway users (e.g., motorists, pedestrians, bus riders, bicyclists) to a permanent and substantial transportation hazard (Significance Threshold #14).</p>	<p>SCA Trans-5: Railroad Crossings</p> <p><b>Mitigation Measure Trans-85A:</b> Implement the following specific improvements:</p> <ul style="list-style-type: none"> <li>a) 66th Avenue (west): bring sidewalks into ADA compliance including detectable surface, smooth path of travel, and wider sidewalks. Consider replacing median curb and delineators with a raised median (requires road diet from four to three lanes between Coliseum Way and San Leandro Street.</li> <li>b) 66th Avenue/San Leandro Street: Add W10-1 signs (railroad crossing warning sign) to 66th Avenue approaching the railroad crossing and W10-2 signs (parallel railroad crossing at an intersection warning sign) on San Leandro Street. Consider vertical delineation on centerline of 66th Avenue approaching the railroad crossing.</li> <li>c) 69th Avenue/San Leandro Street: Add W10-2 signs on San Leandro Street and consider vertical delineation on centerline of 69th Avenue approaching the railroad crossing.</li> <li>d) 75th Avenue/San Leandro Street /Snell Street: Add W10-1 signs to 75th Avenue and add W10-2 signs on San Leandro Street and Snell Street. Bring sidewalks into ADA compliance including detectable surface, smooth path of travel, and curb ramps and install a sidewalk on the south side of 75th Avenue. Consider vertical delineators on centerline of 75th Avenue approaching the railroad crossing. Consider removing the pork-chop island and bringing southbound right-turns through the intersection and relocate the crossing arm to preserve sight distance for westbound traffic.</li> <li>e) Any proposed improvements must be coordinated with California Public Utility Commission (CPUC) and affected railroads and all necessary permits/approvals obtained, including a GO 88-B Request (Authorization to Alter Highway Rail Crossings).</li> </ul> <p><b>Mitigation Measure Trans-85B:</b> <u>Pedestrian Safety along Rail Lines. All new development adjacent to the Niles Line (located west of San Leandro Street and used by both Amtrak</u></p>	<p>Investigation of the need for this mitigation shall be studied by subsequent projects and submitted for review and approval to the City of Oakland until the mitigation measure is implemented.</p> <p>If investigations show this mitigation is required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&amp;E) for review and approval by the City for implementation of this mitigation.</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>City of Oakland Transportation Services Division</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
	<u>and freight trains), and adjacent to the Canyon Sub-Line (located east of San Leandro Street and primarily used by freight trains) shall incorporate safety fencing along the edge of the rail right-of-way to prevent trespass, and preferably shall provide an additional open space buffer including a pedestrian/bicycle trail on the inside edge of the fence line separating the development from hazardous rail activity.</u>		
<b>Impact Trans-87:</b> Development under the proposed Project would result in a substantial, though temporary adverse effect on the circulation system during construction of the Project. (Significance Threshold #16).	<p>SCA Trans-4: Construction Traffic Management Plan</p> <p>To further implement SCA Trans-4, the Construction Traffic Management Plan developed for a project shall also include the following:</p> <ul style="list-style-type: none"> <li>a) A set of comprehensive traffic control measures for motor vehicles, transit, bicycle, and pedestrian access and circulation during each phase of construction.</li> <li>b) A construction period parking management plan to ensure that parking demands for construction workers, site employees, and customers are accommodated during each phase of construction.</li> </ul>	Prior to the issuance of a demolition, grading or building permit.	<p>Planning and Building Department, the Bureau of Building</p> <p>Transportation Services Division</p>
<b>Impact Trans-88:</b> Development under the proposed Project could result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.	See Mitigation Measures Land-8A and Land-8B	See schedule for Land-8A and 8B	See responsibility for Land-8A and 8B
<b>Utilities and Public Services</b>			
<p><b>Impact Util-1A:</b> The water demand generated by new development within the Coliseum Site will increase the average daily water demand over existing levels, but would not exceed water supplies currently available from existing entitlements and resources.</p> <p><b>Impact Util-1B:</b> The water demand generated by new development pursuant to Plan Buildout (including the Coliseum District) will increase the average daily water demand over existing levels,</p>	<p>SCA Util-3: Compliance with the Green Building Ordinance, OMC Chapter 18.02,</p> <p>SCA Util-4: Compliance with the Green Building Ordinance, OMC Chapter 18.02, for Building and Landscape Projects Using the StopWaste.Org Small Commercial or Bay Friendly Basic Landscape Checklist</p> <p>All construction activity on-site, including construction of new water distribution lines, would be required to comply with City of Oakland standard conditions of approval regarding construction noise (SCA Noise-1 and SCA Noise-2), air quality and dust suppression (SCA Air-1 and SCA Air-2), erosion control (SCA Geo-1) and temporary construction traffic controls (SCA Trans-1)</p>	SCA Util-3 and 4: Prior to issuance of a demolition, grading, or building permit.	SCA Util-3 and 4: City of Oakland, Bureau of Building

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
but will not exceed water supplies projected to be available from existing entitlements and resources.			
<p><b>Impact Util-2A:</b> New development within the Coliseum Site would not exceed the wastewater treatment requirements of the San Francisco Regional Water Quality Control Board or result in a determination that new or expanded wastewater treatment facilities would be required.</p> <p><b>Impact Util-2B:</b> New development pursuant to Plan Buildout, including the Coliseum District, would not exceed the wastewater treatment requirements of the San Francisco Regional Water Quality Control Board or result in a determination that new or expanded wastewater treatment facilities would be required.</p>	<p>SCA Util-2: Stormwater and Sewer</p> <p>All construction activity on-site, including construction of new sewer laterals, would be required to comply with City of Oakland Standard Conditions of Approval regarding construction noise (SCA Noise-1 and SCA Noise-2), air quality and dust suppression (SCA Air-1 and SCA Air-2), erosion control (SCA Geo-1) and temporary construction traffic controls (SCA Trans-1)</p>	Prior to issuance of a demolition, grading, or building permit.	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p>
<p><b>Impact Util-3A:</b> New development at the Coliseum Site would require construction of new stormwater drainage facilities and the potential expansion of existing facilities, the construction of which could cause significant environmental effects.</p> <p><b>Impact Util-3B:</b> New development pursuant to Plan Buildout would require construction of new stormwater drainage facilities and the potential expansion of existing facilities, the construction of which could cause significant environmental effects.</p>	<p>SCA Hydro-6: Post-Construction Stormwater Pollution Prevention Plans</p> <p>SCA Util-2: Stormwater and Sewer</p> <p>As with all construction activity on-site, construction of new storm drainage improvements would be required to comply with City of Oakland Standard Conditions of Approval regarding construction noise (SCA Noise-1 and SCA Noise-2), air quality and dust suppression (SCA Air-1 and SCA Air-2), erosion control (SCA Geo-1) and temporary construction traffic controls (SCA Trans-1)</p>	SCA Hydro-6 and SCA Util-2: Prior to and ongoing throughout demolition, grading, and/or construction activities	<p>SCA Hydro-6 and SCA Util-2: City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p>
<b>Impact Util-4:</b> Future development pursuant to	SCA Util-1: Waste Reduction and Recycling	Prior to issuance	City of

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:  
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
the Specific Plan (at the Coliseum Site and pursuant to Plan Buildout) would not violate applicable federal, state, and local statutes or regulations related to solid waste; nor would it generate solid waste that would exceed the permitted capacity of the landfills serving the area.		of a construction-related permit and ongoing as specified.	Oakland Planning and Building Department  City of Oakland - Bureau of Building, Zoning Inspections  City of Oakland, Public Works, Environmental Services
<b>Impact Util-5:</b> New development resulting from implementation of the specific Plan (both at the Coliseum Site and pursuant to Plan Buildout) 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.	SCA Util-3: Compliance with the Green Building Ordinance, OMC Chapter 18.02,  SCA Util-4: Compliance with the Green Building Ordinance, OMC Chapter 18.02, for Building and Landscape Projects Using the StopWaste.Org Small Commercial or Bay Friendly Basic Landscape Checklist	SCA Util-3 and 4: Prior to issuance of a demolition, grading, or building permit.	SCA Util-3 and 4: City of Oakland, Bureau of Building



# Attachment H. to March 4 2015 Planning Commission



## COLISEUM AREA SPECIFIC PLAN Subareas

Created by: City of Oakland, Department of Planning and Building  
May 2013



Coliseum Specific Plan Proposed Zoning Comparision Table

Activities	Existing Zones				Proposed Coliseum Plan Area Zones					
	S-15	CR-1	CIX-2	IO	D-CO-1	D-CO-2	D-CO-3	D-CO-4	D-CO-5	D-CO-6
<b>Residential Activities</b>										
Permanent	P	—	—	—	P(L1)	P(L1)	—	C(L1)(L4)	—	—
Residential Care	C	—	—	—	C(L1)	C(L1)	—	C(L1)	—	—
Service-Enriched Permanent Housing	C	—	—	—	C(L1)	C(L1)	—	C(L1)	—	—
Transitional Housing	C	C	—	—	C(L1)	C(L1)	—	C(L1)	—	—
Emergency Shelter	—	C	P	—	—	—	—	—	—	—
Semi-Transient	—	C	—	—	C	C	—	—	—	—
Bed and Breakfast	—	—	—	—	—	—	—	—	—	—
<b>Civic Activities</b>										
Essential Service	P	P	P	P	P	P	P	P	P	P
Limited Child-Care Activities	P	P	—	—	P	P	C(L6)	C(L6)	—	—
Community Assembly	P	P	C	C	C	C	C	C	C	C
Recreational Assembly	P	P	C	C	P	P	P	P	C	C
Community Education	P	C	C	C	P	P	C	C	—	C
Nonassembly Cultural	P	P	C	C	P	P	P	P	C	C
Administrative	P	P	C	C	P	P	P	P	C	C
Health Care	P	C	—	—	C	C	C	C	—	—
Special Health Care	—	C	C	—	—	—	—	—	—	—
Utility and Vehicular	C	C	C	C	C	C	C	C	C	C
Extensive Impact	C	C	C	C	C	C	C(L5)	C	C	C
<b>Commercial Activities</b>										
General Food Sales	P	P	P	P	P	P	P	P(L2)	P(L2)	P(L2)
Full Service Restaurants	P	P	P	P	P	P	P	P(L2)	P(L2)	P(L2)
Limited Service Restaurant and Cafe	P	P	P	P	P	P	P	P(L2)	P(L2)	P(L2)
Fast-Food Restaurant	C	C	C	C	C	C	C	—	—	—
Convenience Market	C	C	C	C	C	C	C	C	—	C
Alcoholic Beverage Sales	C	C	C	—	C	C	C	C	—	—
Mechanical or Electronic Games	C	C	—	—	C	P	C(L6)	—	—	—
Medical Service	P	P	C	C	P	P	C	C	C	C
General Retail Sales	P	P	P	P	P	P	P	P	C(L10)	P
Large-Scale Combined Retail and Grocery Sales	—	—	—	—	—	C	—	—	—	—
Consumer Service	P	P	P	C	P(L8)	P(L8)	P(L8)	P(L8)	C	C
Consultative and Financial Service	P	P	C	—	P	P	P	P	—	—
Check Cashier and Check Cashing	—	—	—	—	—	—	—	—	—	—
Consumer Cleaning and Repair Service	C	P	C	—	P	P	P	P	—	—
Consumer Dry Cleaning Plant	C	C	C	—	C	C	C	C	—	—
Group Assembly	P	C	P	C	P(L14)	P(L14)	C(L14)	C(L14)	C(L14)	C(L14)
Personal Instruction and Improvement Services	P	P	P	C	P	P	P	C	C	C
Administrative	P	P	P	P	P	P	P	P	P	P
Business, Communication, and Media Services	P	P	P	P	P	P	P	P	P	P
Broadcasting and Recording Services	P	P	P	P	P	P	P	P	P	P
Research Service	—	P	P	P	P	P	P	P	P	P
General Wholesale Sales	—	C	P	P	P(L2)	P(L2)	P(L3)	P(L2)	P	P(L2)
Transient Habitation (Hotels)	C	C	—	—	C	C	C	C	—	C
Building Material Sales	—	P	P	—	—	—	—	—	C	—
Automobile and Other Light Vehicle Sales and Rental	—	P	C	C	C	C	C	—	—	C
Automobile and Other Light Vehicle Gas Station and Serv	—	P	P	—	—	—	C(L11)	—	—	—
Automobile and Other Light Vehicle Repair and Cleaning	—	P	P	—	—	—	C(L11)	—	—	—
Taxi and Light Fleet-Based Services	—	P	P	—	—	—	—	—	—	—
Automotive Fee Parking	C	—	P	P	C	C	C(L11)(L15)	C	C	C
Animal Boarding	C	C	C	—	—	—	C(L11)(L13)	—	—	—
Animal Care	C	P	C	—	C	C	C	—	—	—
Undertaking Service	—	—	C	—	—	—	—	—	—	—
<b>Industrial Activities</b>										
Custom Manufacturing	C	P	P	P	P	P	P	P	P	P
Light Manufacturing	—	P	P	P	C	P	P	P(L3)	P	P
General Manufacturing	—	C	P	—	—	—	—	—	C(L11)(L13)	—
Heavy/High Impact	—	—	—	—	—	—	—	—	—	—
Research and Development	—	P	P	P	P	P	P	P	P	P
Construction Operations	—	—	P	C	—	—	—	—	C	—



Coliseum Specific Plan Proposed Zoning Comparision Table

Activities	Existing Zones				Proposed Coliseum Plan Area Zones					
	S-15	CR-1	CIX-2	IO	D-CO-1	D-CO-2	D-CO-3	D-CO-4	D-CO-5	D-CO-6
Warehousing, Storage and Distribution-related										
A. General Warehousing, Storage and Distribution	—	P	P	P	—	P(L3)(L9)	P(L9)	P(L3)(L9)	P(L9)	P(L9)
B. General Outdoor Storage	—	C	P	P	—	—	—	—	C(L11)(L13)	C(L13)
C. Self- or Mini Storage	—	C	C	C	—	—	—	—	C(L11)	—
D. Container Storage	—	C	P	—	—	—	—	—	—	—
E. Salvage/Junk Yards	—	—	—	—	—	—	—	—	—	—
Regional Freight Transportation-Related:										
A. Seaport	—	C	—	C	—	—	—	—	—	—
B. Rail Yard	—	C	C	—	—	—	—	—	—	—
Trucking and Truck-Related:										
A. Freight/Truck Terminal	—	C	P	—	—	—	—	—	C(L7)	—
B. Truck Yard	—	C	C	C	—	—	—	—	C(L7)	—
C. Truck Weigh Stations	—	C	P	—	—	—	—	—	C(L7)	—
D. Truck & Other Heavy Vehicle Sales, Rental & Leasing	—	C	P	P	—	—	—	—	C(L7)	—
E. Truck & Other Heavy Vehicle Service, Repair, and Ref	—	C	P	—	—	—	—	—	C(L7)	—
Recycling and Waste-Related:										
A. Satellite Recycling Collection Centers	—	C	C	C	—	—	—	—	—	—
B. Primary Recycling Collection Centers	—	C	P	—	—	—	—	—	—	—
Hazardous Materials Production, Storage, and Waste Management-Related:										
A. Small Scale Transfer and Storage	—	—	C	—	—	—	—	—	—	—
B. Industrial Transfer/Storage	—	—	—	—	—	—	—	—	—	—
C. Residuals Repositories	—	—	—	—	—	—	—	—	—	—
D. Oil and Gas Storage	—	—	—	—	—	—	—	—	—	—
Agriculture and Extractive Activities										
Limited Agriculture	P	P	P	C	P(L16)	P(L16)	P(L16)	P(L16)	P(L16)	P(L16)
Extensive Agriculture	C	C	C	C	C(L17)	C(L17)	C(L17)	C(L17)	C(L17)	C(L17)
Plant Nursery	—	C	P	—	—	C	C	C	C(L12)	C(L12)
Mining and Quarrying	—	—	—	—	—	—	—	—	—	—
Accessory off-street parking serving prohibited activities	—	P			C	C	C	C	C	C
Additional activities that are permitted or conditionally p	C	C			C	C	C	C	C	C

"P" is a permitted activity (with a zoning clearance form)

"C" is a conditionally permitted activity

"--" is a prohibited activity

"L#" is a limitation; see proposed zoning text below

Limitations on Table 17.101H.01 (Proposed D-CO zoning):

- L1. No Residential Care, Service-Enriched Permanent Housing, Transitional Housing, or Emergency Shelter Residential Activity shall be located closer than three hundred (300) feet from any other such activity. See Section 17.103.010 for other regulations regarding these activities.
- L2. The total floor area devoted to these activities by a single establishment shall only exceed ten thousand (10,000) square feet upon the granting of a Conditional Use Permit (see Chapter 17.134 for the CUP procedure).
- L3. The total floor area devoted to these activities by a single establishment shall only exceed twenty-five thousand (25,000) square feet upon the granting of a Conditional Use Permit (see Chapter 17.134 for the CUP procedure).
- L4. This activity is only permitted upon determination that the proposal conforms to the general use permit criteria set forth in the Conditional Use Permit procedure in Chapter 17.134, and to all of the following additional use permit criteria:

1. That the project is designed in a way that minimizes the potential health impacts of locating a residential use near any surrounding non-residential activities;

2. That new development will meet residential environmental safety standards;

3. That the design of development accounts for the projected rise in sea levels and the potential for inundation by the Bay and other flood waters;

4. That avigation easements for the Oakland International Airport will be negotiated with future owners or tenants, and deed disclosures about proximity to Airport operations will be made;

5. That, where applicable, measures that minimize adverse impacts to the surrounding activities have been incorporated into the project.
- L5. The Extensive Impact Civic Activity category includes, but is not limited to, stadiums and sports arenas (see Section 17.10.240.Q). In the D-CO-3 Zone, stadiums and sports arenas are only allowed in the area between Damon Slough and Elmhurst Creek.
- L6. Conditionall permitted outright if located in the D-CO-3 Zone between Damon Slough and Elmhurst Creek; prohibited if located elsewhere in the D-CO-3 Zone (see Chapter 17.134 for the CUP procedure).
- L7. In the D-CO-5 Zone, these activities are only allowed in the area between San Leandro Creek and Doolittle Drive.

Coliseum Specific Plan Proposed Zoning Comparision Table

Activities	Existing Zones				Proposed Coliseum Plan Area Zones					
	S-15	CR-1	CIX-2	IO	D-CO-1	D-CO-2	D-CO-3	D-CO-4	D-CO-5	D-CO-6
L8.	See Section 17.102.170 for special regulations relating to massage services and Section 17.102.450 for special regulations related to Laundromats.									
L9.	Not including accessory activities, this activity shall take place entirely within an enclosed building. Other outdoor activities shall only be permitted upon the granting of a conditional use permit (see Chapter 17.134 for the CUP procedure).									
L10.	Permitted outright if located within five hundred (500) feet of Highway 880 or Hegenberger Road; conditionally permitted if located elsewhere (see Chapter 17.134 for the CUP procedure).									
L11.	These activities are not permitted within three hundred (300) feet of a lot line adjacent to the Hegenberger Road right-of-way.									
L12.	This activity is only permitted upon the granting of a Conditional Use Permit (see Chapter 17.134 for the CUP procedure) and that all repair and servicing is performed in an enclosed building.									
L13.	Any outdoor storage activities to be located within three hundred (300) feet of: a) the Oakport Street right-of-way; b) the Estuary or Bay shoreline; c) the Damon Slough, Elmhurst Creek, East Creek Slough, or San Leandro Creek top of bank; or d) any Open Space zone shall only be permitted upon determination that the proposal conforms ot the general use permit criteria set forth in the Conditional Use Permit procedure in Chapter 17.134, and to all of the following addiitonal use permit criteria:									
	1. The activity is screened in a manner as determined by the Planning Director, including, but not limited to, buffer planting along the side exterior: and									
	2. The proposal will not adversely affect the livability or appropriate development of abutting properties and the surrounding distrct in terms of noise, water and pollutant runoff, heavy equipment operations, hours of operation, odor, security, and vehicular traffic.									
L14.	No new or expanded adult entertainment activity shall be located closer than one thousand (1,000) feet to the boundary of any Residential zone or three hundred (300) feet from any other adult entertainment activity. See Section 17.102.160 for further regulations regarding adult entertainment activities.									
L15.	Existing fee parking lots within three hundred (300) feet of a lot line adjacent to the Hegenberger Road right-of-way may be reconfigured to increase the number of parking spaces and make more efficient use of the existing parking area. Expansion of existing facilities to include structured parking or expanding the size of the parcel with the parking constitutes an expansion of a nonconforming use and is not permitted.									
L16.	Limited Agriculture is permitted outright if the activity occupies less than one (1) acre of land area and any sales area is less than one thousand (1,000) square feet; conditionally permitted if the activity is larger in either land or sales area (see Chapter 17.134 for the CUP procedure).									
L17.	Extensive Agriculture is only permitted upon the granting of a Conditional Use Permit (see Chapter 17.134 for the CUP procedure). In addition to the criteria contained in Section 17.134.050, this activity must meet the following use permit criteria:									
	1. The proposal will not adversely affect the livability or appropriate development of abutting properties and the surrounding neighborhood in terms of noise, water and pesticide runoff, farming equipment operation, hours of operation, odor, security, and vehicular traffic.									