

Summary Form for Electronic Document Submittal**Form F**

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: 2019012008Project Title: Downtown Oakland Specific PlanLead Agency: City of OaklandContact Name: Joanna WinterEmail: jwinter@oaklandca.gov Phone Number: (510)- 238-2166Project Location: Oakland, Alameda County, CA*City**County*

Project Description (Proposed actions, location, and/or consequences).

See attached PDF entitled Project Description.

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

See attached PDF entitled Project Effects and Proposed Mitigation Measures.

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

See PDF attached entitled Areas of Controversy.

Provide a list of the responsible or trustee agencies for the project.

Caltrans District #4, Regional WQCB #2, Air Resources Board, Fish and Game Region #3, S.F Bay Conservation and Development Commission, SWRCB: Water Quality

Project Description (Proposed actions, location, and/or consequences).

The Downtown Oakland Specific Plan encompasses approximately 930 acres in Downtown Oakland, generally bound by 27th Street to the north; Brush and Market Street to the west; and the Jack London estuary waterfront and Embarcadero West to the south. The eastern boundary extends from the north to Grand Avenue between Broadway and Telegraph Avenue south of Grand Avenue to Lake Merritt, the Lake Merritt Channel and 5th Avenue, excluding the Lake Merritt Station Area Plan Area east of Franklin Street, north on the street and South of 13th street. The Specific Plan is intended to provide a road map for development of this area over the next 20 years through policy guidance on land use, transportation, housing, economic development, public spaces, cultural arts, and social equity.

The components of the Specific Plan include:

- The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan;
- The proposed distribution location, and extent of the uses of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and need to support the land uses described in the plan;
- Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable; and
- A program of implementation measures, including regulations, public works projects, and financing measures necessary to carry out the proposed improvements.

The Specific Plan does not propose specific private developments, but for the purposes of environmental review establishes the Plan Development Program, which represents reasonably foreseeable development expected to occur in the Plan Area over a 20-year planning period.

Project Effects and Proposed Mitigation Measures

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

Impact TRANS-1: The bus-only lanes proposed in the Specific Plan may overlap with the Specific Plan's proposed low stress bike network potentially generating transportation conflicts between bicycle and transit along corridors where both are proposed.

Mitigation Measure TRANS-1: The Specific Plan shall include an implementation measure that requires the City of Oakland as part of the planning and design process for bicycle or transit improvements to collaborate with AC Transit and other stakeholders to address multimodal impacts on streets and corridors where both low stress bike facilities and bus-only lanes are being considered. that The Plan shall establish the prioritized transportation modes; consider the corridor's physical characteristics and expected land use; incorporate input from the community; evaluate multi-modal safety, travel markets, transportation and land use compatibility, and stakeholder inputs; and identify. the design features that support the prioritized transportation modes prior to beginning final design.

Impact TRANS-2: Development under the Specific Plan would generate additional multi-modal traffic traveling across the at-grade railroad crossings that would cause or expose roadway users (e.g., motorists, pedestrians, bus riders, bicyclists) to a permanent or substantial transportation hazard.

Mitigation Measure TRANS-2: The Specific Plan shall include an implementation measure that requires the City of Oakland within the near-term (1 to 5 years) to undertake and complete a Diagnostic Study as outlined in SCA-TRANS-7: Railroad Crossing (#80) to identify and implement the suite of improvements to enhance multi-modal safety along the railroad tracks including the elements necessary for a Quiet Zone through Jack London District. The study shall identify the schedule and potential funding for implementing the suite of improvements resulting from the study and the City as the lead agency would design and construct the improvements, relying on outside agency funding. Any proposed improvements must be coordinated with California Public Utility Commission (CPUC) and affected railroads; all necessary permits/approvals must be obtained, including a GO 88-B Request (Authorization to Alter Highway Rail Crossings).

Impact TRANS-3: The development under the Specific Plan would contribute to the significant degradation of several CMP or MTS segments in 2020.

Mitigation Measure TRANS-3: No other feasible mitigation measures, beyond TDM measures, are available to reduce the effect development under the Specific Plan would have on the adversely affected roadway segments.

Cumulative Impact TRANS-1: Development under the Specific Plan together with cumulative development, would generate additional multi-modal traffic traveling across the at-grade railroad crossings that would cause or expose roadway users (e.g., motorists, pedestrians, bus riders, bicyclists) to a permanent or substantial transportation hazard.

Cumulative Mitigation Measure TRANS-1: Implement Impact TRANS-2.

Cumulative Impact TRANS-2: The development under the Specific Plan would degrade from LOS E or better to LOS F or increase the v/c ratio by 0.03 or more for segments at LOS F on the following CMP or MTS segments in 2040.

Cumulative Mitigation Measure TRANS-2: No other feasible mitigation measures, beyond TDM measures, are available to reduce the effect development under the Specific Plan would have on the adversely affected roadway segments.

Impact AIR-1: Operation of some large development projects under the Specific Plan could result in a cumulatively considerable net increase of criteria air pollutants for which the region is in nonattainment.

Mitigation Measure AIR-1: Reduce Operational Emissions. Proposed projects that would exceed the current BAAQMD's screening criteria for operational criteria air pollutant emissions shall retain a qualified air quality consultant to quantify criteria air pollutant emissions and identify measures, as needed, to reduce the project's average daily emissions below 54 pounds per day for ROG, NO_x, and PM_{2.5} and 82 pounds per day for PM₁₀, and reduce the maximum annual emissions below 10 tons per year for ROG, NO_x, and PM_{2.5} and 15 tons per year for PM₁₀. Quantified emissions and identified reduction measures shall be submitted to the City (and the Air District if specifically requested) for review and approval prior to the issuance of building permits. Such measures may include, but are not limited to, the following:

- For any proposed refrigerated warehouses or large (greater than 20,000 square feet) grocery retailers, provide electrical hook-ups for diesel trucks with Transportation Refrigeration Units at the loading docks.
- Use low- and super-compliant VOC architectural coatings in building construction and when maintaining buildings. "Low-VOC" refers to paints that meet the more stringent regulatory limits in South Coast Air Quality Management District Rule 1113; however, many manufacturers have reformulated to levels well below these limits. These are referred to as "Super-Compliant" architectural coatings.
- Other measures that are shown to effectively reduce criteria air pollutant emissions on-site or off-site if emissions reductions are realized within the SFBAAB. Measures to reduce emissions on-site are preferable to off-site emissions reductions.

The feasibility or effectiveness of Mitigation Measure AIR-1 is unknown at this time. Therefore, impacts associated with implementation of the Specific Plan and reasonably foreseeable development expected to occur in the Plan Area over the next 20 years would be conservatively significant and unavoidable with mitigation. It should be noted that most

future development projects in the Plan Area are not expected to exceed the BAAQMD's operational screening criteria (Table V.C-5, as updated by the BAAQMD) and therefore the identification of this significant impact does not preclude the finding of future less-than-significant impacts for subsequent projects that comply with applicable screening criteria or meet the City's significance thresholds for operational emissions of criteria air pollutants. It should also be noted that if a future development project exceeds the City's significance thresholds for operational emissions of criteria air pollutants after implementation of Mitigation Measure AIR-1, the emissions could substantially contribute to and exacerbate existing air quality conditions in the region (specifically ozone), but unlike TACs would generally not pose a health risk that is specific to the local community.

Impact GHG-1: Construction and operation of development projects under the Specific Plan would generate GHG emissions that could have a significant impact on the environment.

Mitigation Measure GHG-1: Reduce GHG Emissions. Projects to be built before 2030 shall demonstrate compliance with a certified Qualified GHG Reduction Plan (if available) or the 2030 GHG efficiency threshold of 0.61 MTCO₂e/SP. Projects to be built between 2030 and 2050 shall demonstrate compliance with a certified Qualified GHG Reduction Plan (if available) or the 2040 GHG efficiency threshold of 0.34 MTCO₂e/SP. To demonstrate compliance with the applicable GHG efficiency threshold, the project applicant shall retain a qualified air quality consultant to quantify the project-specific non-transportation GHG emissions and consider implementing the following measures, as applicable and feasible, to reduce non-transportation GHG emissions below the GHG efficiency threshold. Such measures may include, but are not limited to, the following:

- Carbon-Free Energy. 100 percent of electricity purchased shall be from carbon-free sources (e.g., nuclear, renewable, and hydroelectric).
- Natural Gas. Fossil natural gas shall not be used in all new or modified buildings.
- Alternative Fuels for Diesel-Powered Construction Equipment. All diesel-powered construction equipment shall use renewable diesel fuel that meets California's Low Carbon Fuel Standards and is certified by CARB Executive Officer.
- Energy Efficiency for Multi-Family Residential Buildings. New multi-family residential buildings shall be designed to achieve a 15 percent reduction in grid energy use versus a standard Title 24 code-compliant building by following the energy efficiency performance standards set forth in Tier 2 of the 2016 California Green Building Standards Code, Section A4.203.1.2.1. These reductions shall be achieved by employing energy-efficient design features and/or solar photovoltaics at the time of building permit issuance.
- Energy Efficiency of Non-Residential Buildings. Newly constructed non-residential buildings shall be designed to achieve a 10 percent or greater reduction in grid energy use versus a standard Title 24 code-compliant building through energy efficiency measures consistent with Tier 2 of the 2016 California Green Building Standards Code, Section A5.203.1.2.1. Alternatively, this measure can be met by installing on-site renewable energy systems that achieve equivalent reductions in building energy use at the time of building permit issuance.

- **Outdoor Electrical Receptacles.** Electrical receptacles shall be included on the exterior of walls of all newly constructed buildings and accessible for purposes of charging or powering electric landscaping equipment and providing an alternative to using fossil fuel-powered generators.
- **Electric Forklifts and Associated Charging Stations.** All loading docks and truck loading areas shall include a dedicated charging station for electric forklifts.
- **Electric Connections for Transportation Refrigeration Units.** All new loading docks for retail, light industrial, or warehouse uses shall be equipped to provide electric power from the grid, including connections for Transportation Refrigeration Units. Signage shall be posted adjacent to loading docks requiring use of electrification and prohibiting engine idling for more than 5 minutes.

Impact CULT-1: Implementation of the Specific Plan and its associated development is anticipated to result in the demolition, destruction, or relocation of some historical resources either as individual resources and/or as contributors to historic districts.

Mitigation Measure CULT-1: The following mitigation measures shall be implemented to the extent feasible to minimize impacts to historic resources in the Plan Area and its vicinity. The mitigation measures are identified in order of priority. As many of the measures as feasible shall be implemented:

Mitigation Measure CULT-1A: The Plan shall be revised when funding becomes available to include the following implementation measures focused on minimizing impacts to historic resources:

- i. Seek additional resources to fund and promote the City Façade Improvement Program⁵² consistent with Action 3.8.1(9) of the Historic Preservation Element of the City of Oakland General Plan for both commercial and residential properties including SROs. The program shall require financial contribution to this fund when historical resources are impacted and unable to be mitigated by future development projects in the Plan Area, and potentially the other Specific Plan areas, based on a formula established by the City. In addition, the City shall seek other sources for funding, such as grant opportunities.-The Façade Improvement Program fund shall be used to implement the additional mitigation measures identified below, as appropriate.
- ii. Revise the Transfer of Development Rights (TDRs) Program. Draft and include TDR amendments in the package of Planning Code amendments needed to implement the Plan including floor area ratio (FAR), height limits, residential density changes, and other zoning changes proposed in the Plan to encourage the retention of the smaller-scale buildings that are prevalent in downtown and are at high risk for redevelopment and demolition. The revised Planning Code should include a specific TDR program for building owners and project sponsors within the Plan Area. This program should include identifying potential properties to participate and outreach to these owners so they understand the benefits as well as how this program could fit into a menu of preservation incentives. The transfer enables the owner of the receiving site to develop additional gross floor area, above and

beyond what would otherwise be allowed. The use of this TDR program shall be considered when evaluating the current height changes proposed in Downtown Oakland. One model for this program has been ongoing in San Francisco.

- iii. Encourage Adaptive Reuse. Encourage preservation of historic buildings within the Plan Area through Planning Code amendments. The City of Los Angeles adopted an overlay in 1999 for downtown that was extended into other communities across LA in 2003 through the Adaptive Reuse Incentive Area Specific Plan that can serve as a model. Elements should include height limitations for historic areas, design standards and delineation of which historic buildings or areas in downtown are eligible for provisions to encourage reuse, with a focus on designated Landmarks, buildings within National Register-listed historic districts, and buildings within APIs. Provisions to encourage reuse could include but not be limited to reduced permitting costs, ways to accommodate existing floor area ratios, and reduced parking and open space requirements, when necessary to achieve project goals. The City will develop expedited review for historic building rehabilitations that would convert vacant or underutilized properties to provide housing, SRO units, live-work units, or cultural activities, as well as expedited review of the use of the California Historical Building Code (CHBC) and ways to encourage projects to meet the Secretary of the Interior's Standards for the Treatment of Historic Properties.
- iv. Formulate an oral history program for the cultural groups that have played an important role in downtown. Numerous cultural groups and cultural traditions have influenced the development of downtown and its communities. Engage in a public outreach program to formulate a list of groups and stakeholders, key community individuals who can take leadership roles, and develop a program that will inform the oral history project. Partnerships with the Oakland Public Library, Laney College and StoryCorps could bolster this program. The City should strive to be an instigator in this program.

Mitigation Measure CULT-1B: Expand public outreach and implementation of the California Historical Building Code (CHBC) for projects that qualify under State law. Dovetail use of the CHBC with the Adaptive Reuse Ordinance as it is implemented. Provide professional development training to the City's building officials and inspectors on the use of the CHBC so that they can implement project review for qualified buildings within reasonable timeframes. Appoint a Senior Building Official as the CHBC-liaison between the Planning Bureau, the Chief Fire Official and the Building Bureau so that projects are reviewed with consistency and clarity. Encourage City staff to schedule a seminar with the Office of Historic Preservation's member of the State Historical Safety Board to provide a thorough background of how the code is implemented.

Mitigation Measure CULT-1C: Further the Planning Code protections for SROs hotels with additional façade protections for these buildings, perhaps by deeming this specific historic building type eligible for participation in the Mills Act program or by documenting these resources as a thematic grouping of buildings, rather than geographically based API. While Planning Code Chapter 17.153 Demolition, Conversion and Rehabilitation Regulations for Residential Hotels, was adopted in 2018, and provides some protections, additional

incentives or protections would further ensure the viability of these resources and mitigate further losses of both their historic use and character.

Mitigation Measure CULT-1D: As part of the implementation of Plan Policy LU-2-4 that revises the City's Demolition Findings Requirements to facilitate new compatible development near the outer edges of fragmented APIs and ASIs, require objective design standards to ensure architectural compatibility. The standards should illustrate treatments for rehabilitation of the historic commercial buildings typical in these historic districts, as well as provide strategies for new construction both within and on the immediate periphery or edge of these significant areas. New construction in these areas should take into consideration the historic parcel pattern; assembling lots and creating bulkier building footprints changes the character of the street rhythm. These standards will help mitigate the impacts of future development on these sensitive areas of downtown.

Mitigation Measure CULT-1E: The City shall also consider incorporating the following additional mitigation measures as implementation policies or guidelines in the Plan, although these have a lower priority than Mitigation Measures CULT-1A – CULT-1D.

- i. Study the feasibility of raising the Mills Act tax loss limits for properties within the Specific Plan, Lake Merritt Station Area Plan and Broadway Valdez Specific Plan boundaries, which would encourage more participation in the program. Currently, Oakland has six Mills Act properties within the Plan Area.
- ii. Provide City support of efforts at the State level to create a State Historic Tax Credit. This could take the form of pro-active encouragement of state legislation that would enact the tax credit.
- iii. Update the Oakland Cultural Heritage Survey and as part of that effort include elements that focus on: (1) Downtown's built environment associated with the Modern Movement or the Recent Past to determine methods to more completely understand the types of resources present and their historic significance. This could take the form of a funded Historic Context Statement for Modern Buildings and Landscapes in downtown or a site-specific survey of resources built between 1940 and 1975; and/or a focused review of the banking cluster near the Lake Merritt office district, venues related to food and entertainment, mid-century courtyard apartments, as well as older commercial buildings in downtown that may have been remodeled to reflect the Modern aesthetic. In recent years, Sacramento, San Francisco, Fresno and Pasadena have invested in this type of preservation planning tool with great success and community interest. Downtown's streetscape includes historic parks that are used to determine methods to more completely understand the types of resources present along the streetscape and in downtown's parks. This could take the form of a funded Cultural Landscape Inventory to document and categorize resources. Good models for this are the City of San Francisco Civic Center Cultural Landscape Inventory and the Market Street Cultural Landscape Inventory.
- iv. As part of any redevelopment or expansion of the Laney College Campus, require to the extent permitted by law that a full historic resources evaluation be conducted to fully

understand the potential historic resources associated with this educational institution and to understand the significance of the campus within the body of work of Skidmore, Owings & Merrill.

- v. Prepare and implement an interpretive program of signage within the Webster Green in Jack London Square to inform users of this new greenway of the historic industrial character of the surrounding urban fabric. This could be an extension of the signage already present in the Waterfront Warehouse District.

Mitigation Measure CULT-1F: Independent of the Specific Plan, the City shall consider the following measures:

- i. Promote graffiti abatement by including additional abatement trips. Currently, only one “courtesy” abatement trip can be scheduled for private property, due to City staffing issues. Extend this to additional abatement trips, per year, within the Specific Plan area boundary. Further, prioritize graffiti abatement in the Specific Plan Area within the Public Realm, especially on prominent historic buildings. Additionally, understand that sometimes graffiti can acquire a cultural significance as well and encourage a graffiti arts program with partner building owners to engage local artists and deter graffiti. Also, raise awareness of non-destructive graffiti abatement methods so historic materials like brick and terra cotta are not destroyed.
- ii. Improve vacant building security through partnerships with the Planning, Building and Police Departments to collaborate on maintaining a list of vacant buildings so that Police Officers know which buildings might be at risk of vandalism or other illegal activity. This would mean an investment in a vacant building inventory in the Specific Plan area.
- iii. Maintain a list of vacant parcels to assist with building relocation assistance. Additionally, a relocation fund could be established and paid into by projects that demolish historic resources. This could result in the salvage of stand-alone historic resources, especially smaller resources that sit on large lots, which face fierce development pressure. This is more appropriate in areas that are not considered historic districts or groupings of buildings. This can be facilitated via CEQA review by making known Historic Preservation Element Action 3.8.1.2, allowing buildings to be moved to a location consistent with its historic or architectural character.
- iv. Study the feasibility of amending the Downtown Oakland National Register Historic District to provide a means for more property owners to use the Federal Rehabilitation Tax Credits. The amendment should evaluate an extended boundary and additional contributors, to include more of downtown’s significant historic buildings. This would provide a means for more property owners to use the Federal Rehabilitation Tax Credit as owners of resources within a National Register-listed historic district.

Implementation of Mitigation Measures CULT-1A – CULT-1F would lessen this impact but it would remain significant and unavoidable.

Impact CULT-2: Alterations to Historic Buildings that could occur under the Specific Plan could change the significance and character of historic resources as a result of the Specific Plan.

Mitigation Measure CULT-2: Implement Mitigation Measures CULT-1A – CULT-1F.

Cumulative Impact CULT-1: Implementation of the Specific Plan and its associated development, combined with cumulative development in the Plan Area and citywide, including past, present, existing, approved, pending, and reasonably foreseeable future development, would contribute to a significant and unavoidable adverse cumulative impact to cultural and historical resources.

Mitigation Measure Cumulative Impact CULT-1: Implement Mitigation Measures CULT-1A – CULT-1F

Impact Cumulative AES-1: Implementation of the Downtown Specific Plan and development that may occur under the Plan may, in combination with other past, present, and reasonably foreseeable future projects within and around the Plan Area, result in significant cumulative wind and shadow impacts.

Mitigation Measure Cumulative AES-1: Implement Mitigation Measures AES-1 and AES-2.

Impact PUB-1: Development under the Specific Plan could increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of that facility would occur or be accelerated, or would require the construction or expansion of recreational facilities which might have a substantial adverse physical effect on the environment.

Mitigation Measure PUB-1: Part 1) The City shall explore updating the Capital Improvement Impact fees, and/or implement a dedicated impact fee specific to parks and recreation. Dedicating a portion of the impact fee to fund green stormwater infrastructure in public spaces should be explored. Part 2) The City shall study the feasibility of creating a Privately Owned Public Spaces (POPOS) program so that outdoor and indoor spaces can be provided for public enjoyment by private owners in exchange for bonus floor area or waivers. An equity analysis will be conducted as part of the study to explore strategies to encourage equitable access.

Impact Cumulative PUB-1: Development under the Specific Plan, and reasonably foreseeable future projects could increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of that facility would occur or be accelerated, or would require the construction or expansion of recreational facilities which might have a substantial adverse physical effect on the environment.

Mitigation Measure Cumulative PUB-1: Implement Mitigation Measure PUB-1

Impact UTL-1: The City's stormwater collection system is aging and will require improvements to continue to serve the development in the downtown area that may occur in association with the Specific Plan.

Mitigation Measure UTL-1: Part 1) The City of Oakland shall adopt a new SCA and/or revise existing SCA/s that includes the following: New development as a result of the implementation of the Specific Plan shall determine the adequacy and condition of the existing storm drainage infrastructure impacted by the project. The project watershed shall be analyzed for post-construction impacts to drainage within the watershed, accounting for the condition of the existing infrastructure. For any identified adverse impacts, mitigation measures shall be proposed and implemented as part of the project.

Part 2) All future projects under the Specific Plan shall require the installation of full trash capture device at priority storm drain inlets in the project area and within a 100-foot buffer around the project boundary.

Part 3) Consider establishing a dedicated impact fee specific to stormwater to address the aging system that is in addition to the citywide Capital Improvements Fee. Recommended fees should be calculated by square footage.

Impact Cumulative UTL-1: The City's stormwater collection system is aging and will require improvements to continue to serve the development in the downtown area that may occur in association with the Specific Plan, and reasonably foreseeable future projects within and around the Plan Area, resulting in significant cumulative stormwater impacts.

Mitigation Measure Cumulative UTL-1: Implement Mitigation Measure UTL-1.

Areas of Controversy

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

General Comments

- Study the effects of an alternative with no height limits, higher density, and more office priority sites.

Aesthetics

- Do not limit building heights and growth potential in order to maintain view corridors.

Air Quality

- Study the air quality impacts of multiple alternative scales of employment growth.
- Use conservative threshold for air quality for highly impacted West Oakland Community.
- Assess consistency with BAAQMD's 2017 Clean Air Plan.
- Study air quality health impacts on residents within the Plan Area and in West Oakland from both construction and ultimate operation/capacity of Downtown.
- Study the air quality impacts of public transportation systems including the Transbay Tube.

Cultural and Historic Resources

- Study strategies that can be employed to create cultural district preservation systems, such as cultural overlays or community non-profits.
- Analyze how artists, artisans, makers, art spaces, and production areas can be preserved.
- Protect views of historic buildings and integrity of architectural public spaces.
- Consider the impacts of increased heights and intensity for the character of historic areas and buildings and APIs, KONO and Old Oakland specifically mentioned.
- Use transfer of development rights (TDR) or other incentive programs to encourage preservation of historic resources.
- Consider that new developments near historic resources should be of a smaller scale and have complementary styles, and consider design guidelines to ensure appropriate architecture.
- Recommend consulting tribes with local heritage as well as lawyers about applicability of State regulations.

Geology and Soils

- Consider the environmental cleanup sites and create construction soil and groundwater management plans for areas that are contaminated, may be contaminated, or are discovered to be contaminated.

Greenhouse Gas Emissions

- Consider using a net-zero threshold for GHG emissions.
- Consider that the GHG Analysis should be consistent with CA Air Resources Board and BAAQMD policies and goals.

Hazards and Hazardous Materials

- Consider the environmental cleanup sites and create construction soil and groundwater management plans for areas that are contaminated, may be contaminated, or are discovered to be contaminated.

Hydrology and Water Quality

- Require a water supply assessment by East Bay Municipal Utility District, as it is required by state law.
- Require plumbing for all potable water uses and feasible grey water systems (irrigation, toilets, commercial and industrial uses) separately, so that when recycled water becomes available it can be used.
- Plan to comply with the regulation that discharges from Wastewater facilities are eliminated by 2036.
- Require water efficient landscape ordinance for all projects.
- Replace, rehabilitate, or disconnect all lateral sewer lines.

Noise

- Consider noise impacts of industry and Heavy Weight Trucking Route on 3rd Street negatively impacting new residential housing and subsequently leading to limitations on industrial economy.

Population and Housing

- Analyze Plan impacts specifically for people of color, low-income households, and vulnerable groups.

Utilities

- Require that all sewer lines be replaced, rehabilitated, or shut off.
- Do not allow any new gas lines, gas appliances, or gas infrastructure.

Transportation and Traffic

- Study impacts on, optimization for, potential improvements for all public transportation systems including Alameda-Contra Costa Transit District (AC Transit), Bay Area Rapid Transit (BART), Capitol Corridor, and Amtrak.
- Study parking demand, facilities, and impacts within the Plan Area and adjacent neighborhoods/destinations like Jack London Square.
- Analyze impacts of Webster Street plans more, including lane reduction for bikes, twoway conversion, and pedestrian safety, and overall impacts to Chinatown.
- Consider impacts on industrial traffic and vehicular movement.
- Study impacts on the Alameda Webster and Posey Tubes.
- Study traffic and circulation impacts on Broadway intersections from population and job growth.
- Include a congestion management program Land Use Analysis program.
- Study ways to increase bike connectivity between Alameda and Oakland and analyze the bike plans in relation to the Countywide Bike Network.
- Identify costs, funding sources, responsible parties, and completion dates for all transportation and traffic mitigation measures.

- Analyze all proposed transportation and traffic mitigation measures in relation to all modes of transit.
- Use transportation demand management (TDM) for all road and transit improvements and produce annual TDM monitoring reports.
- Incorporate the Oakland Alameda Access Project in analysis.
- Submit the Draft EIR to Metropolitan Transportation Commission (MTC), Association of Bay Area Governments (ABAG), and Alameda County Transit Commission (ACTC).

Project/Plan Merits (non-CEQA)

In addition, several comments were raised related to the development of the merits of the Plan itself or related to issues beyond the scope of the analysis in this EIR prepared pursuant to CEQA. These comments will be considered independent of the CEQA process and as part of the City's review of the Specific Plan itself.

- Study arts, culture, and diversity as health indicators.
- Study impacts on and displacement of artists, artist spaces, and housing affordable to artists.
- Include a Health Impact Assessment.
- Consider health and social impacts (including demographics, income, employment, housing affordability, etc.), beyond air quality impacts.
- Measure equity measures over the life of the plan.
- Preserve arts and culture, as community and businesses must be part of every aspect of plan.
- Include more strategies for equity and inclusion that are developed and clearly implementable.
- Formalize protected view corridors and account for their preservation in the Plan.
- Require high architectural design in the Arts + Garage District.
- Require 100% building electrification, electric building and appliance standards, and no new gas infrastructure or hookups.
- Integrate arts preservation into all aspects of the plan.
- Include more light industrial zoning.
- Include more affordable studios and spaces, affordable housing, etc.
- Provide incentives for preserving arts and cultural facilities.
- Take out housing on the 3rd Street corridor; it is too close to industrial uses.
- Include more housing growth, possibly increase FAR or remove height limits.
- Study homelessness as part of the Plan.
- Acknowledge that affordable housing is very important for retaining artists in Oakland, do not displace and/or price out artists and artisans and young people.
- Include more incentives for affordable housing production and keeping Oaklanders of low-income levels in the City.
- Do not support extending housing to 25th Street.
- Capitalize on the job-transit connection.

- Plan for bigger/more pedestrian improvements and connect them to growth projections and the Countywide Pedestrian Plan.
- Improve connectivity across freeways, especially 880.
- Preserve 3rd Street as a designated Heavy Truck Route, keep industrial traffic flowing, don't create pedestrian safety issues, and don't negatively impact industrial freight and rail movement.
- Provide less parking.