# West Oakland Link Initial Study/ Mitigated Negative Declaration Addendum

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|---|---|---|
| **1.** | **Project Title:** | West Oakland Link Project |
| **2.** | **Lead Agency Name and Address:** | Bay Area Toll Authority<br>375 Beale Street, Suite 800<br>San Francisco, CA 94105 |
| **3.** | **Contact Person and Phone Number:** | Gavin Lohry, (415) 778-6676 |
| **4.** | **Project Location:** | City of Oakland, Alameda County |
| **5.** | **Project Sponsor's Name and Address:** | Bay Area Toll Authority<br>375 Beale Street, Suite 800<br>San Francisco, CA 94105 |
| **6.** | **General Plan Designation:** | Community Commercial, Business Mix, and General Industrial/Transportation |
| **7.** | **Zoning:** | Open Space – Linear Park; Commercial Industrial Mix; Wood Street Zoning District; Industrial General; Heavy Industrial |
| **8.** | **Name of Prior CEQA Document:** | West Oakland Link Initial Study/Mitigated Negative Declaration, SCH# 2022060271 |

**9. Description of Project:**

The Proposed Revised Project would involve changes to the West Oakland Link Project. This includes adding bollards on Campbell Street, providing two paths for crossing Frontage Road (an elevated structure with a loop ramp, stairs, and a future elevator area as well as a separate at-grade pathway crossing Frontage Road) in Segment 2, providing a connection to a future Bay Bridge Forward multiuse pathway in Segment 3 now and a separate bridge over the railway in Segment 3 in the future, changes to the ramp configuration at Maritime Street, design changes to the at-grade pathway that connects to the Bay Bridge Trail, and the addition of two ramps that connect to Burma Road.

**10. Surrounding Land Uses and Setting:**

The project vicinity comprises transportation facilities and industrial land uses. On the west side of Interstate (I) 880, the Port of Oakland (Port) and a former Oakland Army Base property is south of the project area; the East Bay Municipal Utility District (EBMUD) wastewater treatment facility is to the north. On the east side of I-880, the area is dominated by industrial uses and warehouses, with some commercial uses.

**11. Other Public Agencies Whose Approval Is Required:**

California Department of Transportation (Caltrans) – Encroachment Permit

City of Oakland – Encroachment Permit

Possible permits from the U.S. Army Corps of Engineers (USACE), San Francisco Bay Regional Water Quality Control Board (RWQCB), and California Department of Fish and Wildlife (CDFW) if encroachment in jurisdictional waters occurs

Chapter 1
# Project Description

## 1.1 Introduction

The Bay Area Toll Authority (BATA or Authority) adopted the West Oakland Link Initial Study/Mitigated Negative Declaration (Adopted IS/MND) in January 2023. Since adoption of the IS/MND, BATA has introduced modifications and new project areas (Proposed Revised Project) that were not previously evaluated. The environmental effects of the Proposed Revised Project compared with the environmental effects of the Adopted IS/MND for the West Oakland Link Project in 2023 are examined in this addendum.

Under the California Environmental Quality Act (CEQA), an addendum to an IS/MND is needed if minor technical changes or modifications to a proposed project occur (CEQA Guidelines Section 15164). An addendum is appropriate only if these minor technical changes or modifications do not result in any new significant impacts or a substantial increase in the severity of previously identified significant impacts. An addendum does not need to be circulated for public review (CEQA Guidelines Section 15164[c]); however, an addendum is to be considered along with the Adopted IS/MND by the decision-making body prior to making a decision on a project (CEQA Guidelines Section 15164[d]).

This addendum to the Adopted IS/MND (State Clearinghouse No. 2022060271) has been prepared in accordance with CEQA Guidelines Section 15164.

## 1.2 West Oakland Link Project Summary

In January 2023, BATA certified the Final Adopted IS/MND for the West Oakland Link Project (referred to herein as the Approved Project), which would create a new bicycle/pedestrian path connection between West Oakland and the bike path leading to the East Span of the San Francisco Oakland Bay Bridge (Bay Bridge) in Oakland, California (Figure 1-1). The Adopted IS/MND is hereby incorporated by reference.

The Approved Project is described in detail in the Adopted IS/MND and briefly described below for the purposes of comparison to the Proposed Revised Project, which is described in more detail in Section 1.2. Since certification of the IS/MND for the Approved Project, some design elements have been changed, and some design elements are no longer considered in the Proposed Revised Project.

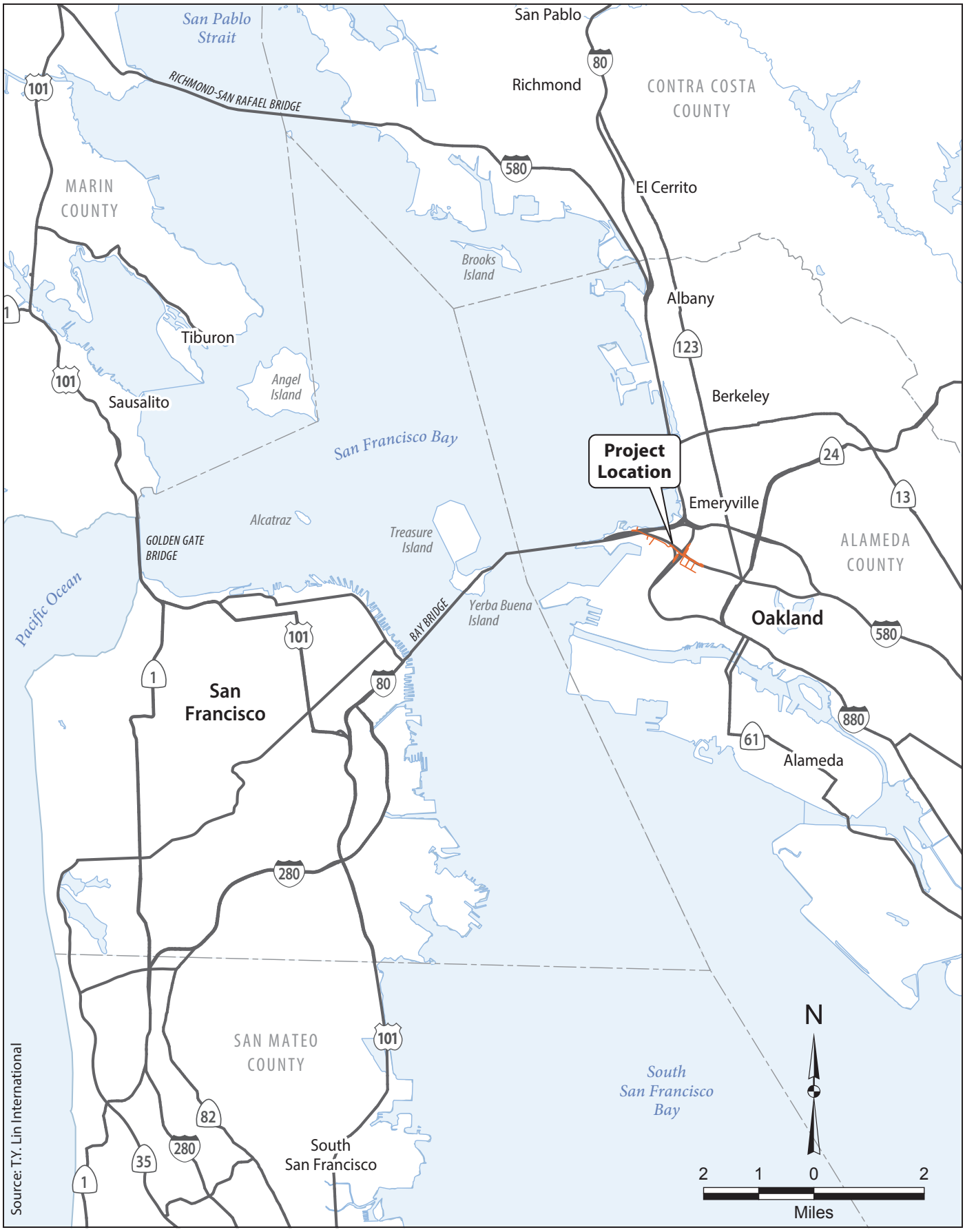


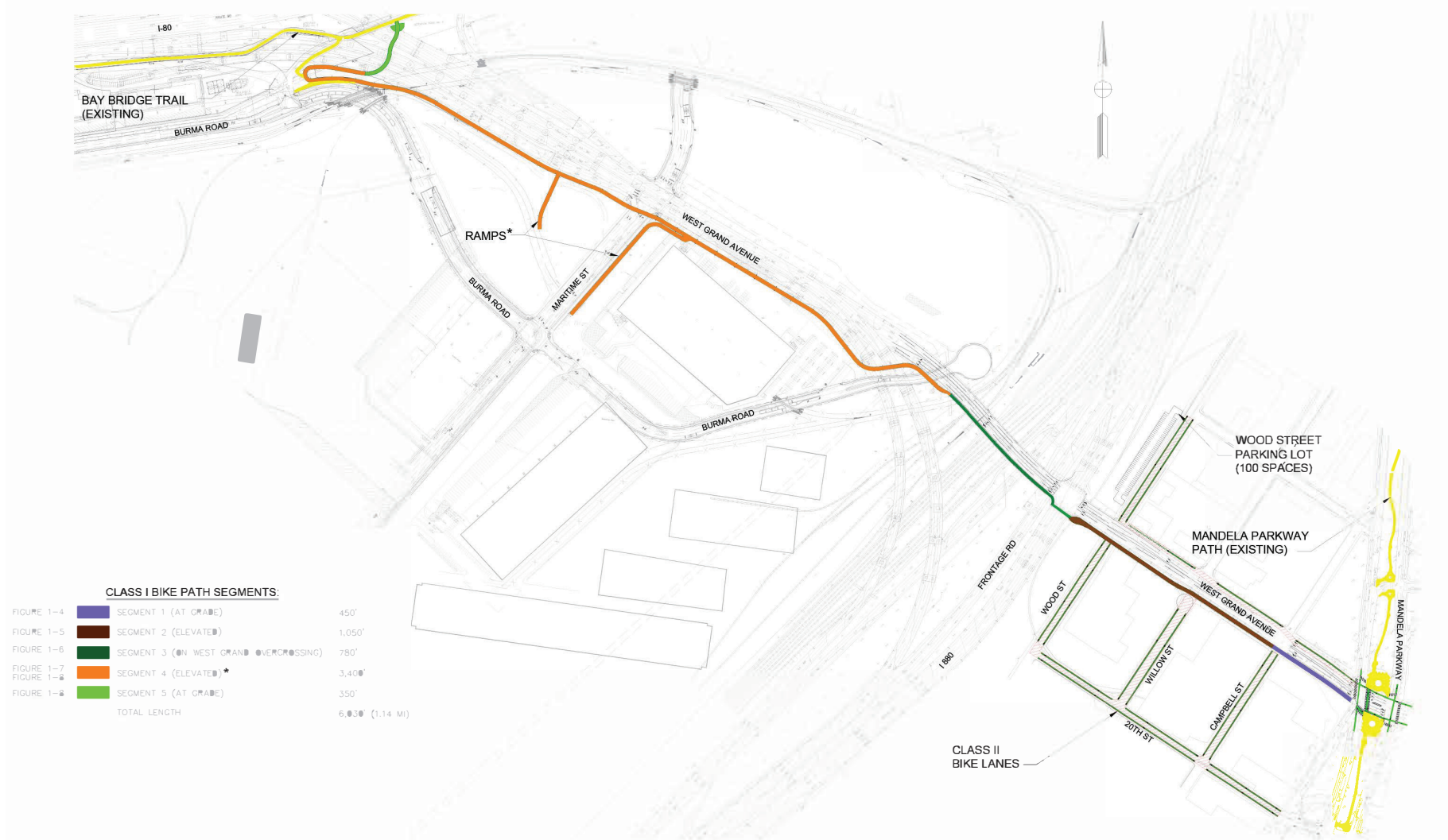

**Figure 1-1**
**Project Location**
West Oakland Link

The Approved Project was designed as a new Class I[1] bike path in the city of Oakland, Alameda County, near the I-880 and I-80 interchange and the East Span of the Bay Bridge (Figure 1-2). The Class I portion of the Link was originally designed to extend 6,030 feet (1.14 miles) between Mandela Parkway on the east and the Bay Bridge Trail on the west. It included an elevated structure for most of that distance to provide access across existing freeways, railways, and industrial areas. It was to function as an independent structure, except over the railroad tracks where it would have utilized the West Grand Avenue overcrossing structure. The elevated path of the Approved Project was designed to reach a maximum height of 37 feet on the overcrossing structure. The Class I portion of the Approved Project was designed to be 17 feet wide (15-foot clear width and 2 feet for railing and fencing), except on the West Grand Avenue overcrossing structure where it would be reduced to 14 feet wide (10-foot clear width and 4 feet for barrier and fencing). The Approved Project was designed for a maximum grade of 5 percent. The Approved Project would be open at all times and have low-level lighting. The Approved Project included 8,170 feet of Class II bike lanes. The Class II bike lanes constructed for the path would have extended along surface streets near the east touchdown of the path, providing connections to Mandela Parkway and the original proposed Wood Street parking lot. The Approved Project included an innovative spur connection to the roof of a building at the proposed Oakland Maritime Support Services (OMSS) development. The Class I portion of the Approved Project at the Maritime Street area included a ramp that would connect to the Class I path along the east side of Maritime Street at the Port of Oakland area. The Approved Project would require the conversion of roadway shoulders to bicycle paths and a lane reduction on West Grand Avenue where it would intersect Mandela Parkway and Frontage Road.

[1] Bicycle path classifications:

- Class I bikeways (bike paths) are separate paths with exclusive rights-of-way for bicycles and pedestrians and minimal vehicular crossings.
- Class II bikeways (bike lanes) are striped lanes on streets, separating bicycles from vehicles within the road right-of-way.
- Class III bikeways are lanes shared with motor vehicles.
- Class IV bikeways (separated bikeways) are bikeways for exclusive use by bicyclists.

Source: California Department of Transportation. 2000. *Highway Design Manual*. Chapter 1000, Bicycle Transportation Design. Last updated: July 1, 2000. Available: https://dot.ca.gov/-/media/dot-media/programs/design/documents/chp1000-a11y.pdf.




Source: T.Y. Lin International

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**Figure 1-2**
**Approved Project**
West Oakland Link

# 1.3 Proposed Revised Project

The Proposed Revised Project includes the same primary use as the Approved Project (i.e., bicycle and pedestrian pathway). As shown in Figure 1-3, the Proposed Revised Project is located generally along the same pathway as the Approved Project, spanning from Mandela Parkway to the connection with the Bay Bridge Trail near the East Span of the Bay Bridge.

The Proposed Revised Project includes changes and details not known at the time the Adopted IS/MND was prepared. These changes will improve access to Maritime Street and Wood Street and improve pedestrian and bicycle safety by reducing pedestrian and vehicle conflicts at the West Grand Avenue and Frontage Road intersection. Other project feature changes include revised alterations to the stormwater drainage system.

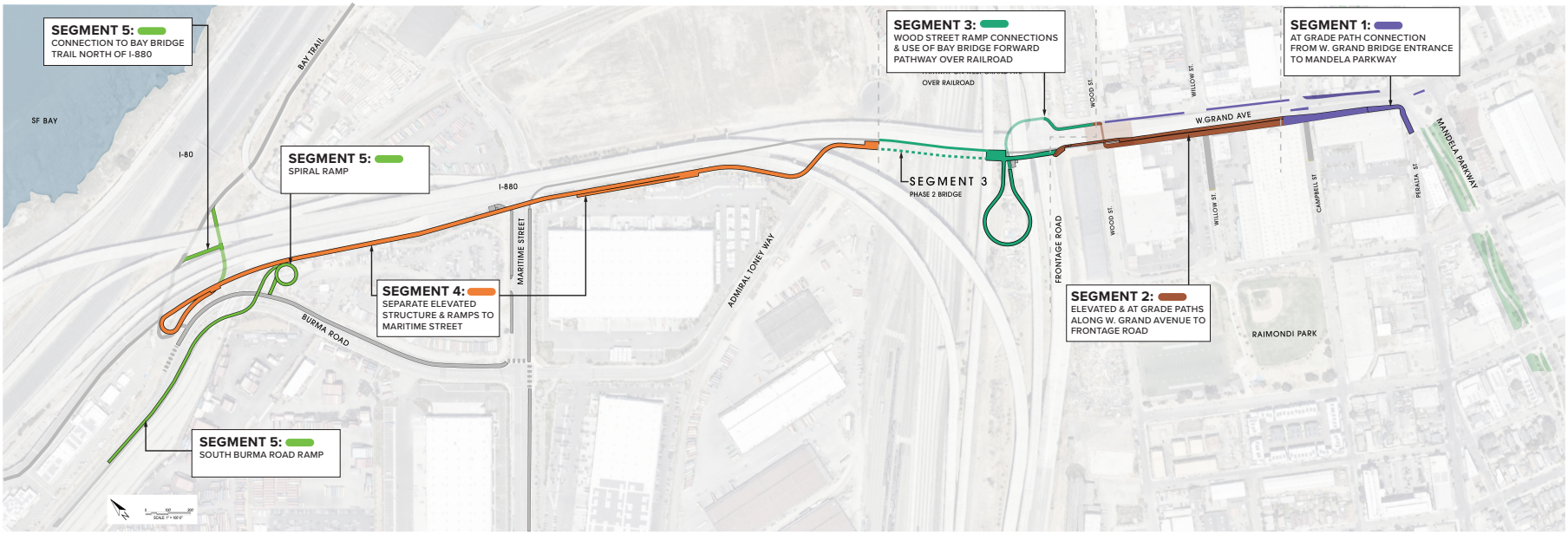
This section includes a description of the Proposed Revised Project as well as a comparison to the Approved Project. Those elements of the Adopted IS/MND that would not be modified by the Proposed Revised Project are not discussed below. Components of the Proposed Revised Project that could affect the conclusions reached in the Adopted IS/MND are discussed in greater detail throughout this addendum.

Table 1 summarizes the differences between the Proposed Revised Project and the Approved Project. Site plans for the Proposed Revised Project are shown in Figures 1-4a through 1-8c.

**Table 1. Comparison of Proposed Revised Project and Approved Project**

| Topic | Approved Project | Proposed Revised Project | Change |
|---|---|---|---|
| Segment 1 | Campbell Street dead end or cul-de-sac | Pavement reduction, extension of curb and sidewalk, landscaping and movable bollards on Campbell Street, intersection improvements at Mandela Parkway and West Grand Avenue, protected bike lane on north side of West Grand Avenue | Change |
| Segment 2 | At-grade crossing of I-880 Frontage Road, Willow Street dead end or cul-de-sac, new 14-foot-wide (10-foot path and 4-feet for barrier and fencing) bridge structure, parking lot at Wood Street | Widen existing West Grand Avenue structure to provide a 10-foot path, provide an additional at-grade path approximately 16 feet wide to avoid crossing of Frontage Road intersection and improve access from Wood Street, extend curb and sidewalk on Wood Street, add movable bollards on Willow Street, remove parking lot at Wood Street, close median at West Grand Avenue and Campbell Street, install plaza area and dog park beneath West Grand Avenue overpass | Change |
| Segment 3 | Use West Grand Avenue to cross railroad | Phase 1 includes addition of separate loop ramp, stair, and future elevator from Wood St. in addition to the at-grade crossing of Frontage Road; Use 8 ft multiuse pathway from Bay Bridge Forward West Grand Avenue HOV Project to cross railroad | Change |

| Topic | Approved Project | Proposed Revised Project | Change |
|---|---|---|---|
| | Accommodations for future bridge over railroad | A later phase (Phase 2) would include a 460-ft. prefabricated steel truss bridge over UPRR right of way. The columns for the proposed bridge will be within the Caltrans Right of Way or Port of Oakland easement to avoid disruption of rail operations and to adhere with geometric guidelines associated with rail projects. Bridge will feature signage, waste receptacles, air quality monitors, public art, and open space. Aesthetic treatments such as paving colors and imagery will be added. | |
| Segment 4 | Maritime Street ramps:<br>1) East side: 700-foot ramp along the east side of Maritime Street connecting to existing Class 1 path<br>2) West side: 250-foot ramp in middle of parcel west of Maritime Street connecting to planned OMSS building | Modified Maritime Street ramps:<br>1) East side: 720-foot ramp along the south side of West Grand Avenue structure, connecting to existing Class 1 path<br>2) West side: Removal of the 250-foot ramp in middle of parcel west of Maritime Street, connecting to planned OMSS building; addition of stairs and future elevator | Change |
| Segment 5 | 350-foot at-grade path connecting to the Bay Bridge Trail under I-880 | 300-foot at-grade path connecting to the Bay Bridge Trail north of I-880 | Change |
| Segment 5 South Burma Road Ramp | | South Burma Road Ramp: Option for an additional ramp connecting Segment 4 and 5 via Burma Road, extending the trail up to approximately 0.95 mile west along the south side of Burma Road | |
| Segment 5 Spiral Ramp | | Spiral Ramp: Option for an additional spiral ramp connecting Segment 4 to Burma Road, approximately 100 feet east of the Burma Road at-grade rail crossings | |
| Project Construction | Same as analyzed in IS/MND | Same as analyzed in IS/MND | No Change |
| Avoidance and Minimization Measures | Same as described in IS/MND | Same as described in IS/MND | No Change |
| Right-of-Way and Permits | Same as described in IS/MND | Eliminated right-of-way required for Wood Street parking lot. Reduced right-of-way required along West Grand Avenue alley and Holliday development. | Change |




## CLASS I BIKE PATH SEGMENTS

| | |
|---|---|
| SEGMENT 1 (AT GRADE) | 2500′ |
| SEGMENT 2 (ELEVATED / AT GRADE) | 1600′ |
| SEGMENT 3 (ELEVATED / AT GRADE) | 2200′ |
| SEGMENT 4 (ELEVATED) | 4400′ |
| SEGMENT 5 (AT GRADE) | 6400′ |
| **TOTAL LENGTH** | **11,100′ (3.24MI)** |

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**Figure 1-3**
**Proposed Revised Project**
West Oakland Link

## 1.3.1 Class I Link Segments

### 1.3.1.1 Segment 1: At-Grade Connection to Mandela Parkway

The Approved Project would have Campbell Street become a dead end or cul-de-sac where it intersects with the West Grand Avenue alley (i.e., the extension of West Grand Avenue between Campbell Street and Wood Street) on the south side of West Grand Avenue. As shown in Figures 1-4a and 1-4b, the Proposed Revised Project would reduce the roadway width by shifting the face of the curb into the street to provide landscaping space. The project would also install movable bollards to allow only emergency and service vehicles access to the alley from Campbell Street to prevent conflicts between bicyclists/pedestrians and regular vehicular traffic.

Other street improvements include extending the median along West Grand Avenue where it intersects Campbell Street so that southbound Campbell Street traffic can make right turns only at West Grand Avenue and adding a protected westbound bike lane on the north side of West Grand Avenue. The sidewalk on Campbell Street would also be repaired/extended to connect with 20th Street.

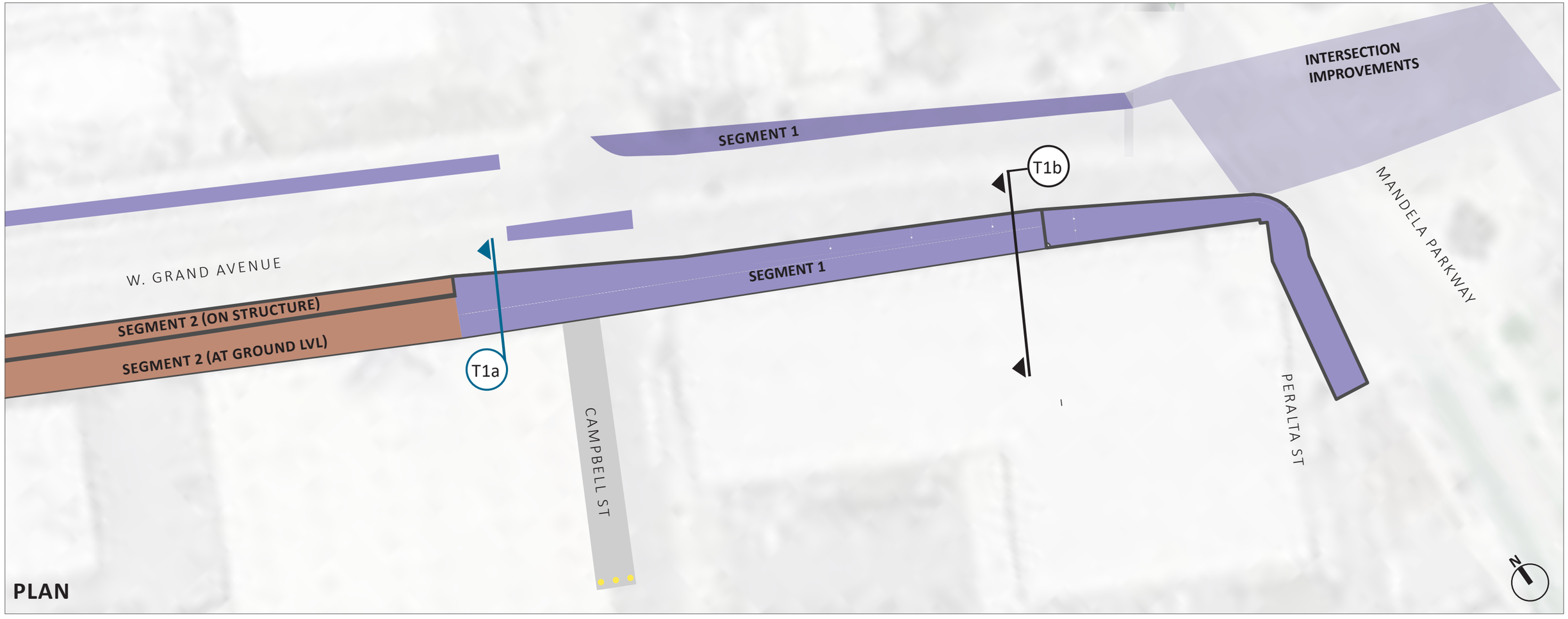
The Proposed Revised Project would add safety treatments on Peralta Street (e.g., a raised crosswalk where Peralta Street intersects Mandela Parkway, curb extensions on the north and south sides of the intersection, pedestrian ramps, a raised island, additional bike markings). The Proposed Revised Project would also include improvements at the intersection of Mandela Parkway and West Grand Avenue.

### 1.3.1.2 Segment 2: Elevated and At-Grade Paths along West Grand Avenue Campbell Street to Frontage Road

As described in the Adopted IS/MND, Segment 2 of the Approved Project included a Class I bike lane on a separate structure that would increase in elevation as it crossed over Willow Street and Wood Street, then connected to the West Grand Avenue overcrossing at the Frontage Road intersection. Willow Street would become a dead end or a cul-de-sac where it intersected with the West Grand Avenue alley.

As shown in Figures 1-5a and 1-5b, the Proposed Revised Project would have two separate parallel paths. Path 1 would be as generally described for Segment 2 in the Adopted IS/MND. However, it would be reduced from 15 to 10 feet in width and require the widening of the West Grand Avenue structure between Willow Street and Campbell Street. It would then transition to the existing West Grand Avenue structure just east of Wood Street. The path would continue for about 310 feet on the existing West Grand Avenue structure to Frontage Road, between Frontage Road and the area east of Wood Street. The space created by reducing the number of vehicular lanes in the westbound direction would be used to accommodate the 10 feet path and a safety barrier. Path 2 would be a separate path that would allow users access from the planned Wood Street bicycle corridor; it would also allow them to avoid the Frontage Road crossing. It would include approximately 860 feet of at-grade pathway, using the south West Grand Avenue alley between Campbell Street and Wood Street, and then continue approximately 100 feet on the east side of Wood Street underneath the West Grand Avenue structure.

# SEGMENT 1 | At-Grade Connection to Mandela Parkway



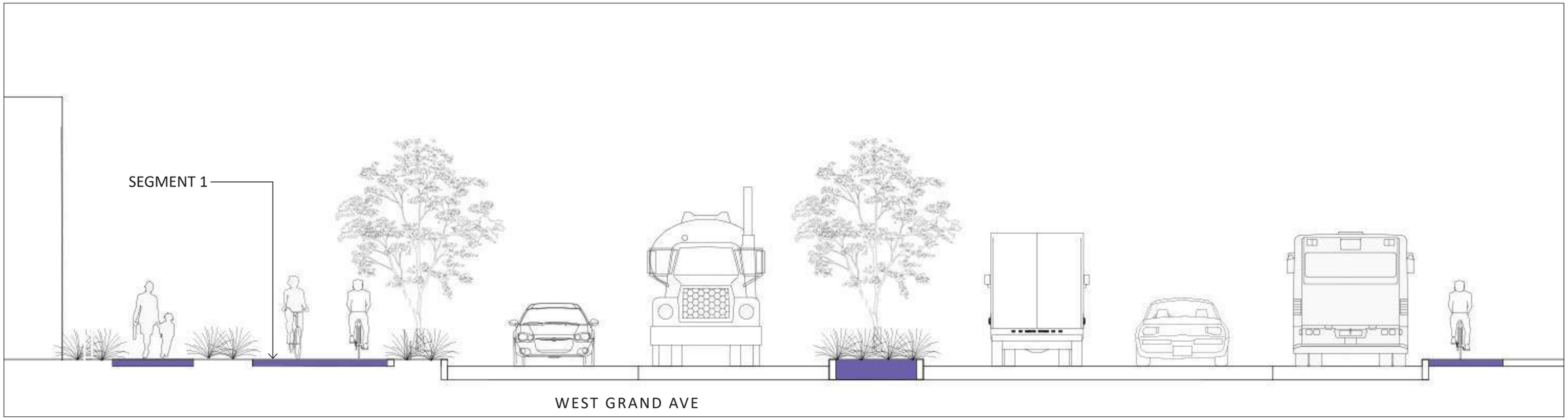

T1a WEST GRAND AVE (EXISTING)

0 100' 200'

SCALE: 1" = 100'-0"

**Figure 1-4a**

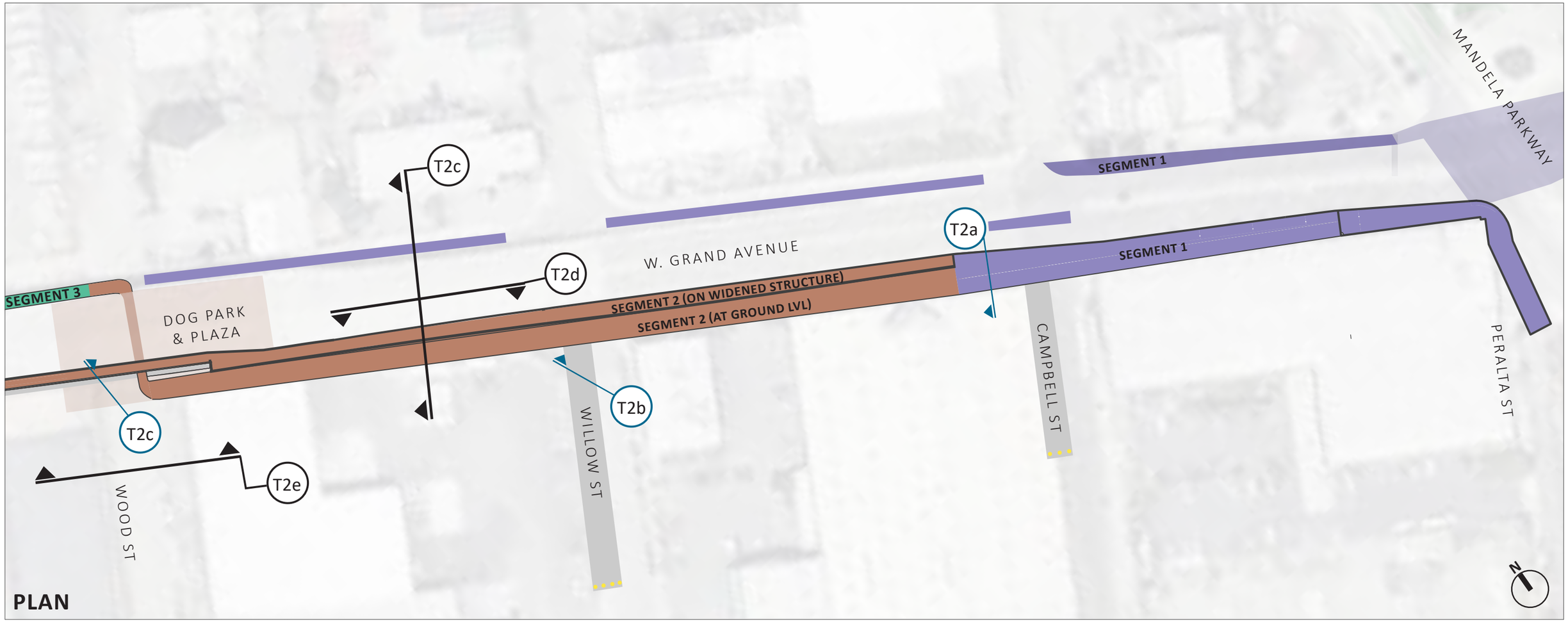
# SEGMENT 1 | At-Grade Connection to Mandela Parkway




T1b CROSS SECTION

**Figure 1-4b**

# SEGMENT 2 | Elevated & At-Grade Paths Along W.Grand Ave. Campbell St. to Frontage Road




T2a WEST GRAND AVE.


T2b WILLOW STREET

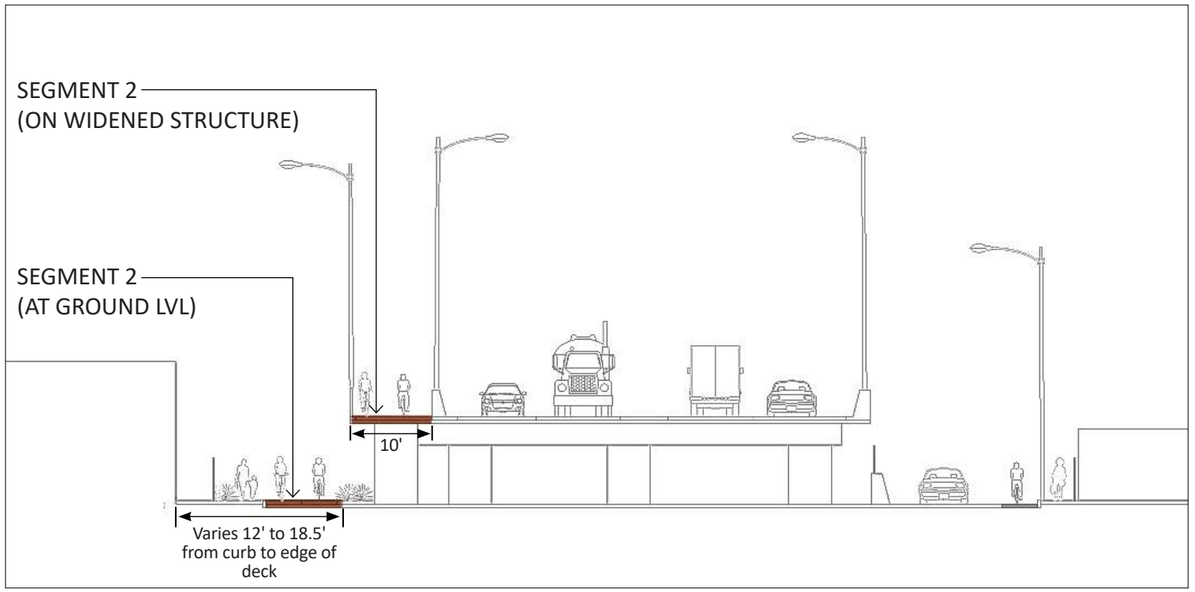
T2c WOOD STREET

0 100' 200

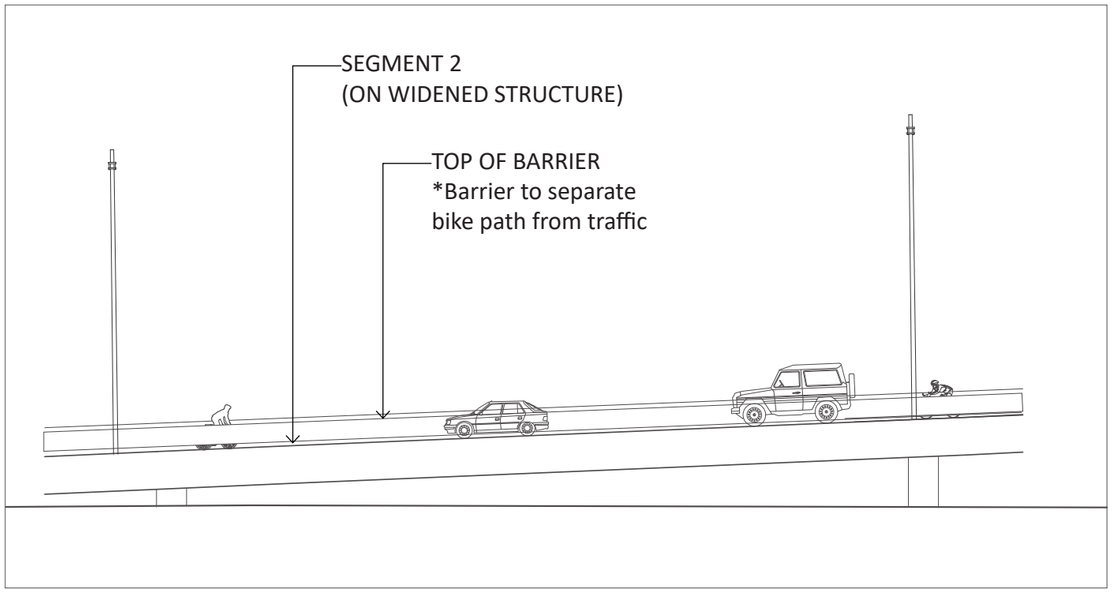
SCALE: 1" = 100'-0"

**Figure 1-5a**

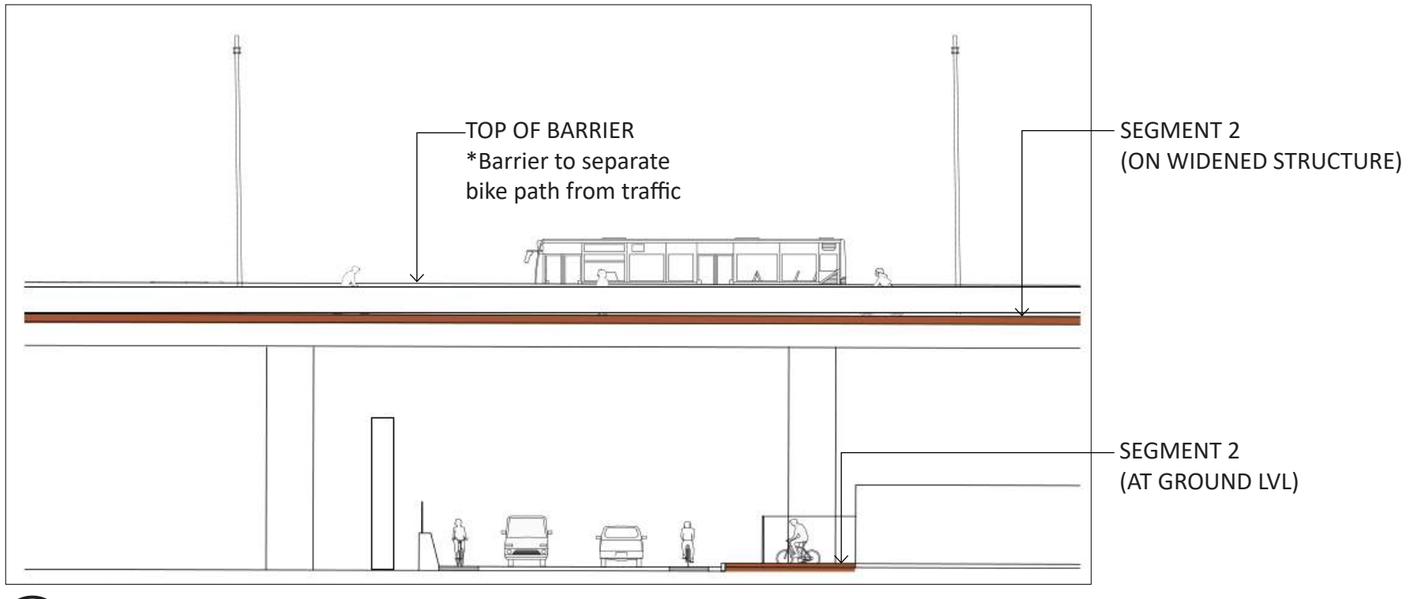
# SEGMENT 2 | Elevated & At-Grade Paths Along W.Grand Ave. Campbell St. to Frontage Road




T2c CROSS SECTION




T2d ELEVATION LOOKING SOUTH




T2e BIKE PATH ELEVATION

**Figure 1-5b**

# SEGMENT 3 | Wood St Ramp Connection & Bridge Over Railroad

BRIDGE COLUMNS OUTSIDE OF UPRR RIGHT-OF-WAY

WEST GRAND AVE

T3b

SEGMENT 4

EXISTING PATH

BRIDGE OVER RAILWAY

T3d

RAILROAD CROSSING

UPRR RIGHT-OF-WAY

BRIDGE COLUMN OUTSIDE OF UPRR RIGHT-OF-WAY

T3c

SEGMENT 3 (ON GRADE)

SEGMENT 2

ON EXISTING STRUCTURE

T3a

FREEWAY

FRONTAGE ROAD

WOOD STREET

SEGMENT 3 (ON STRUCTURE)

APPROXIMATE RIGHT-OF-WAY LINE, TYPICAL

SEE PAGE 7

T3a WEST GRAND AVE

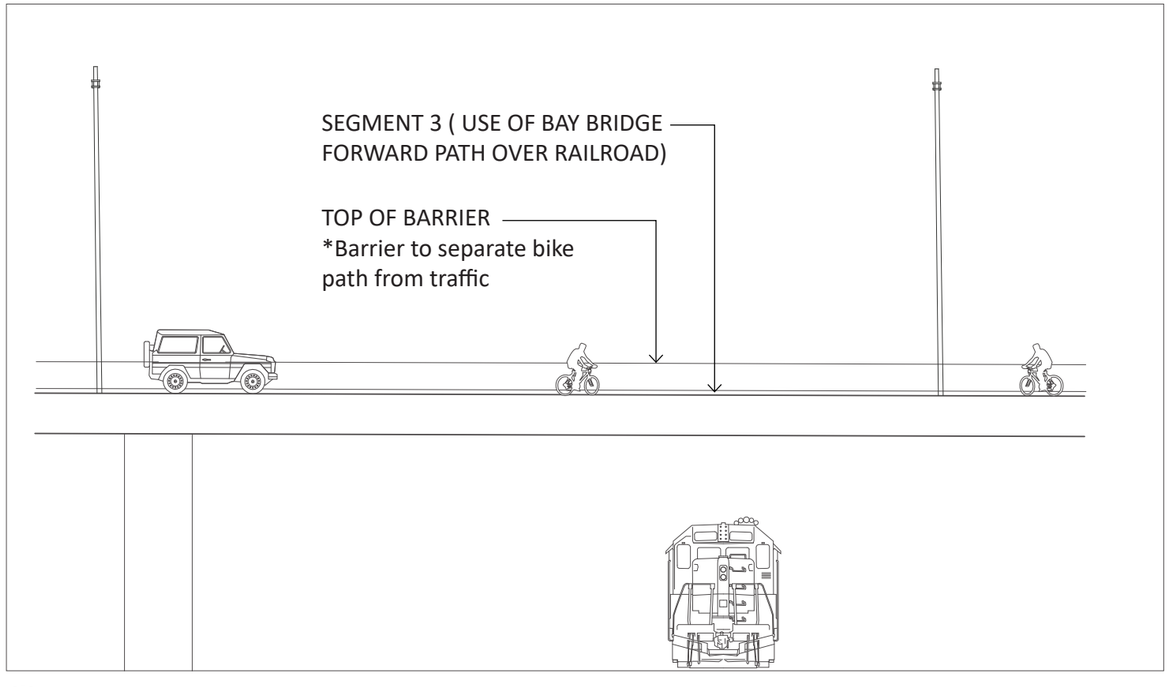
N

Figure 1-6a

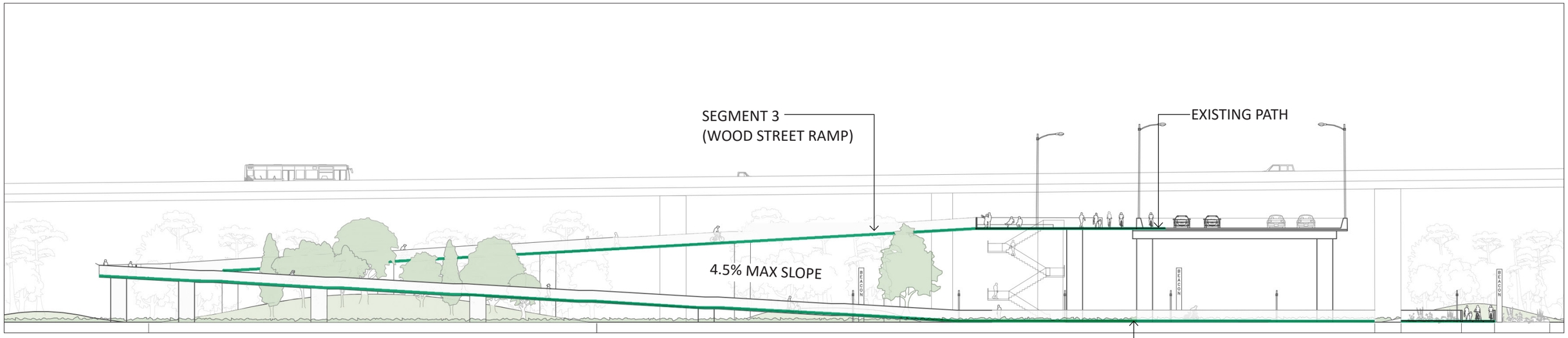
0 100' 200'

SCALE: 1" = 100'-0"

# SEGMENT 3 | Wood St Ramp Connection & Use of Bay Bridge Forward Pathway Over Railroad



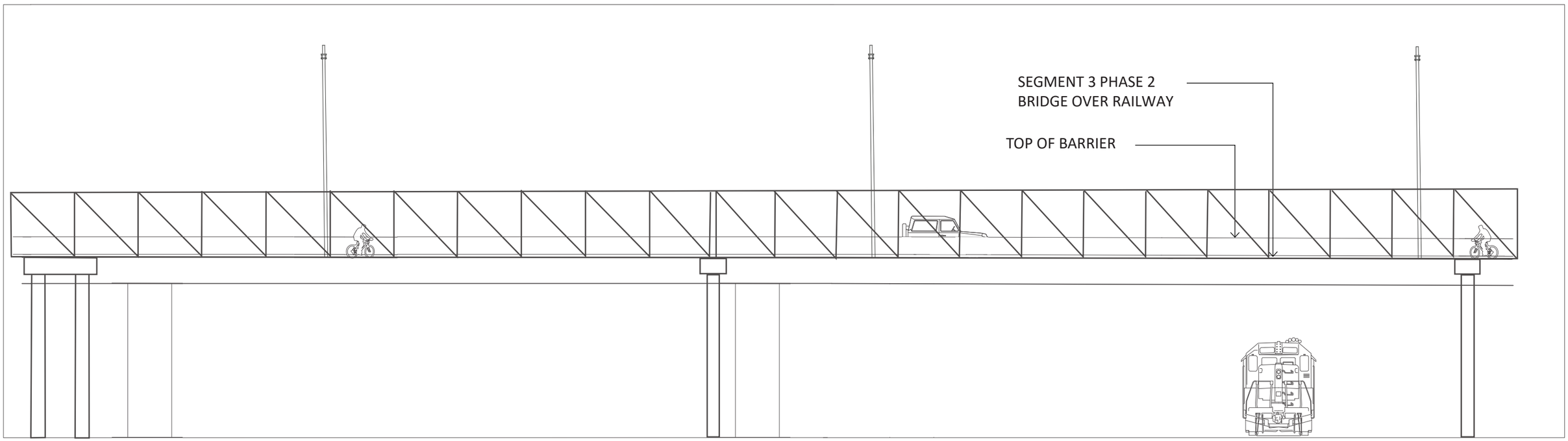

T3b ELEVATION LOOKING SOUTH




T3c BIKE PATH ELEVATION LOOKING WEST

**Figure 1-6b**

# SEGMENT 3 | Segment 3 Phase 2 Bridge Over the Railway




T3d ELEVATION LOOKING NORTH

**Figure 1-6c**

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Similar to Campbell Street in Segment 1, the Proposed Revised Project would install movable bollards in Willow Street to allow only emergency and service vehicles access to the alley from Willow Street and prevent conflicts between bicyclists/pedestrians and regular vehicular traffic. The sidewalk on Wood Street, Willow Street, and Campbell Street would also be repaired/extended to connect with 20th Street. The sidewalk on Wood Street would include curb cuts to allow continued access to the loading and driving bays of the existing buildings adjacent to the plaza/dog park areas. The alley adjacent to the plaza/dog park areas under the West Grand Avenue overpass would be permanently closed to public vehicles; however, Wood Street would remain open to public vehicles.

The area beneath the West Grand Avenue overcrossing, bounded by West Grand Avenue alley on the north, West Grand Avenue alley on the south, Wood Street, and Willow Street, would be developed with an approximately 23,500-ground-square-foot (gsf) plaza area and dog park.

#### 1.3.1.3 Segment 3: Phase 1 - Wood Street Ramp Connection and Use of Bay Bridge Forward Pathway over Railroad; Phase 2 – Bridge over Railroad

As described in the Adopted IS/MND, Phase 1 of Segment 3 of the Approved Project would continue on West Grand Avenue after the Wood Street overcrossing for approximately 780 feet, then cross Frontage Road and the railroad tracks (or spur lines), proceed under the I-880 freeway structures, and over Union Pacific Railroad (UPRR) right of way as well as Port of Oakland tracks. After crossing the railroad tracks, the path would continue as a separate structure on the south side of West Grand Avenue.

As shown in Figures 1-6a and 1-6b, Segment 3 Path 1 of the Proposed Revised Project would continue to the west of the Wood Street overcrossing as a separated path for approximately 250 ft. and connect to the 8-ft. wide multiuse pathway to be constructed as part of the Bay Bridge Forward West Grand Avenue HOV Lane project. Segment 3 Path 2 would continue west and cross Wood Street at-grade before transitioning into a 12-ft. wide multi-use pathway underneath the Frontage Road and West Grand Avenue structures. The users can then use a loop ramp or a stair to reach the multiuse pathway to be constructed as part of the Bay Bridge Forward West Grand Avenue HOV Lane project. In addition, an elevator may also be constructed in the future to connect the 12-ft. path to the 15-ft. path. At the top of the loop ramp, the structure will be wider to accommodate a seating area, benches, and shade structures that would be set back from the bicycle and pedestrian path..

Phase 2 of Segment 3 includes the construction of a 460-ft. prefabricated steel truss bridge spanning over the UPRR right of way. The bridge will have a 15-ft clear width. The columns for the proposed bridge will be within the Caltrans right of way. The Port of Oakland has a surface easement with Caltrans where one column location is being proposed. The placement of columns within the leased area will accommodate the Port of Oakland's future rail development plans. The proposed truss bridge consists of two spans: one over UPRR right-of-way (east span) and the other over the Port of Oakland surface easement (west span). The proposed bents are located outside of UPRR's right-of-way and exceed the 25-foot horizontal clearance requirements for pier protection. The bridge also provides over 30-ft of vertical clearance, which exceeds the 23'-4" (UPRR) and 23'-6" (BNSF) requirements. To minimize impacts to rail operations, it is proposed that this bridge be prefabricated offsite and craned into place during a limited shutdown period. The bridge will include mesh fencing 10-ft high to protect patrons and to prevent objects from falling onto the tracks. Additionally, column construction will not affect rail operations since these locations are

accessible from outside of UPRR's right-of-way. Ground flaggers are required during the bridge's erection.

#### 1.3.1.4 Segment 4: Separate Elevated Structure and Ramp to Maritime Street

As described in the Adopted IS/MND, Segment 4 of the Approved Project included a separate elevated structure running parallel to the I-880/I-80 connector from where it would connect to the existing West Grand Avenue Bridge near Admiral Toney Way to where it would descend to an at-grade path near Burma Road and the Bay Bridge Trail. Two ramps from the elevated structure would connect to destinations in the Maritime Street area: a 700-foot-long ramp running along the east side of Maritime Street connected to the Class 1 path on the east side of Maritime Street and a 250-foot-long ramp on the west side of Maritime Street connected to a building in the planned OMSS development.

Segment 4 of the Proposed Revised Project is shown in Figures 1-7a and 1-7b and Figures 1-8a , 1-8b, and 1-8c, . As shown in Figures 1-7a and 1-7b , a ramp would connect to the Class I path on the east side of Maritime Street and be parallel to the West Grand Avenue structure on the south side. The ramp on the west side of Maritime Street, proposed in the Approved Project to connect to a building in the planned OMSS development, would be removed from the project. At this vicinity, stairs and a future elevator may be constructed to allow access to the west side of Maritime Street and the planned OMSS development. The separate elevated path of the Proposed Revised Project also differs from the Approved Project by reversing the loop alignment in the vicinity of the rail crossings. Segment 4 would include two seating areas that would be located on the structure, providing a bench and shade. This would be set back from the path striping but within the overall pathway area.

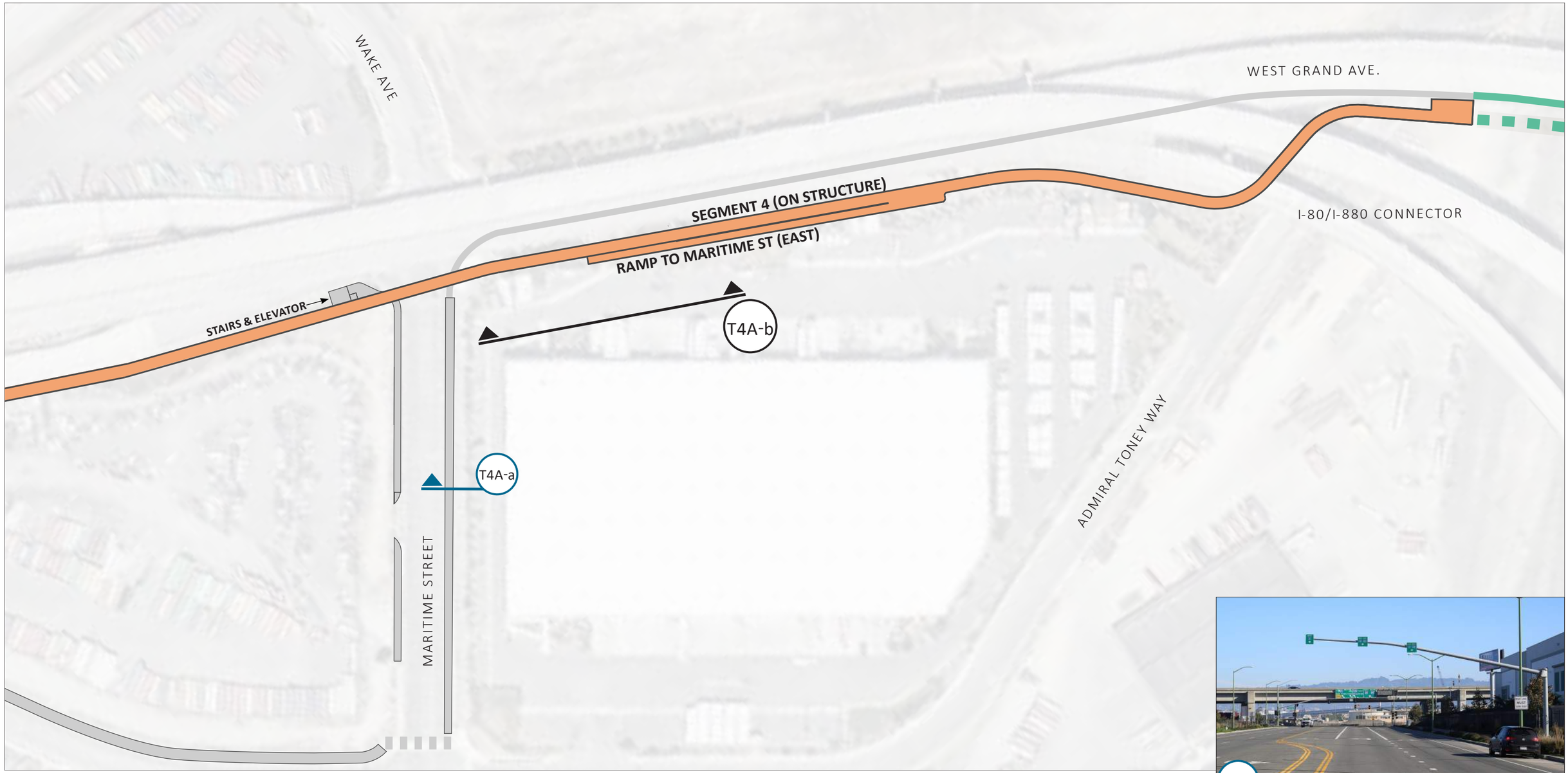
#### 1.3.1.5 Segment 5: A Connection to Bay Bridge Trail, South Burma Road Ramp, and Spiral Ramp

As described in the Adopted IS/MND, Segment 5 of the Approved Project included a Class I portion of the path that would continue for 350 feet at grade under the I-880/I-80 connector structure before connecting to the existing Bay Bridge Trail.

Segment 5 of the Proposed Revised Project, as shown in Figures 1-8a, 1-8b, and 1-8c, would have a slightly different configuration and continue for 200 feet at grade before connecting to the Bay Bridge Trail north of the I-80/I-880 connector. Segment 5 would include a seating area that would be located at grade, providing a bench and shade. This would be set back from the path but within overall pathway area. In addition, Segment 5 would include other ramps to access the Bay Bridge Trail that were not discussed in the Adopted IS/MND:

- South Burma Road Ramp: The South Burma Road ramp would connect from the Link alignment near the Burma Road at-grade rail crossings, cross over Burma Road, and then conform to the existing grade to be parallel and south of Burma Road. The path would then continue at grade up to approximately 0.70 mile until the point where Burma Road ends at the cul-de-sac to the west.
- Spiral Ramp: The three-level spiral ramp would connect the elevated portion of Segment 4 to Burma Road. The approximately 100-foot-diameter spiral ramp would be approximately 100 feet south of the Burma Road at-grade rail crossing.

# SEGMENT 4| Separate Elevated Structure & Ramp to Maritime Street




**PLAN**

0 100' 200'
SCALE: 1" = 100'-0"

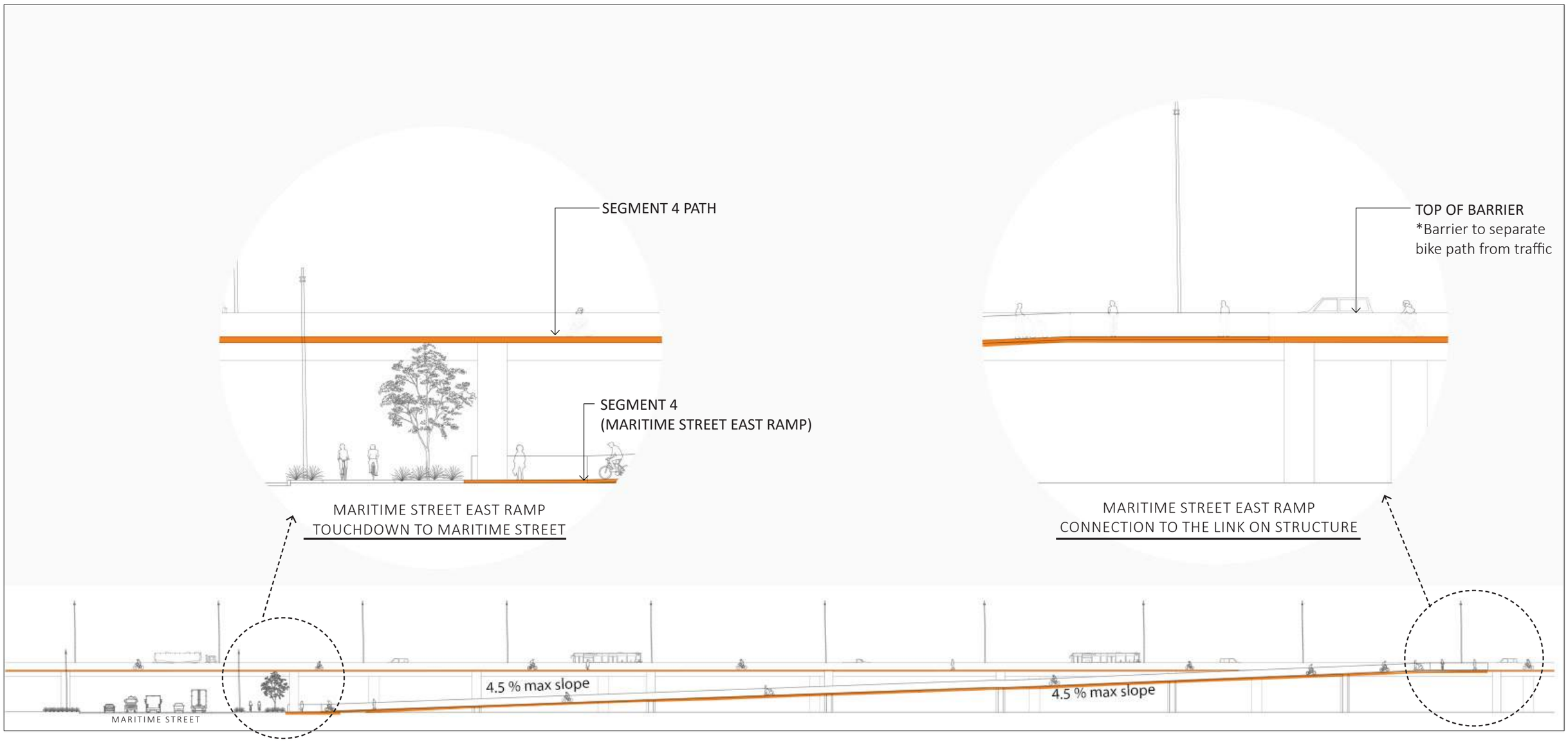


T4A-a MARITIME STREET

N

**Figure 1-7a**

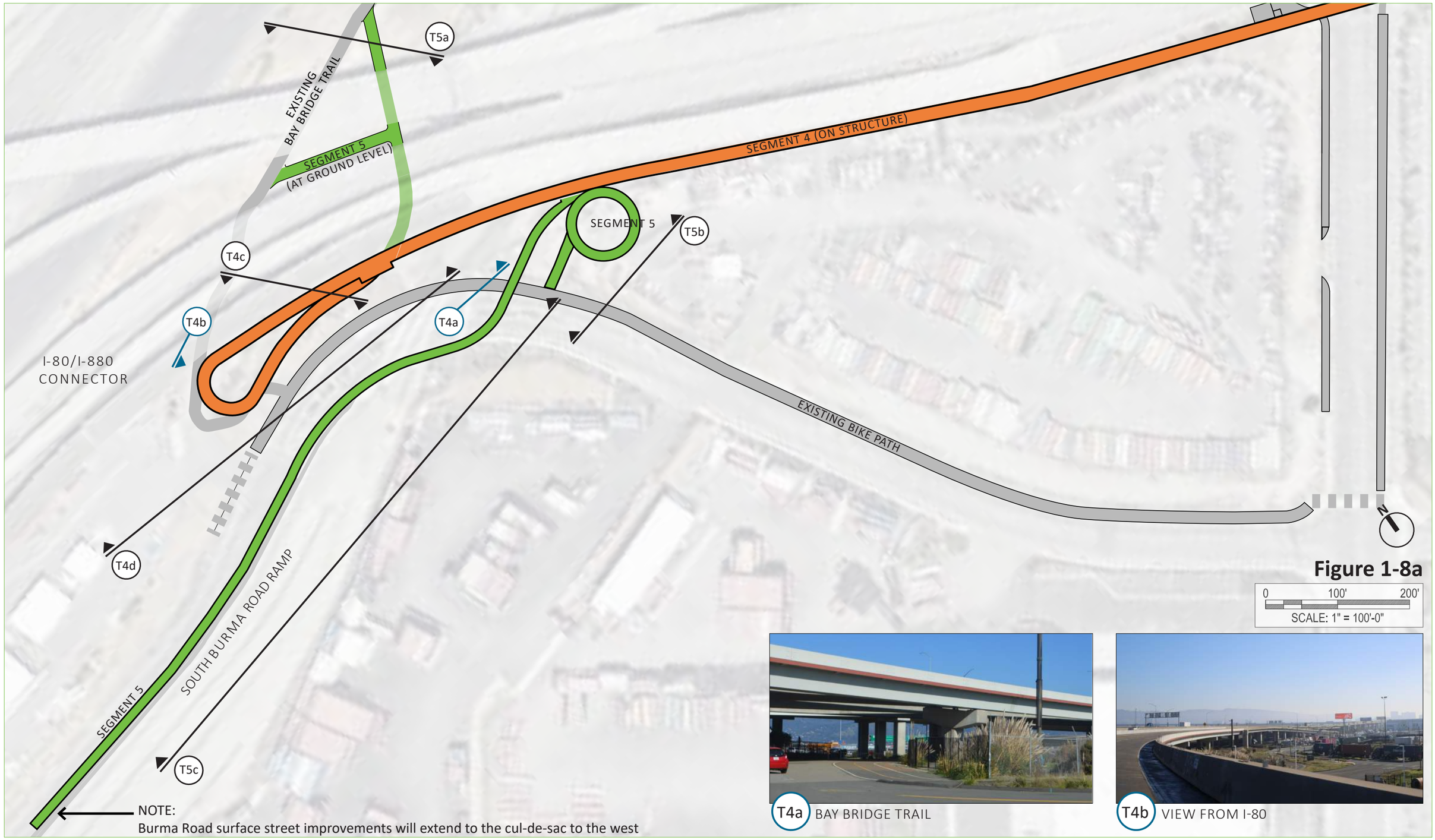
# SEGMENT 4| Separate Elevated Structure & Ramp to Maritime Street




T4A-b BIKE PATH ELEVATION LOOKING NORTH

**Figure 1-7b**

# SEGMENT 4/5 | Separated Elevated Structure/Bay Bridge Trail Ramp, South Burma Road Ramp, and Spiral Ramp




NOTE:
Burma Road surface street improvements will extend to the cul-de-sac to the west

**Figure 1-8a**

0 100' 200'
SCALE: 1" = 100'-0"

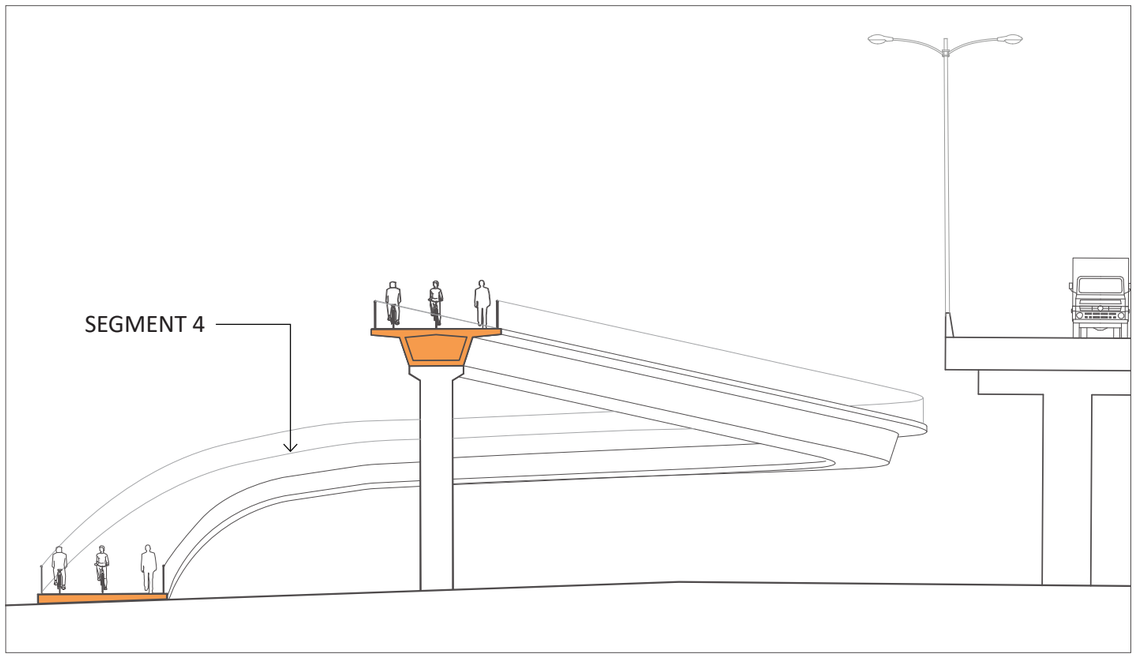


T4a BAY BRIDGE TRAIL

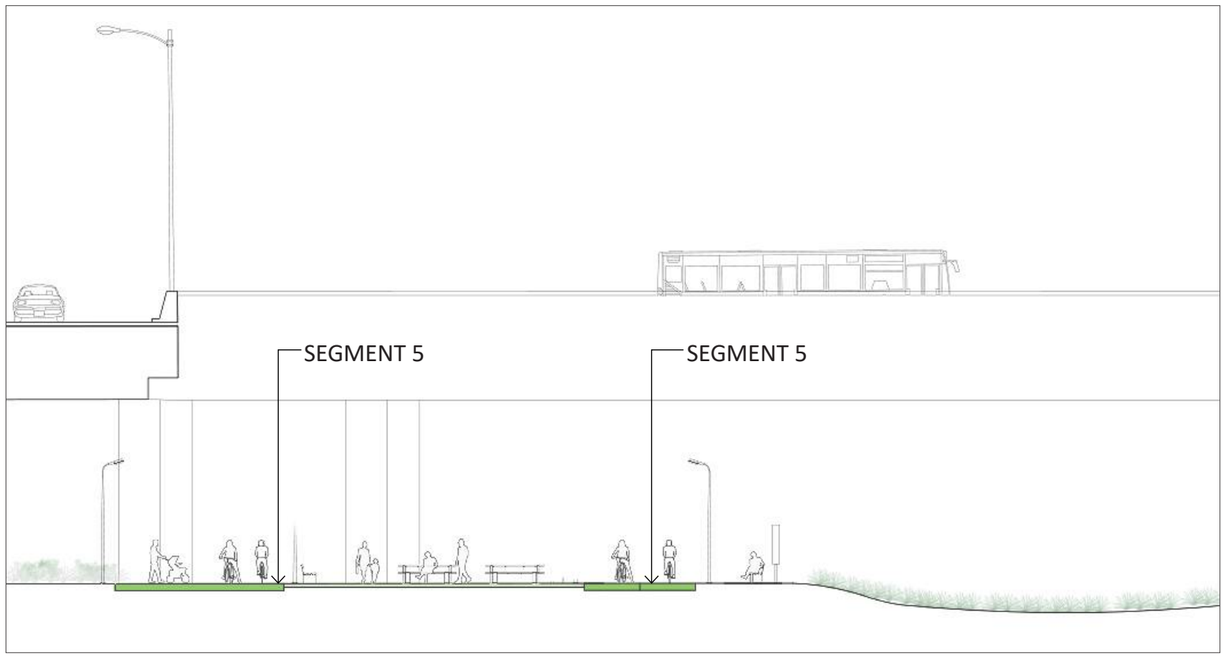


T4b VIEW FROM I-80

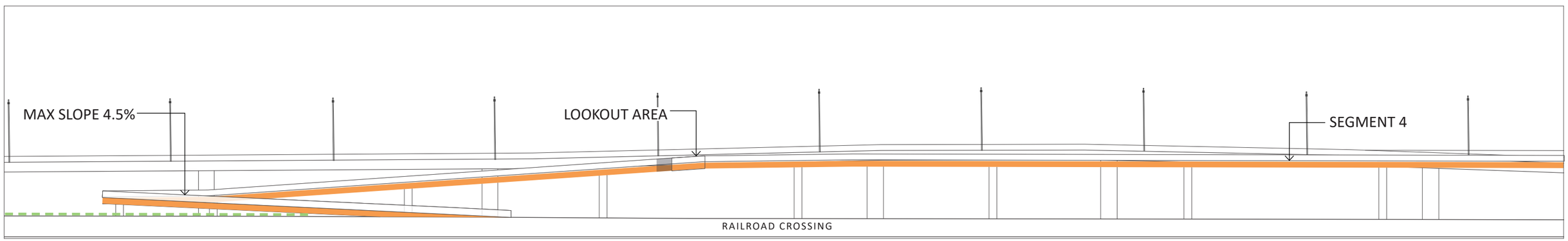
# SEGMENT 4/5 | Separated Elevated Structure/Bay Bridge Trail Ramp, South Burma Road Ramp, and Spiral Ramp




T4c CROSS-SECTION (LOOKING SOUTH)



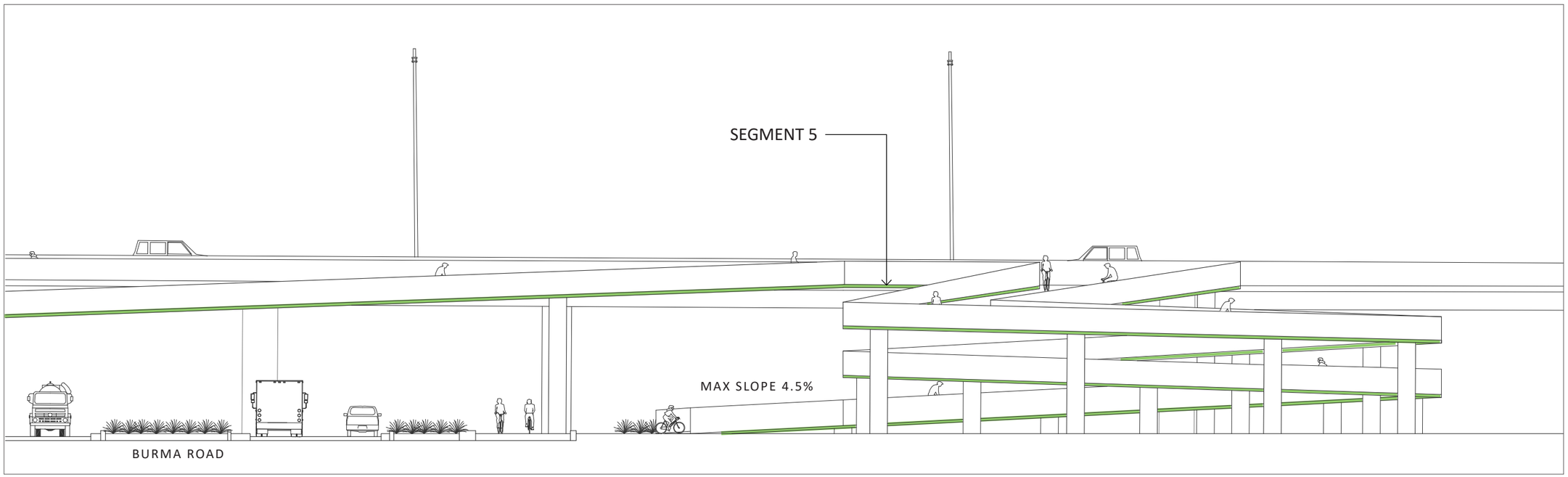

T5a CROSS-SECTION AT TOUCHDOWN (LOOKING SOUTH)



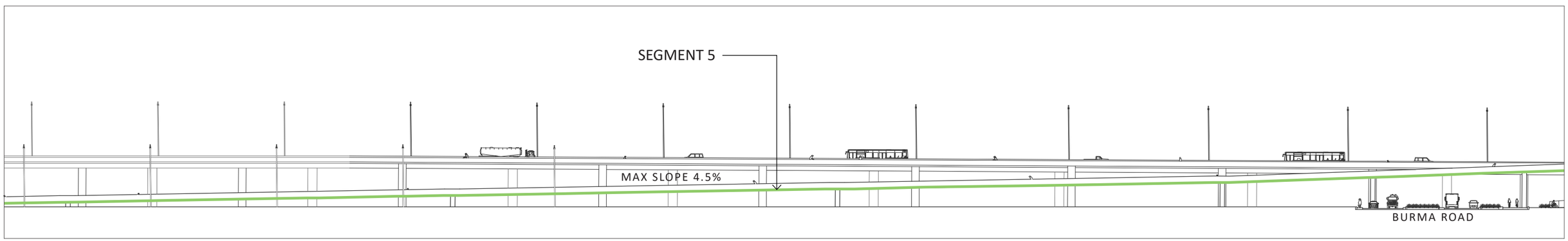

T4d BIKE PATH ELEVATION LOOKING NORTH

**Figure 1-8b**

# SEGMENT 4/5 | Separated Elevated Structure/Bay Bridge Trail Ramp, South Burma Road Ramp, and Spiral Ramp




T5b ELEVATION OF THE SPIRAL RAMP




T5c SOUTH BURMA ROAD RAMP

**Figure 1-8c**

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# 1.4 Project Construction

## 1.4.1 Excavation and Grading

The Proposed Revised Project would require excavation, grading, and new pavement similar to that described in the Adopted IS/MND for the Approved Project. It is estimated that the Proposed Revised Project would result in up to approximately 6,000 cubic yards of fill material, an increase from the 2,600 cubic yards estimated for the Approved Project. Similar to the Approved Project, soils would be tested for contamination during excavation. Clean soils would be used or sold for reuse at nearby construction sites and contaminated soils would be disposed of at an appropriate facility. It is further estimated that approximately 47 trees could be removed along the alignment, based on a review of an aerial photo and a site visit; that would be three more than under the Approved Project. Replacement planting would proceed consistent with City of Oakland (City) Municipal Code.

## 1.4.2 Construction Hours and Duration

The Proposed Revised Project would maintain the same construction hours and duration as described in the Adopted IS/MND for the Approved Project.

## 1.4.3 Vehicle Access

The Proposed Revised Project would utilize the same truck haul routes described in the Adopted IS/MND for the Approved Project. Additional long-term roadway changes include the extension of the median curb on West Grand Avenue at Campbell Street to allow only right-turn movements for southbound traffic on Campbell Street. Temporary road closures would be the same as for the Approved Project. Construction vehicles and equipment would not park or stop along key collector roads, ensuring that they would not block emergency vehicle access or hinder emergency response.

## 1.4.4 Construction Equipment

The Proposed Revised Project would use the same construction equipment, vehicles, and power tools as the Approved Project, as described in the Adopted IS/MND.

## 1.4.5 Staging

The Proposed Revised Project would stage construction on a disturbed or paved area away from drainage retention and/or treatment areas, as described for the Approved Project in the Adopted IS/MND.

# 1.5 Stormwater Drainage

## 1.5.1 Construction

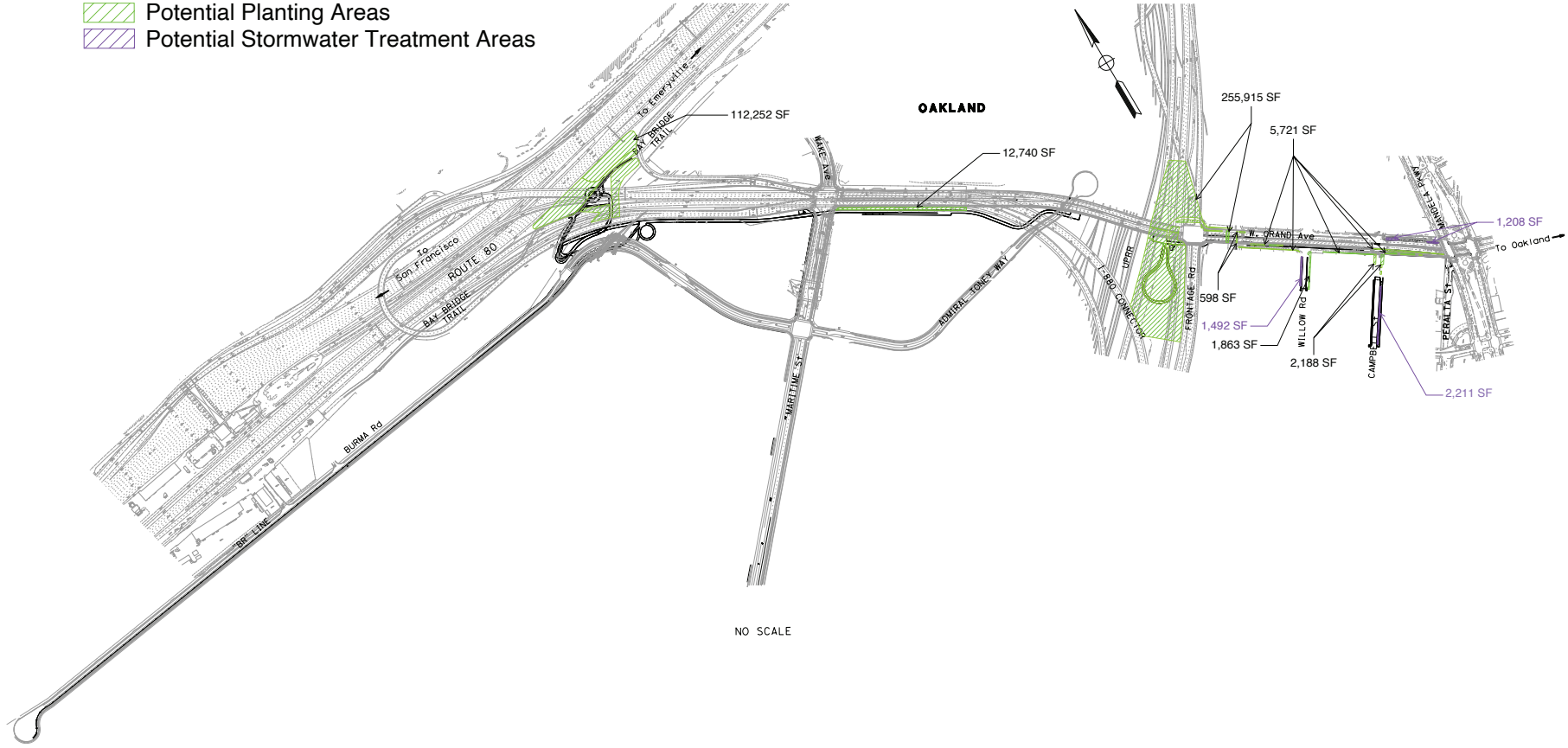
The Proposed Revised Project would disturb approximately 7.36 acres of land. Land disturbance involves any areas of exposed, erodible soil that are within the construction limits and that result from construction activities such as grading and excavation for reworking existing impervious areas (i.e., re-paving), conversion of existing pervious areas to impervious areas, and installation of column footings and supporting piles for the elevated bike path.

The Proposed Revised Project would implement construction stormwater BMPs to reduce potential impacts related to hydrology and drainage during construction in compliance with the Construction Stormwater Permit, the City of Oakland grading ordinance and any other relevant stormwater requirements during construction.

## 1.5.2 Operation

Implementation of the Proposed Revised Project would slightly alter the existing drainage pattern of the Project area (Figure 1-9). The Proposed Revised Project would add approximately 1.96 acres of new impervious area. The new impervious surface area within Caltrans' right-of-way is classified as an area of intersection of new bridges over existing impervious surfaces and is associated with non-vehicular uses such as pedestrian and bicycle ramps and trails. The Proposed Revised Project is not required to implement stormwater treatment BMP under the Caltrans NDPES Permit and the impervious surface improvements within the City's right-of-way are subject to the San Francisco Bay MRP. Within the City right-of-way, Stormwater inlets are proposed on the bridge structure to capture the design storm and the runoff will be discharged to the adjacent vegetated areas, Along Burma Road, the Proposed Revised Project would impact approximately 728 square feet of existing bioswales, resulting in the loss of stormwater treatment for an estimated 0.42 acre of impervious area.

This Proposed Revised Project would implement concentrated flow conveyance systems, such as down drains, ditches, berms, swales, overside drains, flared end sections, outlet protection, and velocity dissipation devices. Dikes may be necessary in areas with steep slopes to prevent sheet flow and redirect stormwater runoff to existing and proposed drainage inlets. Outlet protection and velocity dissipation devices will be strategically placed at all drainage system outlets that discharge into earth-lined ditches or basins. Stormwater runoff will ultimately be conveyed to vegetated areas that would help minimize the potential for localized ponding or flooding within the Project Area.




Source: T.Y. Lin International

Graphics ... 104261 (09-04-2024) JC

**Figure 1-9**
**Potential Stormwater Treatment Areas**
West Oakland Link

# 1.6 Landscaping

Landscape features such as native, low-water use pollinator plants, trees, shrubs, perennials, and groundcovers will be planted in layers to minimize water evaporation from bare soils. Vegetation species that are hardy, salt and urine-tolerant, low-water use, and native will be prioritized. The vegetation would be located along streetscapes and adjacent to the Link structure to provide a buffer for pedestrians and cyclists from vehicular traffic.

# 1.7 Aesthetic Treatments

At every location where the elevated bike and pedestrian path touches down, there will be bike racks, signage, waste receptacles, air quality monitors, and public art. Project color tones will be limited to two primary colors: one to stand out in the industrial environment and one muted background color to complement the existing environment. Large-scale beacons will be located on entry points along the link, at open spaces, and at ramp touchdown points. Light poles will also be located along the link to increase safety and wayfinding. Aesthetic treatment will be incorporated in the project for elements such as railings, shade structure, walls, or similar.

# 1.8 Avoidance and Minimization Measures

The Proposed Revised Project would include the standard avoidance and minimization measures (AMMs) described in the Adopted IS/MND for the Approved Project with one additional environmental commitment concerning a railway disruption control plan for the Segment 3 Phase 2 bridge over the railway as described below.

**AMM TRANS-1: Railway Disruption Control Plan**

Prior to bridge construction over the UPRR railway, the construction implementation entity (CIE) will require the construction contractor to prepare a railway disruption control plan for CIE approval and will implement the plan during construction. The goal of the plan will be to minimize the duration of disruption of passenger and freight operations and maintain reasonable Level of Service (LOS) while allowing for an expeditious completion of construction. The CIE will require the construction contractor to coordinate with freight and passenger rail operators in advance and during any potential disruption to passenger or freight operations. The construction contractor will maintain emergency access to and from rail ROW throughout construction.

The CIE will require the construction contractor to implement the following coordination and consultation requirements:

- The contractor will establish a freight stakeholder committee to provide an information and feedback forum prior to and during construction with a minimum of quarterly coordination meetings during construction, which will include representatives from the CIE, UPRR, BNSF passenger rail operators, and freight operators and shippers.
- The contractor will consult with UPRR, BNSF, passenger rail operators, and freight operators and shippers during preparation of the railway disruption control plan, including provision of a draft plan for comment prior to completion. The CIE will review and approve the final plan.

- As part of the railway disruption control plan, the contractor will prepare a track closure contingency plan for every proposed track closure describing the duration of closure and the alternative arrangements to facilitate passenger and freight operations.
- The contractor will notify the CIE, UPRR, BNSF, passenger and freight operators and users of any planned mainline track closures or limitations of access to other rail facilities at least 3 months prior to the closure or limitation of access.

The CIE will make efforts to contain and minimize disruption to freight and tenant passenger services during project construction, while allowing for expeditious completion of construction. Measures that will be implemented throughout the course of project construction will include, but will not be limited to, the following:

- Limit number of simultaneous track closures within each subsection, with closure timeframe limited as much as feasible for each closure, unless bypass tracks or alternative routes are available
- Provide safety measures for freight and passenger rail operation through construction zones
- Require contractors to coordinate with rail dispatch to minimize disruption of rail service in the corridor
- Where feasible, limit closure of any tracks for construction activities to periods when train service is less frequent (e.g., weekends, or midday and late evening periods on weekdays)
- Limit multitrack closures to one location at a time, as much as feasible
- Where multitrack closures result in temporary suspension of passenger rail service, work with local and regional transit providers to provide alternative transit service around the closure area (e.g., increased bus and shuttle service)
- Where multitrack closures result in temporary suspension of freight rail service, work with UPRR and freight operators and users to schedule alternative freight service timing to minimize disruption to freight customers
- Provide advance notice to transit riders of any temporary disruption in passenger rail service

# 1.9 Right-of-Way and Permits

As compared with the Adopted IS/MND for the Approved Project, the right-of-way needed for the Proposed Revised Project would be changed in the following areas:

- Right-of-way is no longer needed for the parking lot on the north side of West Grand Avenue,
- Sliver right-of-way is no longer needed for the parcels in the southeast quadrant of the West Grand Avenue/Wood Street intersection,
- The right-of-way needed from the Holliday development parcel is reduced,
- An aerial easement is needed from UPRR for a steel truss bridge, and
- The right-of-way for the touchdown at the Bay Bridge Trail is slightly larger, but this area is already a public right-of-way.

As shown in Table 2, approximately 2.2 acres of additional permanent right-of-way acquisition would be required for Segment 5. Less than 1 acre would be required for the temporary construction easement.

**Table 2. Additional Right-of-Way Acreage for Segment 5 and Segment 3 Phase 2**

| Owner | Part Take (acre) | Temporary Construction Easement (acre) |
|---|---|---|
| City of Oakland[a] | 2.208 | 0.784 |
| Caltrans | 0.134 | 0.131 |
| UPRR | 0.059 | 0.098 |

[a.] Acreage numbers in the table for the city of Oakland are slightly higher than the actual total right-of-way transfer for the Proposed Revised Project because the table numbers do not account for the reduction of 0.052 acre of part take and 0.127 acre of temporary construction easement, which were part of the Maritime Street ramp, running along Maritime Street in the Approved Project but are not part of the Proposed Revised Project.

No permits or approvals not described in the Adopted IS/MND would be required for the Proposed Revised Project.

# Chapter 2
# Evaluation of Environmental Impacts

**Table 3. Comparison of Impacts under the Approved Project and the Revised Project**

| Impact | Approved Project Impact | Revised Project Impact | Change in Impact |
|---|---|---|---|
| **2.1 Aesthetics** | | | |
| Impact AES-a: Have a substantial adverse effect on a scenic vista | Less than significant | Less than significant | None |
| Impact AES-b: Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway | Less than significant | Less than significant | None |
| Impact AES-c: Conflict with applicable zoning and other regulations governing scenic in an urbanized area | Less than significant | Less than significant | None |
| Impact AES-d: Create a new source of substantial light or glare that would adversely affect day- or nighttime views in the area | Less than significant | Less than significant | None |
| **2.2 Agriculture and Forest Resources** | | | |
| Impact AG-a: Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use | No impact | No impact | None |
| Impact AG-b: Conflict with existing zoning for agricultural use or a Williamson Act contract | No impact | No impact | None |
| Impact AG-c: Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220[g]), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104[g]) | No impact | No impact | None |
| Impact AG-d: Result in the loss of forestland or conversion of forestland to non-forest use | No impact | No impact | None |
| Impact AG-e: Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forestland to non-forest use | No impact | No impact | None |

| Impact | Approved Project Impact | Revised Project Impact | Change in Impact |
|---|---|---|---|
| **2.3 Air Quality** | | | |
| Impact AQ-a Conflict with or obstruct implementation of the applicable air quality plan | Less than significant | Less than significant | None |
| Impact AQ-b Result in a cumulatively considerable net increase in any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard | Less than significant with mitigation | Less than significant with mitigation | None |
| Impact AQ-c Expose sensitive receptors to substantial pollutant concentrations | Less than significant with mitigation | Less than significant with mitigation | None |
| Impact AQ-d Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people | Less than significant | Less than significant | None |
| **2.4 Biological Resources** | | | |
| Impact BIO-a: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service | No impact | No impact | None |
| Impact BIO-b: Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service | Less than significant with mitigation | Less than significant with mitigation | None |
| Impact BIO-c: Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marshes, vernal pools, coastal areas, etc.) through direct removal, filling, hydrological interruption, or other means | Less than significant with mitigation | Less than significant with mitigation | None |
| Impact BIO-d: Interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites | Less than significant with mitigation | Less than significant | None |
| Impact BIO-e: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance | Less than significant with mitigation | Less than significant | None |

| Impact | Approved Project Impact | Revised Project Impact | Change in Impact |
|---|---|---|---|
| Impact BIO-f: Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan | No impact | No impact | None |
| **2.5 Cultural Resources** | | | |
| Impact CUL-a: Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 | Less than significant | Less than significant | None |
| Impact CUL-b: Cause a substantial adverse change in the significance of an archaeological resource as defined in Section 15064.5 | Less than significant | Less than significant | None |
| Impact CUL-c: Disturb any human remains, including those interred outside of formal cemeteries | Less than significant | Less than significant | None |
| **2.6 Energy** | | | |
| Impact ENE-a: Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation | Less than significant | Less than significant | None |
| Impact ENE-b: Conflict with or obstruct a state or local plan for renewable energy or energy efficiency | Less than significant | Less than significant | None |
| **2.7 Geology, Soils, and Paleontology** | | | |
| Impact GEO-ai: Expose people or structures to safety risks due to surface fault rupture resulting from seismic activity | Less than significant | Less than significant | None |
| Impact GEO-aii: Expose people or structures to strong seismically induced groundshaking | Less than significant | Less than significant | None |
| Impact GEO-aiii: Increase exposure of people or structures to the effects of seismically induced ground failure, including liquefaction | Less than significant with mitigation | Less than significant with mitigation | None |
| Impact GEO-aiv: Directly or indirectly cause substantial adverse effects involving landslides | No impact | No impact | None |
| Impact GEO-b: Result in substantial soil erosion or the loss of topsoil | Less than significant | Less than significant | None |
| Impact GEO-c: Increase risk of landslide, liquefaction, lateral spread, subsidence, or collapse as a result of project location on an unstable geologic unit or soil | Less than significant with mitigation | Less than significant with mitigation | None |
| Impact GEO-d: Increase risk of damage to project structures as a result of project location on expansive soils | Less than significant with mitigation | Less than significant with mitigation | None |

| Impact | Approved Project Impact | Revised Project Impact | Change in Impact |
|---|---|---|---|
| Impact GEO-e: Have soils that would be incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water | No Impact | No Impact | None |
| Impact GEO-f: Cause direct or indirect destruction of a unique paleontological resource or site or unique geologic feature | Less than significant | Less than significant | None |
| **2.8 Greenhouse Gas Emissions** | | | |
| Impact GHG-a: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment | Less than significant with mitigation | Less than significant with mitigation | None |
| Impact GHG-b: Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases | Less than significant | Less than significant | None |
| **2.9 Hazards and Hazardous Materials** | | | |
| Impact HAZ-a: Result in a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials during project construction or from project operation | Less than significant | Less than significant | None |
| Impact HAZ-b: Result in a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment during project construction | Less than significant with mitigation | Less than significant with mitigation | None |
| Impact HAZ-c: Involve emitting or handling hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school | Less than Significant | Less than Significant | None |
| Impact HAZ-d: Result in a public or environmental hazard due to project location included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 | Less than significant with mitigation | Less than significant with mitigation | None |
| Impact HAZ-e: For projects located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area | No impact | No impact | None |
| Impact HAZ-f: Interfere with an adopted emergency response plan or emergency evacuation plan | Less than significant | Less than significant | None |
| Impact HAZ-g: Expose people or structures to a significant risk of loss, injury, or death involving wildland fires | No impact | No impact | None |

| Impact | Approved Project Impact | Revised Project Impact | Change in Impact |
|---|---|---|---|
| **2.10 Hydrology and Water Quality** | | | |
| Impact HYD-a: Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality | Less than significant with mitigation | Less than significant with mitigation | None |
| Impact HYD-b: Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management in the basin | Less than significant | Less than significant | None |
| Impact HYD-c: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would:<br>i. Result in substantial erosion or siltation onsite or offsite;<br>ii. Substantially increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite;<br>iii. Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or<br>iv. Impede or redirect floodflows | Less than significant with mitigation | Less than significant with mitigation | None |
| Impact HYD-d: In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation | Less than significant | Less than significant | None |
| Impact HYD-e: Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan | Less than significant | Less than significant | None |
| **2.11 Land Use and Planning** | | | |
| Impact LUP-a: Physically divide an established community | No impact | No impact | None |
| Impact LUP-b: Result in a significant environmental impact due to a conflict with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect | No impact | No impact | None |
| **2.12 Mineral Resources** | | | |
| Impact MIN-a: Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state | No impact | No impact | None |

| Impact | Approved Project Impact | Revised Project Impact | Change in Impact |
|---|---|---|---|
| Impact MIN-b: Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan | No impact | No impact | None |
| **2.13 Noise** | | | |
| Impact NOI-a: Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies | Less than significant | Less than significant | None |
| Impact NOI-b. Expose people to or generate excessive ground-borne vibration or ground-borne noise levels | Less than significant | Less than significant | None |
| Impact NOI-c. Expose people to excessive noise levels due to a project location in the vicinity of a private airstrip or within 2 miles of a public airport or public use airport | No impact | No impact | None |
| **2.14 Population and Housing** | | | |
| Impact POP-a: Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure) | Less than significant | Less than significant | None |
| Impact POP-b: Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere | No Impact | No Impact | None |
| **2.15 Public Services** | | | |
| Impact PSU-a: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services: | | | |
| Fire protection | Less than significant | Less than significant | None |
| Police protection | Less than significant | Less than significant | None |
| Schools | No impact | No impact | None |
| Parks | Less than significant | Less than significant | None |
| Other public facilities | No impact | No impact | None |

| Impact | Approved Project Impact | Revised Project Impact | Change in Impact |
|---|---|---|---|
| **2.16 Recreation** | | | |
| Impact REC-a: Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration or of the facilities would occur or be accelerated | Less than significant | Less than significant | None |
| Impact REC-b: Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment | Less than significant | Less than significant | None |
| **2.17 Transportation** | | | |
| Impact TR-a: Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities | Less than significant | Less than significant | None |
| Impact TR-b: Conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)(1) | Less than significant | Less than significant | None |
| Impact TR-c: Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) | Less than significant with mitigation | Less than significant with mitigation | None |
| Impact TR-d: Result in inadequate emergency access | Less than significant | Less than significant | None |
| **2.18 Tribal Cultural Resources** | | | |
| Impact TCR-a: Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe and:<br>i. Listed in or eligible for listing in the California Register of Historical Resources or in a local register of historical resources, as defined in Public Resources Code Section 5020.1(k), or | Less than significant | Less than significant | None |
| Impact TCR-a: ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe | Less than significant | Less than significant | None |

| Impact | Approved Project Impact | Revised Project Impact | Change in Impact |
|---|---|---|---|
| **2.19 Utilities and Service Systems** | | | |
| Impact UTL-a: Require or result in the relocation of existing or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects | No impact | No impact | None |
| Impact UTL-b: Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years | No impact | No impact | None |
| Impact UTL-c: Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments | No impact | No impact | None |
| Impact UTL-d: Generate solid waste in excess of state or local standards or the capacity of local infrastructure or otherwise impair attainment of solid waste reduction goals | Less than significant | Less than significant | None |
| Impact UTL-e: Comply with federal, state, and local management and reduction statutes and regulations related to solid waste | Less than significant | Less than significant | None |
| **2.20 Wildfire** | | | |
| Impact WF-a: Substantially impair an adopted emergency response plan or emergency evacuation plan | Less than significant | Less than significant | None |
| Impact WF-b: Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, thereby exposing project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire | No impact | No impact | None |
| Impact WF-c: Require the installation or maintenance of associated infrastructure, such as roads, fuel breaks, emergency water sources, power lines, or other utilities, that may exacerbate fire risk or result in temporary or ongoing impacts on the environment | No impact | No impact | None |
| Impact WF-d: Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes | No impact | No impact | None |

# 2.1 Aesthetics

## 2.1.1 2023 West Oakland Link IS/MND

The Adopted IS/MND found that the Approved Project's impacts on overall scenic vistas would be less than significant because elevated views from West Grand Avenue are very limited, industrial in nature, and not considered scenic. The Adopted IS/MND found that though there are scenic views (e.g., views of the bay, surrounding hills, city skylines) from West Grand Avenue near its intersection with I-80, the Approved Project would not impede these views because the elevated segments of the Link would generally be even with West Grand Avenue or slightly lower. For segments of the Link that are slightly higher than West Grand Avenue (Segment 2), there would be no visual impacts because there are no scenic views. The Approved Project would provide an elevated vantage point from which viewers could pause in safety to enjoy the views. It is likely that new views provided by the Link would be scenic, depending on the viewer's location along the Link, with the exception of along West Grand Avenue in the Approved Project area because it is a very busy roadway.

The Adopted IS/MND found that the Approved Project would not affect scenic highways because I-80 is not officially designated but is considered an eligible scenic highway. Some of the Approved Project along I-80 is near I-580, the MacArthur Freeway, which is a designated scenic route. However, in these instances, the view of the Link from I-80 would be obscured by existing elevated transportation structures and industrial uses. Specifically, views of the Link from the I-80 eastbound lanes, which would face the Link, would be obscured by the West Grand Avenue/Maritime Street flyover, which is the horseshoe-shaped elevated structure extending from westbound I-80 to eastbound West Grand Avenue and Maritime Street. Because the elevated portion of the Link would blend with the existing roadways and be mostly obscured from view, or would blend with existing views, impacts on scenic highways would be less than significant.

The Adopted IS/MND found that the Approved Project is located entirely within an urbanized area and would not conflict with applicable zoning or other regulations governing scenic quality; impacts would be less than significant. The Approved Project would comply with the City's local regulations governing scenic quality set forth in the City's general plan, including regulations.

Temporary construction impacts would occur during the hours of 7:00 am to 6:00 p.m. Monday through Saturday over a 2-year period. Because construction would occur during daylight hours, there would not be disruptive high-intensity lighting for nighttime construction. Impacts would be short term and temporary in nature and would not affect sensitive viewers. Temporary construction impacts (e.g., from the presence of heavy equipment, the erection of falsework, construction of switchback and touchdown) would also be experienced by recreational viewers who use the Bay Bridge Trail connection to Burma Road during construction of the Segment 4 switchback and the Segment 5 connection to the Bay Bridge Trail. Closures would not be anticipated during construction of the Link connection and touchdown to the Bay Bridge Trail. However, recreational viewers would either be restricted from using the Bay Bridge Trail connection to Burma Road for a short period of time or, to avoid trail closures, be rerouted to the adjacent paved roadway with a temporary trail realignment during construction of the temporary falsework for the switchback. Trail closures, if needed, would be minimized and all efforts would be made to keep the trail operationally safe at all times. Visual impacts resulting from the Approved Project's construction would be less than significant.

During operation, the Approved Project's Class II bike lanes on local surface streets would not greatly affect the visual environment because they would blend in, appearing as a visual extension of the roadways. Some existing landscaping in the Approved Project area may be removed, but removals would be minimized to the degree possible. The proposed landscaping would aid in retaining the existing visual character, even though the final design of the landscaping, including a seat wall and signage, may vary. Supplemental landscaping and landscape features (e.g., signage, seat wall, artwork) would improve the visual appearance of the project area, in combination with the existing streetscape, and reduce the appearance of any streetscape removed as a result of the project. For example, landscaping would help improve views from within the Peralta building by softening the visible landscape outside. Landscaping would also help improve views of the building by providing aesthetic appeal through a unified design, with greater separation between the building and the busy roadway. Green pavement markings, delineating the pathway, would not reduce the existing visual character of the industrial and commercial environment but would make the area more pedestrian friendly. Views of Segment 2, in the area where the elevated structure starts to ramp up from the end of Segment 1, would not greatly affect neighboring viewers. Buildings located immediately next to Segment 2, south of West Grand Avenue, include large warehouse structures that do not have windows that face the project. Businesses north of West Grand Avenue also do not have windows that face the Approved Project. Furthermore, these businesses have privacy fencing that limits views to the project or limited ground-level views because of the elevated West Grand Avenue. The Adopted IS/MND found the Approved Project's design would provide a linkage to the Bay Bridge Trail, Bay Bridge, and shoreline areas via proposed bikeways and pedestrian walks, in addition to trash removal and graffiti control. Therefore, these project features would enhance the Approved Project area's visual quality, not conflict with the City's general plan, and be consistent with the area's visual character. They would also be consistent with policies in the Land Use and Transportation Element; Open Space, Conservation, and Recreation (OSCAR) Element; West Oakland Planning Area Strategy; Scenic Highways Element; and Oakland's Standard Conditions of Approval (SCAs). Visual impacts during operation would be less than significant.

The Adopted IS/MND found the Approved Project would result in increases in light and glare in the area compared to existing conditions. However, these impacts would be considered negligible and would be reduced by the proposed landscaping, which would filter and screen new sources of light and reduce glare; the proposed surface texture of the elevated Link structure would also minimize potential daytime glare.

The Approved Project would increase shade incrementally. The Adopted IS/MND found that shading impact caused by the Link would be negligible because shading is already present, resulting from surrounding transportation infrastructure and buildings. Therefore, the nominal amount of shading caused by the Link structures would result in a less-than-significant impact.

The Approved Project would include low-level lighting along the Link but would be designed to prevent light pollution. Existing nighttime light sources in the area include street lighting along much of West Grand Avenue and vehicle headlights. New low-level lighting associated with the Link would be negligible compared to existing conditions because it would be side mounted in the barrier along the elevated segments. The new lighting, with 1- to 2-foot-candle units, would light a 1- to 2-foot area; this new illumination would not be very noticeable to passing drivers. The Approved Project could also include some overhead lights at the top of the fencing along the elevated portions of the Link if deemed necessary for safety. This would result in a negligible contribution to nighttime lighting in the Approved Project area. Nighttime lighting impacts would be less than significant.

As noted in the Adopted IS/MND lighting along the at-grade portions of the Link and at the Wood Street parking lot would be provided by new or existing streetlights or pedestrian light standards. There is existing lighting along Wood Street and security lighting at nearby warehouses. Proposed overhead lighting and pedestrian light standards would constitute a minimal change in the amount of lighting in the area, given the existing sources of light. In addition, proposed lighting at the parking lot would constitute a minimal change in the amount of lighting. The elevated transportation structure is lit with overhead LED streetlights that provide amply roadway lighting, which would be seen at the future development site. Project lighting would not substantially increase lighting beyond that created by the streetlights on West Grand Avenue. Parking lot landscaping could include trees. Once the trees mature, lighting would be screened and filtered by the foliage. Glare resulting from the Approved Project would be negligible given the predominance of pavement and hardscape features present in the Approved Project vicinity. The proposed vegetation would reduce glare. Any impacts from potential glare related to Approved Project surfaces and the removal of vegetation would be remediated with implementation of the proposed avoidance or minimization measures. Lighting and glare impacts would be less than significant.

As noted in the Adopted IS/MND, no mitigation measures are required for the Approved Project to reduce impacts related to aesthetics to a less-than-significant level.

## 2.1.2 Proposed Revised Project

The majority of the Proposed Revised Project is within the same footprint as the Approved Project. Although the Proposed Revised Project would introduce minor modifications to each segment, that would improve the overall design and provide more seamless connections, safer access, and additional amenities compared with in the Approved Project. The primary visual changes under the Proposed Revised Project that would differ from the Approved Project are outlined below.

- Segment 1: Minor pavement reductions and curb and sidewalk extensions, additional landscaping and movable bollards on Campbell Street, and a protected bike lane on the north side of West Grand Avenue.
- Segment 2: An additional at-grade path adjacent to the ramp, curb and sidewalk extensions on Wood Street, movable bollards on Willow Street, removal of the Approved Project's proposed parking lot at Wood Street, closing the median at West Grand Avenue and Campbell Street, and installing a plaza area/dog park beneath the West Grand Avenue overpass.
- Segment 3: Phase 1 installation of a separate loop ramp, stairs, and future elevator from Wood Street to the Bay Bridge Forward West Grand Avenue HOV Lane Extension Project multiuse pathway and seating areas, with benches and shade, along the ramp structure. An 8 ft multiuse pathway from the Bay Bridge Forward West Grand Avenue HOV Project will cross the railroad. Phase 2 construction of a separate bridge over the railway.
- Segment 4: Removal of two ramps from the elevated structure near Maritime Street; in their place, a ramp on the east side of Maritime Street running parallel to the West Grand Avenue structure, as well as the installation of stairs and a future elevator.
- Segment 5: Reconfigured Bay Bridge Trail connection and South Burma Road and spiral ramp connections.

The Proposed Revised Project would not affect scenic views because the majority of the footprint would remain the same as the Approved Project, although modifications would be made, such as the

addition of the loop ramp in Segment 2 and the two ramp options in Segment 5. The ramp at Segment 2 is in an area with no scenic views. The ramp options at Segment 5 would not obstruct the existing scenic views along West Grand Avenue near I-80 mentioned in the Adopted IS/MND because these structures would be adjacent to similar existing elevated structures on West Grand Avenue and could provide viewers with new views as well as landscaped buffers. Therefore, impacts associated with the additional ramps would be less than significant.

As described in the in the Adopted IS/MND, the view of the Link from I-80 would be obscured by existing elevated transportation structures and industrial uses. The Link would not be visible on approach from westbound lanes because West Grand Avenue would block views of the Link, which is on the other side of the roadway. Views of the Link from the I-80 eastbound lanes, which would face the Link, would be obscured by the West Grand Avenue/Maritime Street flyover, which is the horseshoe-shaped elevated structure extending from westbound I-80 to eastbound West Grand Avenue and Maritime Street. The Link could be somewhat visible from this flyover and from the eastbound I-80 connector ramp to I-880 southbound, but the views would be fleeting and somewhat obstructed. Like the Approved Project, the elevated portion of the Link associated with the Proposed Revised Project would blend with the existing roadways and be mostly obscured from view, or would blend with existing views. Impacts on scenic highways would be less than significant.

The regulatory setting in the Adopted IS/MND remains current. Construction methods and durations for the Proposed Revised Project would be the same as under the Approved Project. Therefore, visual impacts resulting from the Proposed Revised Project's construction would remain less than significant. The at-grade path and elevated portion of Segment 2 would slightly widen the path, and the introduction of a new ramp and path connection at Wood Street and the Segment 3 Phase 2 bridge over the railway would slightly increase transportation infrastructure at this location but the Phase 2 bridge would not be readily observable except fleetingly to roadway vehicle users of the freeway frontage road and West Grand Avenue, who are not a sensitive visual receptor In Segment 5, the Bay Bridge Trail connection would be reconfigured, and the spiral and South Burma Road ramps would slightly increase ramp infrastructure at this segment. However, the amount of ramp infrastructure would be reduced along Segment 4 so that the amount of ramp infrastructure under the Proposed Revised Project would be similar to that under the Approved Project and consistent with what would be expected to be visible in the landscape to achieve project goals. Overall, features associated with the Proposed Revised Project would be visually similar to existing transportation features and/or features proposed under the Approved Project. They would not be taller or substantially larger in form than existing features and/or features associated with the Approved Project. Like the Approved Project, the Proposed Revised Project would enhance the area's visual quality, not conflict with the City's general plan, and be consistent with the area's visual character. They would also be consistent with policies in the Land Use and Transportation Element, OSCAR Element, West Oakland Planning Area Strategy, Scenic Highways Element, and Oakland's SCAs. Visual impacts during operation would be less than significant.

Light and glare associated with the Proposed Revised Project would be similar to that of the Approved Project because many features would remain the same. However, the Proposed Revised Project would result in a lower level of light and glare compared to the Approved Project and compared to existing conditions. Like the Approved Project, these impacts would be negligible and would be reduced under the Proposed Revised Project by the additional landscaping at Campbell Street, which would filter and screen new sources of light and glare and reduce nighttime lighting with the removal of the parking lot and its proposed lighting. The plaza area and/or dog park underneath West Grand Avenue could include lighting; however, because this would be under the

West Grand Avenue structure, it would not contribute to a new source of nighttime lighting or significant glare impacts. Therefore, nighttime lighting impacts would be less than significant.

The Proposed Revised Project would increase shade incrementally beyond that of the Approved Project because of the slight increase in ramp infrastructure. However, this is considered a negligible impact because shading caused by surrounding transportation infrastructure and buildings already exists. Therefore, the impact of the nominal amount of shading caused by the Link structures would be less than significant.

# 2.2 Agriculture and Forest Resources

## 2.2.1 2023 West Oakland Link IS/MND

The Adopted IS/MND found that the Approved Project would have no impacts on agriculture or forest resources because the Approved Project would not be located on agricultural or forested land. As such the Approved Project would not convert agricultural land to non-agricultural uses or forested land to non-forested uses. Furthermore, it would not result in changes to the existing environment that could result in conversion of agricultural or forested land.

## 2.2.2 Proposed Revised Project

The Proposed Revised Project would be located along the same footprint as the Approved Project. Therefore, the modifications of the Proposed Revised Project would similarly not be located on any agricultural or forested land. No new or different impacts would occur, resulting in no impacts, consistent with the impact conclusion in the Adopted IS/MND.

The Proposed Revised Project would not result in new or different environmental impacts on agricultural or forest resources, substantially increase the severity of the previously identified environmental impacts on agricultural or forest resources, or require new mitigation measures. No new information has emerged that would change the analyses or conclusions set forth in the Adopted IS/MND.

# 2.3 Air Quality

## 2.3.1 2023 West Oakland Link IS/MND

The Adopted IS/MND found that Approved Project would not conflict with or obstruct implementation of air quality plans because the Approved Project would facilitate the overall goals of the 2017 Clean Air Plan by developing additional bicycle infrastructure and thus encouraging bicycle and pedestrian transportation. According to the Adopted IS/MND, emissions from construction and operation would be well below Bay Area Air Quality Management District (BAAQMD) thresholds of significance (from the BAAQMD 2017 CEQA Guidelines) and would not impede attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) or California Ambient Air Quality Standards (CAAQS). Accordingly, the Adopted IS/MND found that impacts associated with the Approved Project would be less than significant.

The Adopted IS/MND found that the Approved Project would have less-than-significant impacts with mitigation on air quality during construction and operation. As summarized in the Adopted IS/MND, the maximum daily construction and operational emissions associated with the Approved Project were estimated using the California Emissions Estimator Model (CalEEMod) version 2013.2.2. As noted in the Adopted IS/MND, the construction and operational emissions analysis was conducted in 2014; it presents reasonable worst-case estimates of the Approved Project's emissions. The Adopted IS/MND shows that emissions from construction and operation of the Approved Project would not exceed applicable BAAQMD thresholds in Table 2.3-3 and Table 2.3-4, respectively. Regarding fugitive dust emissions, the Adopted IS/MND noted that BAAQMD considers the impact to be less than significant through the application of applicable BAAQMD-recommended best management practices (BMPs). As a result, the Adopted IS/MND identified the following mitigation measure, which would be applicable to the Proposed Revised Project, as follows:

**Mitigation Measure AQ-1: Implement BAAQMD Basic Control Measures to Control Construction-Related Dust and Reduce Exhaust Emissions during Construction**

In accordance with the BAAQMD's CEQA Guidelines (2017) and the City of Oakland's Standard Conditions of Approval, BATA/Caltrans will ensure their construction contractor implements the following basic construction-related air pollution control measures at all construction sites to reduce particulate matter emissions from construction activities:

a. Water all exposed surfaces of active construction areas (e.g., parking areas, staging areas, soil piles, graded areas, unpaved access roads) at least twice daily using reclaimed water if possible. Watering will be sufficient to prevent airborne dust from leaving the site, and the frequency will be increased as necessary when wind speeds exceed 15 miles per hour.

b. Cover all haul trucks transporting soil, sand, or other loose material offsite.

c. Remove all visible mud or dirt track-out onto adjacent public roads using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.

d. Pave all roadways, driveways, and sidewalks as soon as feasible. In addition, any building pads will be laid as soon as possible after grading unless seeding or soil binders are used.

e. Enclose, cover, water twice daily, or apply non-toxic soil stabilizers to exposed stockpiles (dirt, sand, etc.).

f. Limit vehicle speeds on unpaved roads to 15 miles per hour

g. Minimize idling times by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California Airborne Toxics Control Measure, Title 13, Section 2485 of the California Code of Regulations [CCR]). Provide clear signage to this effect for construction workers at all access points.

h. Maintain and properly tune all construction equipment in accordance with the manufacturer's specifications. All equipment will be checked by a certified mechanic and determined to be in proper condition prior to operation.

i. Post a publicly visible sign with the contractor's name and telephone number for contact regarding dust complaints. When contacted, the contractor will respond and take corrective action within 48 hours. The names and telephone numbers for contact persons at BATA, Caltrans, and BAAQMD will also be visible to ensure compliance with applicable regulations.

j. All demolition activities (if any) shall be suspended when average wind speeds exceed 20 miles per hour.

k. All trucks and equipment, including tires, shall be washed off prior to leaving the site.

l. Site access points, to a distance of 100 feet from the paved road, shall be treated with a 6- to 12-inch compacted layer of wood chips, mulch, or gravel.

Because the Approved Project's estimated construction and operational emissions fell below applicable BAAQMD thresholds and Mitigation Measure AQ-1 would require applicable BAAQMD BMPs to reduce fugitive dust emissions, the Adopted IS/MND found that the impact would be less than significant with mitigation.

The Adopted IS/MND found that the Approved Project would have less-than-significant impacts related to the exposure of sensitive receptors to substantial pollutant concentrations.

#### 2.3.1.1 Diesel Particulate Matter

### Construction

The Adopted IS/MND found that construction of the Approved Project would generate emissions of diesel particulate matter (DPM) from diesel-fueled equipment, exposing nearby sensitive receptors to increased DPM concentrations. However, the Adopted IS/MND noted that construction activities would occur in one section at a time and proceed along a linear alignment, resulting in a relatively brief exposure period (significantly lower than the 70-year exposure period typically associated with chronic cancer health risks). In addition, the Adopted IS/MND explained that the construction activities for at-grade portions of the bike path and bike lanes would require minimal construction equipment; thus, DPM emissions generated within the immediate construction area would be minor and dissipate as construction work moves farther away from these receptors. As a result, the Adopted IS/MND concluded that construction of the Approved Project would not expose sensitive populations to substantial pollutant concentrations. Still, the Adopted IS/MND identified the following mitigation measure, which would be applicable to the Proposed Revised Project:

**Mitigation Measure AQ-2: Prepare a Health Risk Assessment Prior to Construction near the Wood Street Residences and/or Homeless Services/Housing along Wood Street North of West Grand Avenue and Implement Risk Reduction Measures (as necessary)**

m. The project sponsor shall prepare a site-specific construction health risk assessment (HRA) for all construction activity within 1,000 feet of the 2011–2195 Wood Street project and/or within 1,000 feet of any homeless service or housing that may be extant during construction north of West Grand Avenue along Wood Street once the construction schedule for such activity is known. This HRA shall be prepared well in advance of construction so that filtration, as discussed below, can be installed prior to construction in the vicinity.

n. For the 2011–2195 Wood Street project, the project sponsor shall determine the specific measures or features that were approved for the Wood Street project, pursuant to the City's conditions of approval to reduce exposure to existing sources of toxic air contaminants (TACs). Indoor air filtration at the Wood Street project is expected to be equal to minimum efficiency reporting value (MERV) 13 or greater efficiency standards, based on the requirements of the West Oakland Community Action Plan. The project sponsor shall also

confirm other measures at this building that will be implemented, such as strategic site layout planning and indoor air quality monitoring.

o. For homeless services or housing, the project sponsor shall coordinate with the City of Oakland and homeless service providers to determine whether such services, or residents, may be present along Wood Street within 1,000 feet of construction; the project sponsor shall also determine the duration of the presence of individuals at the location.

p. If the project's construction HRA demonstrates that health risk exposures or concentrations of particulate matter with a diameter of less than 2.5 micrometers (PM2.5) at adjacent receptors would be less than BAAQMD thresholds, then additional mitigation would be unnecessary.

q. If the HRA demonstrates that health risks or PM2.5 concentrations would exceed BAAQMD thresholds, inclusive of the Wood Street project's conditions of approval, then additional mitigation shall be provided by the applicant to reduce risks so that the project's incremental risk is below BAAQMD project thresholds and the project does not contribute to an exceedance of the BAAQMD cumulative threshold. The additional mitigation will include source reductions, such as mandating Tier 4 engines in construction equipment, and/or receptor reductions, such as higher air filtration efficiency standards than those approved for the Wood Street project (e.g., MERV-14 or higher). The use of filtration with higher MERV values, such as MERV-14, would result in additional filtering of particles beyond MERV-13, with up to 84 percent efficiency for MERV-14 for particles less than 1 micron in size. Regarding homeless services or residents of homeless housing, this mitigation may include temporary relocation of homeless services or residents of homeless housing as necessary to reduce exposure.

## Operation

The Adopted IS/MND found that implementation of the Approved Project would not generate appreciable DPM emissions. As described in the Adopted IS/MND, users of the new path could be exposed to DPM emissions from truck traffic on adjacent roadways; however, impacts from existing land uses (i.e., roadways, rail and port uses) that would affect future path users do not need to be evaluated under CEQA. Accordingly, the Adopted IS/MND concluded that operation of the Approved Project would not expose sensitive populations to substantial pollutant concentrations, resulting in a less-than-significant impact.

## Carbon Monoxide

The Adopted IS/MND found that the Approved Project would result in minor increases in traffic volumes at affected intersections but would be unlikely to conflict with the applicable congestion management plan (CMP) or exceed BAAQMD's screening criteria of 44,000 vehicles per hour for localized carbon monoxide (CO) emissions. As such, the Adopted IS/MND concluded that the Approved Project would not contribute to or worsen localized CO concentrations from increased traffic or congestion, resulting in a less-than-significant impact.

## Naturally Occurring Asbestos

As described in the Adopted IS/MND, the Approved Project is not located in an area known to contain naturally occurring asbestos (NOA). Accordingly, the Adopted IS/MND concluded that

construction and operation would not result in any impacts related to NOA emissions, resulting in a less-than-significant impact.

#### 2.3.1.2 Health Effects of Construction Criteria Pollutants

The Adopted IS/MND found that emissions generated by the Approved Project could increase photochemical reactions and the formation of tropospheric ozone and secondary particulate matter, which could lead to increased incidences of specific health consequences at certain concentrations. However, the Adopted IS/MND concluded that the Approved Project's incremental contribution could not be traced to specific health outcomes on a regional scale and did not provide a specific quantitative correlation of project-generated regional criteria pollutant emissions to specific human health impacts. Because the Approved Project would result in emissions below the CEQA thresholds of significance, the emissions would be minor in nature and would not adversely affect air quality or health outcomes.

The Adopted IS/MND found that the Approved Project would have less-than-significant impacts related to objectionable odors affecting a substantial number of people. Although the Approved Project could generate odors during construction from diesel exhaust, asphalt paving, and the use of architectural coatings and solvents, these sources would be temporary and unlikely to result in nuisance odors that would violate BAAQMD's Regulation 7. Moreover, the Adopted IS/MND noted that users of the bike path could be exposed to odors from the wastewater treatment plant to the north. However, based on the California Supreme Court opinion regarding impacts of the environment on projects, the Adopted IS/MND concluded that odors generated by existing uses and affecting future bike path users did not need to be evaluated under CEQA. Accordingly, the Adopted IS/MND found that impacts associated with the Approved Project would be less than significant.

### 2.3.2 Proposed Revised Project

The Proposed Revised Project includes the same primary use and is generally located within the same location as the Approved Project; however, the Proposed Revised Project includes an additional footprint in Segment 4 for the Maritime Street ramp and in Segment 5 for the touchdown and does not include the Wood Street parking lot. As such, similar to the Approved Project, the Proposed Revised Project would facilitate the overall goals of the 2017 Clean Air Plan by developing additional bicycle infrastructure and thus encouraging bicycle and pedestrian transportation, consistent with Transportation Control Measure TR9, Bicycle and Pedestrian Access and Facilities, from the 2017 Clean Air Plan.

The Proposed Revised Project would also generate temporary emissions during construction and minor emissions once operational, but these emissions would be well below the applicable BAAQMD significance thresholds, as explained below. Accordingly, the Proposed Revised Project's impact with respect to applicable air quality plans would be less than significant, consistent with the Adopted IS/MND.

The Proposed Revised Project would maintain the same construction hours, duration, and equipment as the Approved Project. The Proposed Revised Project would result in approximately 6,000 cubic yards of fill material, an increase from the 2,600 cubic yards estimated for the Approved Project. Excavation, grading, and new pavement activities would otherwise be similar to those of the Approved Project. Due to the small increase in fill material, the Proposed Revised Project would result in slightly higher emissions from haul-truck trips needed to transport additional material to

the site than the Approved Project. However, this increase would be minor compared to emissions associated with off-road equipment used during construction, the largest source of construction emissions. Furthermore, Segment 3 of the Proposed Revised Project includes a bicycle and pedestrian bridge crossing over the railroad, which could result in additional construction activities and associated emissions. However, other elements evaluated as part of the Approved Project were removed from the Proposed Revised Project. Specifically, the Proposed Revised Project no longer includes the Wood Street parking lot, and thus the emissions associated with parking lot construction from the Approved Project would not be emitted for the Proposed Revised Project. In addition, because construction would occur in later years than assumed in the Adopted IS/MND, newer, cleaner construction equipment would be used, reducing equipment-related emissions . Further, as described in the Adopted IS/MND, the emissions analysis for the Approved Project did not consider the phasing options currently included in the Proposed Revised Project. The phasing options would result in lower-intensity construction activities and emissions because construction between Frontage Road and Mandela Parkway would occur later than the rest of the project. Similarly, the construction of the bicycle and pedestrian bridge over the UPRR right of way may occur later and thus would not overlap with the other components of the project. As a result, despite the increase in fill material and addition of a bicycle and pedestrian bridge, emissions from construction of the Proposed Revised Project are expected to be similar to those reported for the Approved Project. As emissions associated with the Approved Project were found to be well below applicable significance thresholds, the Proposed Revised Project is not expected to result in any exceedances of applicable thresholds, consistent with the significance conclusion for the Approved Project.

As described above, based on the BAAQMD guidance in effect when the Adopted IS/MND was prepared, fugitive dust emissions can be considered less than significant with the implementation of BAAQMD-recommended construction BMPs. Thus, with the implementation of Mitigation Measure AQ-1 from the Adopted IS/MND, the Proposed Revised Project's fugitive dust emissions would be reduced to less-than-significant levels.

Operation of the Proposed Revised Project is expected to generate lower emissions than the Approved Project for two reasons. First, the Proposed Revised Project would not include the Wood Street parking lot, which, although a parking lot in isolation does not generate trips, encourages project users to travel by automobile to the site. Mobile-source emissions from vehicles traveling to and from the site make up the vast majority of the Approved Project's reported operational criteria pollutant emissions, as shown in the CalEEMod output files for the Approved Project, provided in Appendix A-2 to the Adopted IS/MND. The Proposed Revised Project would include other uses, including a dog park and plaza that could generate minimal trips but would be accessed primarily by bicyclists and pedestrians. Similarly, the proposed bicycle and pedestrian bridge over the UPRR right of way would be accessed by bicyclists and pedestrians and would not generate additional vehicle trips. As such, the omission of the Wood Street parking lot would generate fewer vehicle trips and encourage alternative modes of transportation to the project site, such as walking, bicycling, or public transit. As such, mobile-source emissions would be reduced without the inclusion of the Wood Street parking lot. Second, the emissions modeling for the Approved Project incorporated emission factors and default data based on a buildout year of 2019, whereas the Proposed Revised Project would become operational several years later. The vehicle fleet generally becomes cleaner over time due to advancements in technology and the retirement of older, more emissions-intensive vehicles. Consequently, the operational emissions shown in the Adopted IS/MND

represent a worst-case scenario because vehicle emissions in 2019 would be higher on a per-mile basis than in subsequent years.

Because the Proposed Revised Project no longer includes the primary source of operational emissions from the Approved Project and would become operational later than evaluated for the Approved Project in the Adopted IS/MND, operational emissions associated with the Proposed Revised Project would be substantially lower than those reported in the Adopted IS/MND. Accordingly, the Proposed Revised Project's construction and operational emissions would result in a less-than-significant impact with mitigation, consistent with the Adopted IS/MND.

#### 2.3.2.1 Diesel Particulate Matter

##### Construction

Similar to the Approved Project, the Proposed Revised Project would generate DPM emissions from the diesel-fueled construction equipment, exposing nearby existing sensitive receptors to increased DPM concentrations. However, as described in the Adopted IS/MND, construction activities would occur in one section at a time and proceed along a linear alignment, resulting in a relatively brief exposure period for sensitive receptors within 1,000 feet (significantly lower than the 70-year exposure period typically associated with chronic cancer health risks). In addition, construction activities for at-grade portions of the bike path and bike lanes would be less intensive; thus, construction-related DPM emissions generated within the immediate construction area would be low and dissipate as construction work moves farther away from these receptors. Moreover, the proposed phasing options and the use of newer, cleaner construction equipment would reduce DPM emissions from the Proposed Revised Project. As a result, similar to the Approved Project, construction of the Proposed Revised Project would not be expected to exceed the applicable BAAQMD thresholds and would not expose sensitive populations to substantial pollutant concentrations, resulting in a less-than-significant impact, consistent with the Adopted IS/MND.

##### Operation

Because the Proposed Revised Project includes the same primary use as the Approved Project, it would not generate appreciable DPM emissions, similar to the Approved Project. Users of the new path could be exposed to DPM emissions from truck traffic on adjacent roadways; however, impacts from existing land uses (i.e., roadways, rail and port uses) that would affect future path users do not need to be evaluated under CEQA, as described in the Adopted IS/MND. Accordingly, operation of the Proposed Revised Project would not expose sensitive populations to substantial pollutant concentrations, resulting in a less-than-significant impact, consistent with the Adopted IS/MND.

##### Carbon Monoxide

As previously described, the Proposed Revised Project would not include the Wood Street parking lot. Although it would include other uses, including a dog park and plaza, these would not generate more vehicle trips than the Wood Street parking lot. As a result, the Proposed Revised Project would generate fewer vehicle trips than the Approved Project and not be expected to conflict with the applicable CMP or exceed BAAQMD's screening criteria of 44,000 vehicles per hour for localized CO emissions. As such, the Proposed Revised Project would not contribute to or worsen localized CO concentrations from increased traffic or congestion, resulting in a less-than-significant impact, consistent with the Adopted IS/MND.

### Naturally Occurring Asbestos

Because the Proposed Revised Project is located generally along the same pathway as the Approved Project, it would not be located in an area known to contain NOA, similar to the Approved Project. As such, construction and operation of the Proposed Revised Project would not result in any impacts related to NOA emissions, resulting in a less-than-significant impact, consistent with the Adopted IS/MND.

### Health Effects of Criteria Pollutants

Similar to the Approved Project, the Proposed Revised Project could increase photochemical reactions and the formation of tropospheric ozone and secondary particulate matter, which could lead to an increased incidence of specific health consequences at certain concentrations. For the same reasons described in the Adopted IS/MND, a specific quantitative correlation between regional criteria pollutant emissions from the Proposed Revised Project and specific human health impacts is not included in this analysis. Furthermore, as previously explained, operation of the Proposed Revised Project would result in fewer criteria pollutant emissions than the Approved Project and would not exceed the thresholds of significance, reducing the potential for health effects from criteria pollutant emissions.

Similar to the Approved Project, the Proposed Revised Project could generate odors during construction from diesel exhaust, asphalt paving, and the use of architectural coatings and solvents. However, as described in the IS/MND, these sources would be temporary and unlikely to result in nuisance odors that would violate BAAQMD's Regulation 7. Accordingly, the Proposed Revised Project would not create objectionable odors affecting a substantial number of people, resulting in a less-than-significant impact, consistent with the Adopted IS/MND.

# 2.4 Biological Resources

## 2.4.1 2023 West Oakland Link IS/MND

The Adopted IS/MND found the Approved Project would have no impact on special-status species because the existing developed and landscaped areas are not considered habitat for special-status plant or wildlife species. The Approved Project would be primarily along asphalt roadways and flanked by either sidewalks, paved shoulders, or weedy disturbed vegetation. Undeveloped space in the Approved Project area is densely vegetated with non-native and invasive plant species, while developed areas such as the Wood Street parking lot and areas west of Maritime Street are composed of dilapidated rails and ballasts and dense patches of invasive weeds. The Approved Project may affect an earthen ditch under I-880 if stormwater treatment areas are put in that location. The ditch may be a jurisdictional water per USACE, the RWQCB, and CDFW. Permitting would be obtained if the earthen ditch is jurisdictional and affected by the project; mitigation could be provided, which may include relocating the ditch or providing compensatory mitigation, so the project would result in no net loss of a jurisdictional water. The Approved Project overall would have a less-than-significant impact on biological resources with mitigation.

### 2.4.2 Proposed Revised Project

The Proposed Revised Project includes an additional footprint for the revised Maritime Street ramp and for the touchdown options at the west end of the project. There is no existing habitat in the new footprint area for the revised Maritime Street ramp. The area of the Segment 5 touchdown ramp option along Burma Road is disturbed and mostly barren, with limited ruderal vegetation. The area of the Segment 5 extended touchdown north of the freeway is a drainage catchment area with only upland vegetation species, with no potential for special-status species. The drainage catchment area is not a wetland. The area under the Segment 3 Phase 2 bridge is an active railway with little to no habitat value for common or rare species. The area of the Segment 2 new loop structure is within the footprint of the Approved Project. Thus, the areas for the new footprint have no potential for special-status species, sensitive natural communities, wetlands, or native or migratory species; construction in those areas would not result in any new significant or substantially more severe impacts on these biological resources.

Construction, including the supports for the loop ramp to the west side of Frontage Road, may disturb the earthen ditch described above. The ditch will be avoided if feasible. If it is not feasible to avoid the ditch, a jurisdictional delineation will be done to confirm if it is a jurisdictional water, per USACE, the RWQCB, and CDFW. Permitting would be obtained if the earthen ditch is jurisdictional and would be affected by the project; mitigation could be provided, which may include relocating the ditch or providing compensatory mitigation, so the project would result in no net loss of a jurisdictional water.

Based on the analysis, the Proposed Revised Project would not result in new environmental impacts on biological resources, substantially increase the severity of the previously identified environmental impacts on biological resources, or require new mitigation measures. No new information has emerged that would materially change the analyses or conclusions set forth in the Adopted IS/MND with regard to biological resources. Therefore, the Proposed Revised Project would not change the analysis or conclusions reached in the Adopted IS/MND with regard to biological resources.

## 2.5 Cultural Resources

### 2.5.1 2023 West Oakland Link IS/MND

The Adopted IS/MND found that the Approved Project's impacts on historical resources would be less than significant. The Area of Potential Effect (APE) for the Approved Project contained three previously documented cultural resources. Only one, the Oakland Army Base Historic District, intersected with the project footprint or Area of Direct Impact (ADI). Historical resources in the APE and ADI all had compromised integrity of setting and is not considered a historical resource. The Adopted IS/MND found that the Approved Project's impacts on built-environment historical resources would be less than significant. No mitigation was required.

The Adopted IS/MND found that the Approved Project's impacts on archaeological resources (Impact CUL-b) would be less than significant. The background records search and area survey conducted for the Adopted IS/MND found one previously recorded historic-era archaeological resource within the APE. No traces of this resource were identified during the field survey. Ground disturbance (up to 3 feet deep) is anticipated in this portion of the Project area; the historic resource was documented under at least 3 feet of crushed rock in a fill layer. No precolonial archaeological

resources were identified within the APE or a 0.5-mile radius in the background records search or within the APE during the survey. In addition to this, most ground-disturbing activities were limited to areas of historic marshes/wetlands and existing infrastructure. Although the Native American Heritage Commission (NAHC) identified sacred lands in the vicinity of the APE, suggesting that the APE may have some potential to contain buried resources, AMM CUL-1 (Stop Work if Buried Cultural Resources Are Discovered) would ensure that this impact would be less than significant by requiring construction work to stop if buried cultural resources are inadvertently discovered during ground-disturbing activities. Similarly, the NAHC determination of sacred lands within vicinity of the APE suggests the possibility of encountering human remains (Impact CUL-c). However, AMM CUL-2 (If Human Bones Are Discovered, Comply with State Laws Related to Human Resources) would ensure that this impact would be less than significant by requiring construction work to stop if buried cultural resources are discovered, including human remains that are buried outside a dedicated ceremony.

The Adopted IS/MND found that the Approved Project's impacts on precolonial/historic-era archaeological resources would be less than significant. No mitigation was required.

**AMM CUL-1: Stop Work if Buried Cultural Resources Are Discovered**

During project construction, the CIE and construction contractor will ensure that work is stopped if buried cultural resources are inadvertently discovered during ground-disturbing activities. Buried cultural resources include, but are not limited to, chipped or ground stone, historic debris, building foundations, or human bones. If there is evidence of such resources, work will stop in that area and within 100 feet of the find until a qualified professional archaeologist can assess the significance of the find and develop appropriate treatment measures in consultation with CIE and construction contractor. The CIE and construction contractor will be responsible for ensuring that treatment measures are implemented prior to the resumption of construction on that portion of the site. If discovered resources include human bones, implementation of **AMM CUL-2** is also required

**AMM CUL-2: If Human Remains Are Discovered, Comply with State Laws Relating to Human Remains.**

If human bones or remains are inadvertently discovered during project construction, the CIE and construction contractor will ensure that work is stopped work if buried cultural resources are inadvertently discovered during ground-disturbing activities. Consequently, if any human remains are discovered or recognized in any location other than a dedicated cemetery, there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains (1) until the County Coroner has been informed and has determined that no investigation as to the cause of death is required and (2), if the remains are of Native American origin:

- The coroner will then contact the Native American Heritage Commission, and the commission will then designate a Most Likely Descendant (MLD).
- The MLD has made a recommendation to the landowner or the person responsible for the excavation work regarding the means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods, as provided in PRC Section 5097.98

### 2.5.2 Proposed Revised Project

The Proposed Revised Project has an ADI that includes the entire ADI of the Approved Project and additional areas along Burma Road and West Grand Avenue. No additional historic-age built-environment resources required evaluation or analysis for project impacts. The revised ramp to Maritime Street would not be meaningfully different visually from that in the Adopted IS/MND because the ramp would blend in with the West Grand Avenue structure in views from the south. The loop ramp on the west side of Frontage Road would be between the Frontage Road structure and I-880 structure and thus would not meaningfully change the visual aesthetics of this location or views relative to buildings to the east of the freeway. The Phase 2 Segment 3 bridge over the railway will not be visible from any historic resources and will only be visible by roadway users as another transportation structure within extensive existing ramps and structures. Therefore, the Revised Project's impacts on built-environment historical resources would be less than significant, consistent with the impact conclusion in the Adopted IS/MND.

The original records search included the additional footprint areas in Segments 1, 2, 3 and 4. The revised records search for the Adopted IS/MND included the revised Maritime Street ramp in Segment 5 and the Burma Road Segment 5 extension within the 0.5-mile radius and found no previously recorded archaeological sites in the vicinity of Segment 4 and Segment 5; historic maps indicate low sensitivity for historic resources in the area. Similar to much of the Project ADI, the revised Maritime Street ramp is in Segment 4; the extension along Burma Road for Segment 5 is within a historically wetland/marsh area that extends into the bay and therefore has low potential for precolonial resources. All other Proposed Revised Project elements are within the Adopted IS/MND APE. Potential discrepancies between the Approved Project and the Proposed Revised Project and the impact on buried cultural resources, including human remains, would be less than significant with application of AMM CUL-1 and AMM CUL-2, as outlined above.

Based on the analysis above, the Proposed Revised Project would not result in new environmental impacts on cultural resources, substantially increase the severity of the previously identified environmental impacts on cultural resources, or require new mitigation measures. No new information has emerged that would materially change the analyses or conclusions set forth in the Adopted IS/MND. Therefore, the Proposed Revised Project would not change the analysis or conclusions reached in the Adopted IS/MND with regard to cultural resources.

## 2.6 Energy

### 2.6.1 2023 West Oakland Link IS/MND

The Adopted IS/MND found that the Approved Project's impacts on the consumption of energy resources during construction and operation would be less than significant. Natural gas would not be used during the construction period. Electricity services would be provided by Pacific Gas and electric (PG&E) and would be required by the California Public Utilities Commission to meet the needs of the Approved Project. Construction activities such as excavation, grading, and laying new pavement would consume energy and temporarily increase energy demand during the 2-year construction period. The Approved Project is estimated to consume approximately 22,303 kilowatt hours of electricity, approximately 22,214 gallons of diesel fuel, and 13,925 gallons of gasoline over the entire approximately 2-year construction period. Because construction activities would occur

over an approximately 2-year period, electricity would be used to power an onsite construction trailer at a rate of 38 kilowatt hours per day, and energy in the form of gasoline and diesel would be used to power construction equipment, requiring approximately 12,046 gallons of fuel per year. Therefore, the Approved Project, as noted in the Adopted IS/MND, would not result in the inefficient, wasteful, or unnecessary consumption of energy resources during construction, and impacts would be less than significant.

The Adopted IS/MND found that the Approved Project's energy impacts during operation would be less than significant. Although there would be an increase in energy consumption compared with existing conditions, the Approved Project would not result in the inefficient, wasteful, or unnecessary consumption of energy resources during operation due to the incorporation of energy-efficient design features and the use of alternative modes of transportation. Natural gas would not be used during the operational period. Electricity consumption would increase with inclusion of the proposed Wood Street parking lot because of lighting and the vehicles that would travel to and from the parking lot and require gasoline or diesel fuel (the parking lot would not be anticipated to have an operational period of more than 10 years). Other electricity usage would be for the proposed low-level LED lighting along the paths. Depending on the lighting design, the Approved Project could reduce project-related energy consumption.

The Adopted IS/MND found that the Approved Project would not conflict with or obstruct implementation of a state or local plan for renewable energy or energy efficiency, and impacts would be less than significant. Because the Approved Project would include several energy-efficiency components (e.g., energy-efficient LED lighting, various design features to reduce stormwater runoff and water consumption through the incorporation of biotreatment areas), it would be consistent with applicable plans (e.g., City's Energy and Climate Action Plan, Bay Area 2010 Climate Action Plan, Assembly Bill 32 Scoping Plan, and Senate Bill 100 as well as PG&E's and East Bay Community Energy's [EBCE's] Integrated Resource Plans [IRPs]) related to renewable energy or energy efficiency.

## 2.6.2 Proposed Revised Project

The Proposed Revised Project includes the same primary use and is generally at the same location as the Approved Project; however, the Proposed Revised Project includes an additional footprint in Segment 3 for the Phase 2 bridge over the railway, in Segment 4 for the Maritime Street ramp and in Segment 5 for the touchdown; it does not include the Wood Street parking lot. The Proposed Revised Project's modifications include curb and sidewalk improvements, amenities such as a plaza and dog park, a loop ramp, a bridge, two additional options for ramps connecting Segment 4 to Burma Road, and streetscape improvements such as lights, painting and striping for pathways, landscaping, and moveable bollards for the dead ends/cul-de-sacs. Similar to the Approved Project, no natural gas would be used during construction, and the temporary impacts from the increase in energy consumption from excavation, grading, and laying new pavement over the 2-year construction period would remain approximately the same overall when taking into account the additional structure and removal of the Wood Street parking lot. Construction of the ramps and future elevators may result in a slightly higher increase in electricity consumption compared with the Approved Project. However, energy consumption during construction of the ramps would be temporary, occurring within a 2-year construction period. Removal of the Wood Street parking lot would offset this nominal increase. Because the energy consumption of the Proposed Revised Project would be similar to that of the Approved Project, no new or different energy impacts due to

the modifications of the Proposed Revised Project would occur; impacts would be less than significant, consistent with the finding from the Adopted IS/MND, and would not result in the inefficient, wasteful, or unnecessary consumption of energy resources.

During operation, the Proposed Revised Project's energy impacts would be slightly less than those of the Approved Project. Similar to the Approved Project, no natural gas would be used during operation; however, electricity consumption under the Proposed Revised Project would be reduced compared to the Approved Project because construction of the Wood Street parking lot would no longer occur, thereby eliminating the associated parking lot lighting and vehicles traveling to and from the parking lot, requiring gasoline and diesel fuel, for the operational period of 10 or more years. The modifications of the Proposed Revised Project would require energy for the future elevators, add additional lighting for the ramps, future elevators, and plaza areas; however, these nominal increases in energy consumption would be offset by the energy consumption reduction from the removal of the proposed parking lot. Therefore, no new or different energy impacts during operation would occur; impacts would be less than significant, consistent with the finding from the Adopted IS/MND, and would not result in the inefficient, wasteful, or unnecessary consumption of energy resources.

The Proposed Revised Project would not conflict with or obstruct implementation of a state or local plan for renewable energy or energy efficiency because the modifications would be similar to those of the Approved Project, as analyzed in the Adopted IS/MND. The Proposed Revised Project would continue to include energy-efficiency components (e.g., energy-efficient LED lighting, various design features to reduce stormwater runoff and water consumption through the incorporation of biotreatment areas) and therefore continue to be consistent with applicable plans (the City's Energy and Climate Action Plan, Bay Area 2010 Climate Action Plan, Assembly Bill 32 Scoping Plan, and Senate Bill 100 as well as PG&E's and EBCE's IRPs) related to renewable energy or energy efficiency. Therefore, no new or different impacts would occur; impacts would be less than significant, consistent with the finding from the Adopted IS/MND.

The Proposed Revised Project would not result in new or different environmental impacts on energy resources, substantially increase the severity of the previously identified environmental impacts on energy resources, or require new mitigation measures. No new information has emerged that would change the analyses or conclusions set forth in the Adopted IS/MND.

# 2.7 Geology, Soils, and Paleontology

## 2.7.1 2023 West Oakland Link IS/MND

The Adopted IS/MND found that the Approved Project's impacts related to exposing people or structures to safety risks due to surface fault rupture would be less than significant. The project site is not within a delineated Alquist-Priolo Earthquake Fault Zone. The nearest Alquist-Priolo Earthquake Fault Zone is associated with the Hayward fault and approximately 6.2 miles northeast of the project area. Therefore, the risk of surface rupture from a known fault in the project area is less than significant.

The Adopted IS/MND found that the Approved Project would very likely experience strong ground shaking during its life, but impacts related to strong seismic ground shaking would be less than significant through compliance with design specifications and ordinances. The Approved Project

would be required to comply with the 2010 Caltrans Standard Specification, the American Association of State Highway and Transportation Officials Specifications for the Design of Pedestrian Bridges and Guide for the Development of Bicycle Facilities, and City Title 15 building and construction ordinances, adherence to which would reduce impacts related to strong seismic ground shaking to a less-than-significant level.

The Adopted IS/MND found that the Approved Project's impacts related to seismically related ground failure, including liquefaction, would be less and significant with mitigation. The Approved Project is located in a "very high" liquefaction susceptibility zone, and the preliminary foundation report for the Approved Project noted that liquefaction-induced settlement would induce down-drag (i.e., additional forces on piles from soil deposits undergoing consolidation) on deep foundations. However, the Adopted IS/MND included Mitigation Measure GEO-1 (Perform Site-Specific Geotechnical Investigation), which would require additional field investigation and laboratory testing to characterize the subsurface conditions in the project area and verify the preliminary geotechnical recommendations for the project. With implementation of GEO-1, the Adopted IS/MND found impacts related to seismically related ground failure, including liquefaction, to be less that significant with mitigation.

The Adopted IS/MND found that the Approved Project is in a relatively flat area with a low elevation; there would be no impacts related to landslides.

The Adopted IS/MND found that the Approved Project would not result in substantial soil erosion. However, the Approved Project would require grading and other construction activities that could result in some soil erosion and a loss of topsoil. It would also result in approximately 2.98 acres of new and replaced impervious areas, which could result in increased stormwater runoff and erosion. However, because the Approved Project would disturb more than 1 acre of land, in accordance with the National Pollutant Discharge Elimination System (NPDES) Construction General Permit and Oakland SCAs (54 and 74), a Stormwater Pollution Prevention Plan (SWPPP) would be required, including BMPs that would focus on erosion and sediment control. In addition, the City's Grading Ordinance would also require reducing erosion and retaining sediment onsite. With implementation of the SWPPP and erosion control plan, soil erosion impacts would be less that significant.

The Adopted IS/MND noted that, although the Approved Project is located in a "very high" liquefaction susceptibility zone, the potential for lateral spreading in the project area is expected to be low. However, due to the depth of the liquefiable fill, soil displacement could occur. Implementation of Mitigation Measure GEO-1 (Perform Site-Specific Geotechnical Investigation) would require field investigation and laboratory testing to characterize subsurface conditions and verify geotechnical recommendations, which would reduce impacts associated with an unstable geologic unit or soil to the less-than-significant level.

The Adopted IS/MND found that the Approved Project is underlain with fill that is not considered expansive. However, because expansive soils were not specifically addressed in the preliminary foundation report, it was unknown whether any expansive soils underly the project site. The Adopted IS/MND determined that, with implementation of Mitigation Measure GEO-1, which would require additional investigation and possible testing to characterize the expansive nature of the soils underlying the project site, as well as performance standards and BMPs to minimize any expansive soil-related impacts, impacts related to expansive soils would be less than significant with mitigation.

The Adopted IS/MND found that the Approved Project would not include the use of septic tanks or alternative waste disposal systems; therefore, there would be no impact related to placing such items in soils that would be incapable of supporting them.

The Adopted IS/MND found that the Approved Project would involve earthwork such as excavation, grading, and trenching, which could disturb paleontological resources; however, earthwork would occur within artificial fill, which has low potential with respect to containing paleontological resources; therefore, this impact would be less than significant. Although the installation of foundation piles would involve work in highly paleontologically sensitive native deposits beneath the artificial fill, the Approved Project would abide by the City's SCA for paleontological resources (SCA 53), which, if paleontological resources are discovered, requires excavation within 50 feet to be halted until the discovery is examined by a qualified paleontologist and appropriate measures are determined. With adherence to SCA 53, impacts related to paleontological resources would be less than significant.

## 2.7.2 Proposed Revised Project

The Proposed Revised Project would be located generally within the same area as the Approved Project, which is not within a delineated Alquist-Priolo Earthquake Fault Zone. Therefore, similar to the Approved Project, the risk of surface rupture from a known fault for the Proposed Revised Project would be less than significant.

The Proposed Revised Project would be expected to experience strong ground shaking during its life, but, similar to the Approved Project, with adherence to City ordinances and design specifications, impacts related to strong seismic ground shaking would be reduced to a less-than-significant level.

The Proposed Revised Project would be located generally within the same area as the Approved Project, which is a "very high" liquefaction susceptibility zone. However, similar to the Approved Project, with implementation of Mitigation Measure GEO-1, impacts related to seismically related ground failure, including liquefaction, would be less that significant with mitigation.

The Proposed Revised Project would be located generally within the same relatively flat and low-elevation area as the Approved Project; impacts related to landslides would not occur.

As discussed in Section 2.10, *Hydrology and Water Quality*, the Proposed Revised Project would implement the same construction BMPs specified in the SWPPP for the Approved Project and required by the NPDES Construction General Permit to minimize erosion or siltation. Therefore, similar to the Approved Project, the Proposed Revised Project's impacts related to erosion would be less than significant, consistent with the impact conclusion in the Adopted IS/MND.

The Proposed Revised Project would be located generally within the same area as the Approved Project, which is a "very high" liquefaction susceptibility zone with the same risk of soil displacement. However, similar to the Approved Project, with implementation of Mitigation Measure GEO-1, impacts related to being located on an unstable geologic unit or soil would be reduced to less that significant with mitigation.

The Proposed Revised Project would be located generally within the same area as the Approved Project but with some additional areas extending into Segment 5 to accommodate a connection to the Bay Bridge Trail. The Proposed Revised Project would also implement Mitigation Measure

GEO-1, which would characterize the expansive nature of the soils in the project area and, if necessary, require performance standards and BMPs to address issues associated with expansive soils. Therefore, with implementation of Mitigation Measure GEO-1, impacts related to expansive soils would be reduced to less that significant with mitigation.

The Proposed Revised Project is similar to the Approved Project in that it would not include the use of septic tanks or alternative waste disposal systems; therefore, there would be no impact related to placing such items in soils that would be incapable of supporting them.

The Proposed Revised Project is similar to the Approved Project in that earthwork would occur within artificial fill with low potential with respect to containing paleontological resources. The Proposed Revised Project would also adhere to SCA 53, which would require excavation to be halted within 50 feet of a paleontological resource until a qualified paleontological examines the discovery and appropriate measures are determined. Therefore, similar to the Approved Project, impacts related to paleontological resources would be less than significant.

The Proposed Revised Project would not result in new or different environmental impacts related to geology, soils, and paleontology. It would not substantially increase the severity of a previously identified environmental impact or require new mitigation measures. No new information has emerged that would change the analyses or conclusions set forth in the Adopted IS/MND.

# 2.8 Greenhouse Gas Emissions

## 2.8.1 2023 West Oakland Link IS/MND

The Adopted IS/MND found that the Approved Project would have less-than-significant impacts with mitigation related to the direct and indirect generation of greenhouse gas (GHG) emissions. The Approved Project would result in short-term GHG emissions during construction and minor increases in GHG emissions during operation, primarily from path users' vehicle trips to and from the parking lot. The Adopted IS/MND summarized the annual construction and operational emissions associated with the Approved Project, as estimated using CalEEMod, version 2013.2.2. The construction and operational emissions analysis underpinning these estimates was conducted in 2014. It presents reasonable worst-case estimates of the Approved Project's emissions, as noted in the Adopted IS/MND.

Regarding the Approved Project's construction GHG emissions, the Adopted IS/MND stated that BAAQMD considers the impact to be less than significant with implementation of BAAQMD-recommended GHG reduction measures. The 2023 IS/MND utilized the BAAQMD 2017 CEQA Guidelines which did not include a threshold for construction GHG emissions and recommended implementation of best management practices to reduce GHG emissions for construction. As a result, the Adopted IS/MND identified the following mitigation measure, which would be applicable to the Proposed Revised Project:

**Mitigation Measure GHG-1: Implement BAAQMD Measures to Reduce Greenhouse Gas Emissions during Construction**

BATA/Caltrans will ensure their construction contractor implements the following BMPs, to the extent feasible, to reduce GHG emissions from construction equipment, consistent with measures recommended by the BAAQMD in their CEQA Guidelines (2017):

a. Use alternative-fueled (e.g., biodiesel, electric) construction vehicles/equipment of at least 15 percent of the fleet.

b. Use local building materials for at least 10 percent (i.e., 10 percent of materials used will originate locally).

c. Recycle at least 50 percent of construction waste or demolition materials

For operational GHG emissions, the Adopted IS/MND noted that the BAAQMD guidelines in effect at the time did not identify an applicable threshold. However, it explained that the Approved Project would result in a beneficial effect by contributing to the development of bicycle and pedestrian infrastructure, although the emissions modeling did not account for the reduction in vehicle trips. Because the Approved Project would reduce GHG emissions by displacing vehicle trips and minimize electricity consumption through low-level LED lighting, the Adopted IS/MND concluded that the impact would be less than significant.

The Adopted IS/MND found that the Approved Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG gases. Impacts would be less than significant. As noted in the Adopted IS/MND, by developing bicycle infrastructure that would connect Oakland and San Francisco, the Approved Project would directly facilitate an increased number of pedestrian and bicycle trips, which is mentioned explicitly in the scoping plan as a strategy to reduce GHG emissions in the transportation sector. Furthermore, the Adopted IS/MND concluded that, by encouraging non-motorized travel, the Approved Project would not conflict with the goals of Plan Bay Area. As such, the Adopted IS/MND concluded that the impact would be less than significant.

## 2.8.2 Proposed Revised Project

Regarding the Approved Project's construction GHG emissions, the Adopted IS/MND stated that BAAQMD considers the impact to be less than significant with implementation of BAAQMD-recommended GHG reduction measures. The BAAQMD 2022 CEQA Guidelines included updates relative to GHG operational thresholds, but has the same thresholds for construction as the BAAQMD 2017 CEQA Guidelines used for the Approved IS/MND analysis.

As described in Section 2.3, *Air Quality*, the Proposed Revised Project would generate construction emissions that would be similar to those of the Approved Project. This is because the additional project elements represent a minor increase in construction activity, the Wood Street parking lot would no longer be constructed, the proposed phasing options would be less intensive, and the use of newer, cleaner construction equipment would generate fewer emissions relative to the construction equipment assumed in the Adopted IS/MND. Operation of the plaza and dog park as part of the Proposed Revised Project could result in increased electricity and water use, generating increased indirect GHG emissions. Nonetheless, operation of the Proposed Revised Project is expected to result in lower emissions overall compared with the Approved Project because the Proposed Revised Project would not include the Wood Street parking lot and would become operational at least 10 years later than the buildout year analyzed in the Adopted IS/MND, as

described in Section 2.3, *Air Quality*. Although a parking lot in isolation does not generate trips, the inclusion of the Wood Street parking lot would have encouraged some project users to travel by automobile to the site instead of using alternative and lower-emitting modes of transportation, such as walking, bicycling, or using public transit. For the reasons noted above, the quantitative results in the Adopted IS/MND represent a reasonably conservative estimate, and an updated quantitative analysis of construction and operational activities associated with the Proposed Revised Project is not necessary and has not been conducted.

Based on the 2017 and 2022 BAAQMD guidance, construction GHG emissions would have a less-than-significant impact with implementation of BAAQMD-recommended GHG reduction measures for construction. Thus, with implementation of Mitigation Measure GHG-1 from the Adopted IS/MND, the Proposed Revised Project's construction GHG emissions would be reduced to less-than-significant levels. Moreover, because the Proposed Revised Project includes the same primary use as the Approved Project, it would also be expected to result in a beneficial effect by contributing to the development of bicycle and pedestrian infrastructure. Thus, as with the Approved Project, the emissions benefit associated with the Proposed Revised Project would outweigh any minor increases in emissions from vehicle trips, water consumption, and electricity use. Therefore, the Proposed Revised Project's impact with respect to GHG emissions would be less than significant with mitigation, consistent with the Adopted IS/MND.

Similar to the Approved Project, by developing bicycle infrastructure that would connect Oakland and San Francisco, the Proposed Revised Project would directly facilitate pedestrian and bicycle connectivity, which was explicitly highlighted as a strategy to reduce transportation-sector GHG emissions in the scoping plan, which was in effect when the Adopted IS/MND was prepared. Furthermore, because the Proposed Revised Project would encourage non-motorized travel, similar to the Approved Project, it would not conflict with the goals of Plan Bay Area. Therefore, the Proposed Revised Project's impact with respect to applicable plans, policies, or regulations for reducing GHG emissions would be less than significant, consistent with the Adopted IS/MND.

# 2.9 Hazards and Hazardous Materials

## 2.9.1 2023 West Oakland Link IS/MND

The Adopted IS/MND found that the Approved Project's impacts related to the routine transport, use, or disposal of hazardous materials during construction and operation would be less than significant. Construction of the Approved Project is expected to occur over a 2-year period. During construction, fuel and small amounts of solvents, paints, oils, grease and caulking would be transported, used, and disposed of in compliance with applicable regulations, such as the Resource Conservation and Recovery Act of 1976 (RCRA), Department of Transportation Hazardous Materials Regulations, and the Alameda County Department of Environmental Health (ACDEH) Certified Unified Program Agency (CUPA) regulations. This would minimize hazards to the public and environment.

Operation and maintenance (O&M) activities for the Approved Project would include trash removal (weekly), sweeping (monthly), and inspections (bi-annually) for restriping, resurfacing, and/or making repairs. Materials for O&M are expected to be used in small, localized amounts, and any spills would be cleaned up as they occur. No hazardous materials would be used or stored onsite during normal operations.

The Adopted IS/MND found that the Approved Project's impacts associated with reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment during construction and operation would be a less-than-significant impact with mitigation. Typical construction-related hazardous materials that could be used and transported include fuel, solvents, paints, oils, grease, and caulking. It is possible that any of these substances could be released during construction activities. However, compliance with federal, state, and local regulations, in combination with construction BMPs implemented from a SWPPP (as required by the Construction General Permit), would ensure that all hazardous materials would be used, stored, and disposed of properly, which would minimize potential impacts related to a hazardous materials release during the construction phase of the Approved Project. No hazardous materials are expected to be used or stored onsite during the operational phase of the Approved Project.

Hazardous materials in the soil were identified as recognized environmental concerns (RECs) in the Approved Project's Phase I initial site assessment (ISA) at the former OAB on the west side of I-880 and the Heroic War Dead Army Reserve Center, also on the west side of I-880 at 2400 Engineer Road. The Approved Project would extend through three parcels of the former OAB. Chemicals of concern associated with historic onsite land uses at these sites include heavy metals, volatile organic compounds (VOCs), polychlorinated biphenyls (PCBs), polyaromatic hydrocarbons (PAHs), and organochlorine pesticides, which would require mitigation during construction and operation in these areas of the Approved Project. According to the Adopted IS/MND, new foundations with columns supporting the elevated path and the western touchdown would be located in these areas. Because potential contaminants could be present within surficial soils, prior to construction activities in these areas, soils would be tested for contamination during excavation. Clean soils would be used or sold for reuse at nearby construction sites. Contaminated soils would be disposed of at an appropriate facility. Additional hazardous materials cleanup operations have been conducted in several portions of the former OAB sites and a Remedial Action Plan/Risk Management Plan (RAP/RMP) has been implemented.

The following is required mitigation from the 2002 EIR prepared for the OAB project:

> **Mitigation Measure 4.7-3:** Implement RAP/RMP as approved by the DTSC, and if future proposals include uses not identified in the Reuse Plan and incorporated into the RAP/RMP, or if future amendments to the remediation requirements are proposed, obtain DTSC and City approval.

The Approved Project was not identified as part of the RAP/RMP cleanup area; therefore, Department of Toxic Substances Control (DTSC) and City approvals would still be required.

Lead may exist in soils near heavily traveled roads from the historic use of leaded gasoline. This specific type of lead is referred to as aerially deposited lead (ADL). The presence of ADL in soils may pose a concern for the environment as well as onsite workers during construction and require disposal if removed offsite. The historic use of leaded gasoline has resulted in ADL being found along roadways throughout California; the potential also exists for ADL to be found along unpaved areas within the project limits. To address the potential for ADL being present within the Approved Project area, Mitigation Measures HAZ-1 and HAZ-2 would be implemented, including a Phase II environmental site assessment (ESA) and soil sampling to account for potential ADL impacts and determine the extent of possible contamination.

If a small amount of soil is needed to backfill bridge abutments, soil generated by foundation construction would be reused, provided that the soil meets engineering requirements. The

properties of the soil to be used as backfill must meet Caltrans specifications and project requirements. Furthermore, the soil cannot be contaminated beyond DTSC/San Francisco Bay RWQCB reuse criteria.

The Adopted IS/MND found that, with implementation of Mitigation Measure HAZ-1 (Prepare Phase II ESA), as recommended in the Phase I ESA, and Mitigation Measure HAZ-2 (If Contaminated Soils Exist Onsite, Implement Engineering Controls and Best Management Practices to Minimize Exposure), impacts associated with the release of hazardous materials would be less than significant.

**Mitigation Measure HAZ-1: Prepare a Phase II Environmental Site Assessment**

Prior to construction, BATA/Caltrans will ensure a Phase II Environmental Site Assessment (ESA), as recommended in the Phase I ISA (Fugro 2014), is prepared for the portion of the project area where planned foundations and surface soil disturbance will occur adjacent to the two hazardous materials sites, 1) the former OAB on the west side of I-880, south of the proposed Link, and 2) the Heroic War Dead Army Reserve Center on the west side of I-880, north of the proposed Link on the EBMUD site at 2400 Engineer Road. In addition, as part of the Phase II ESA, BATA/Caltrans will incorporate ADL sampling for the unpaved areas requiring excavation within 25 to 30 feet of the edge of the roadway pavement. The handling and disposal of excavated material from these areas shall be based on the results of the Phase II ESA sampling.

The Phase II ESA will include the following:

- A scope of work consisting of pre-field activities, such as preparation of a health and safety plan, marking boring locations, and obtaining utility clearance, and field activities, such as identifying appropriate sampling procedures, health and safety measures, chemical testing methods, and quality assurance/quality control procedures in accordance with the ASTM standard.
- A sampling and analysis plan in accordance with the scope of work.
- Collection of soil samples per the sampling and analysis plan.
- Laboratory analyses conducted by a state-certified laboratory.
- Disposal process including transport by a state-certified hazardous material hauler to a state-certified disposal or recycling facility licensed to accept and treat hazardous waste.

**Mitigation Measure HAZ-2: If Contaminated Soils Exist Onsite or Demolition is Required, Implement Engineering Controls and Best Management Practices to Minimize Exposure to during Construction.**

In the event that contaminated soils are found to exist onsite (per findings in the Phase II ESA report), BATA/Caltrans will ensure the construction contractor employs engineering controls and BMPs to minimize human exposure to potential contaminants. Engineering controls and construction BMPs will include, but not be limited to, the following:

- Contractor employees working onsite will be certified in OSHA's 40-hour Hazardous Waste Operations and Emergency Response training.
- Contractor will monitor area around construction site for fugitive vapor emissions with appropriate field screening instrumentation.
- Contractor will water/mist soil as it is being excavated and loaded onto transportation trucks.

- Contractor will place any stockpiled soil in areas shielded from prevailing winds.
- Contractor will cover the bottom of excavated areas with sheeting when work is not being performed.

The project is not expected to require the demolition of any buildings or structures. In the unlikely event that such action is needed, removal work and any disposal action will be conducted in accordance with DTSC's 2006 Interim Guidance Evaluation of School Sites with Potential Contamination from Lead-Based Paint, Termiticides, and Electrical Transformers and other applicable federal and state legislation or regulation.

The Adopted IS/MND found that the Approved Project's impacts associated with hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school would be less than significant. The Ralph J. Bunche Continuation High School is within 0.25 mile of the eastern project boundary of the Approved Project. The school is also approximately 0.2 mile southeast of the Class II bike lanes proposed on 20th Street near Peralta Street and 0.25 mile southeast of the Class I portion of the Link proposed on West Grand Avenue near Mandela Parkway. The school is at least 1 mile away from the western portion of the Class I section of the Link where two sites were noted as RECs in the Phase I ISA. Although it is very unlikely that potentially contaminated material from these sites would affect land uses more than 0.25 mile away, implementation of Mitigation Measures HAZ-1 and HAZ-2 would decrease potential impacts related to emissions or the handling of hazardous or acutely hazardous materials, substances, or waste near an existing school to less than significant.

The Adopted IS/MND found that the Approved Project's impacts associated with being located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 would be less than significant with mitigation. As mentioned above, because the Approved Project would extend through three parcels of the former OAB, excavation activities in this area could release hazardous materials into the environment. Implementation of Mitigation Measures HAZ-1 and HAZ-2 would reduce this impact to less than significant.

Operation of the Approved Project is not expected to create a significant hazard for the public or the environment by being included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The Approved Project is a bicycle path; as such, it would not involve storing or handling hazardous materials during normal operations. Therefore, the Approved Project is not included on the lists of hazardous materials sites pursuant to Government Code Section 65962.5.

The Adopted IS/MND found that the Approved Project would have no impact related to creating a safety hazard or excessive noise for people residing or working within proximity to a public airport or public use airport. The Approved Project is not within an airport land use plan area or within 2 miles of a public airport or public use airport; therefore, implementation of the Approved Project would not result in a safety hazard or excessive noise for people residing or working in proximity to a public airport or public use airport.

The Adopted IS/MND found that the Approved Project's impact related to impairment of or interference with an adopted emergency response plan or emergency evacuation plan would be less than significant. During construction, haul routes would be limited to key collector roads, including West Grand Avenue, Maritime Street, Frontage Parkway, and Wood Street. The Approved Project would also incorporate the City's SCA 74, Construction Activities in the Public Right-of-Way. This SCA would reduce potential impairment involving emergency access. Construction vehicles and equipment would not park or remain stationary within key roadways in such a manner that would

block emergency vehicle access or hinder emergency response. The Approved Project would also not include any features that would physically impair or otherwise interfere with emergency response or evacuation in the project vicinity. Impacts on emergency response during construction would be less than significant.

During operation, the Adopted IS/MND found the proposed intersection modifications at Campbell Street/West Grand Avenue alley (eastbound) would include the installation of bollards that would allow emergency vehicle access but prevent regular vehicular traffic from crossing the new Class I portion of the Link. At the intersection of Willow Street and West Grand Avenue, a cul-de-sac would be created to prevent vehicular traffic from crossing the new Class I portion of the Link on the south side of West Grand Avenue. However, Willow Street is a minor roadway; emergency vehicles passing through the area would use Wood Street and 20th Street for access. The Approved Project's impacts during operation on emergency response would be less than significant.

The Adopted IS/MND found that the Approved Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires because the Approved Project is not within a California Department of Forestry and Fire Protection (CAL FIRE) "high fire risk" area. It is located in an urbanized area and completely surrounded by development; it is not intermixed with wildlands. No impact would occur.

## 2.9.2 Proposed Revised Project

The Proposed Revised Project includes the same primary use and is generally within the same location as the Approved Project; however, the Proposed Revised Project includes additional footprint in Segment 3 for the Phase 2 bridge over the railway, in Segment 4 for the Maritime Street ramp and in Segment 5 for the touchdown; it does not include the Wood Street parking lot. The Proposed Revised Project would construct the same primary uses (e.g., bike/pedestrian path, ramp structures) that would be constructed by the Approved Project and abide by the same mandatory regulations, including testing soil for contamination during excavation. If hazardous substances are found in the soil during construction activities, they would be properly disposed of at a hazardous waste facility or remediated to appropriate levels prior to reuse. The modifications of the Proposed Revised Project would not result in the use of new or different types of hazardous materials during construction that were not addressed in the Adopted IS/MND. Therefore, hazards impacts for the public or the environment from the routine transport, use, or disposal of hazardous materials during construction would be less than significant, consistent with the impact conclusion in the Adopted IS/MND.

The Proposed Revised Project would result in the same O&M activities (e.g., trash removal, sweeping, and inspections for restriping, resurfacing, and/or repairs) as the Approved Project, which were analyzed in the Adopted IS/MND. Modifications of the Proposed Revised Project include a plaza/dog park which would nominally increase the need for trash removal, inspections and repairs. However, with the removal of the Wood Street parking lot, the resources for similar O&M activities would be redirected to the plaza/dog park instead. No hazardous materials would be used or stored onsite during normal operations. Therefore, modifications associated with the Proposed Revised Project would not result in new or different hazards related to the routine transport, use, or disposal of hazardous materials during operation. Impacts would be less than significant, consistent with the impact conclusion in the Adopted IS/MND.

Construction would continue to occur in areas that the Approved Project's Phase I ESA identified as RECs—specifically, at the OAB and EBMUD sites. No new known sites have been identified because of the new footprint areas. Due to concerns for the environment and onsite workers during construction, as well as required disposal considerations if soil is moved offsite, the Proposed Revised Project would continue to be subject to the Approved Project's mandatory regulations, including Mitigation Measures HAZ-1 and HAZ-2, as identified in the Adopted IS/MND. Implementation of Mitigation Measures HAZ-1 and HAZ-2 would ensure that the modified areas of the Proposed Revised Project would be analyzed in the Phase II ESA and additional soil testing would occur at sites identified as RECs, thereby reducing construction-related impacts to a less than significant level. In addition, if hazardous substances are found in the soil during construction activities, they would be properly disposed of at a hazardous waste facility or remediated to appropriate levels prior to reuse. Therefore, the modifications of the Proposed Revised Project would not result in new or different impacts related to the release of hazardous materials. Impacts would be less than significant with implementation of the mitigation measures identified in the Adopted IS/MND, consistent with the impact conclusion in the Adopted IS/MND.

The nearest school to the Proposed Revised Project would be the Ralph J. Bunche campus, as identified for the Approved Project in the Adopted IS/MND. Because the Proposed Revised Project is generally within the same footprint as the Approved Project, it would be very unlikely for potentially contaminated material from the REC sites (i.e., the EBMUD site approximately 1.5 miles to the southeast and the OAB site approximately 1 mile to the east) near the Approved Project to affect land uses more than 0.25 mile away. Therefore, the modifications of the Proposed Revised Project would not result in new or different impacts that would affect the Ralph J. Bunche Continuation High School. Impacts related to the handling of hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school would be less than significant with implementation of Mitigation Measures HAZ-1 and HAZ-2 during construction and would remain less than significant during operation. The Proposed Revised Project's impacts would be consistent with the impact conclusions in the Adopted IS/MND.

There are no public airports or public use airports within 2 miles of the Approved Project, as identified in the Adopted IS/MND. Because the Proposed Revised Project is generally within the same footprint as the Approved Project, the modifications of the Proposed Revised Project would not result in new or different impacts related to safety hazard or excessive noise for people residing or working in the project area due to proximity to a public airport or public use airport; no impacts would occur. The impacts would be consistent with the impact conclusions in the Adopted IS/MND.

The Proposed Revised Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan because it would generally be within the same location as the Approved Project; however, the Proposed Revised Project includes an additional footprint in Segment 4 for the Maritime Street ramp and in Segment 5 for the touchdown; it does not include the Wood Street parking lot. Therefore, the Proposed Revised Project would be subject to the same applicable plans and measures related to emergency response and evacuation as the Approved Project (e.g., the same collector roads for construction hauling, application of City's SCA 74, no construction vehicle parking/idling on key collector roads, movable bollards that would allow access for emergency vehicles). Because the construction characteristics of the Proposed Revised Project are similar to those of the Approved Project, the minor modifications proposed by the Revised Project would not affect implementation of the measures; thus, impacts related to interfering with an adopted emergency response plan or emergency

evacuation plan would be less than significant, as identified in the Adopted IS/MND and consistent with the impact conclusion in the Adopted IS/MND.

Operation of the Proposed Revised Project would include modifications such as movable bollards on Campbell Street in Segment 1 and on Willow Street in Segment 2; this would increase usage compared with the Approved Project. However, the bollard design would be the same as that analyzed in the Adopted IS/MND; it would allow emergency vehicle access but prevent regular vehicular traffic from crossing the Class I portion of the bike path. Other Proposed Revised Project modifications that may affect emergency vehicle access include the additional road closure at a minor alley under the West Grand Avenue overpass (which were analyzed in the Approved IS/MND) to install the plaza and dog path; however, public access to this area would still be available on Wood Street (Segment 2) emergency vehicles would not be hindered due to the movable bollards, and coordination with the Oakland Fire Department would continue to be required before approval. Therefore, operation of the Proposed Revised Project would not result in new or different impacts or interfere with an adopted emergency response plan or emergency evacuation plan; impacts would be less than significant, similar to the impact conclusions for the Approved Project in the Adopted IS/MND.

The Proposed Revised Project is not located within a CAL FIRE "high fire risk" area. Because the Proposed Revised Project is within the same footprint as the Approved Project, the modifications of the Proposed Revised Project would not result in new or different impacts that would expose people or structures to a significant risk of loss, injury, or death involving wildland fires. No impacts would occur, similar to the impact conclusion for the Approved Project in the Adopted IS/MND.

Based on the information above, the Proposed Revised Project would not result in new or different environmental impacts related to hazards and hazardous materials, substantially increase the severity of the previously identified environmental impacts related to hazards and hazardous materials, or require new mitigation measures. No new information has emerged that would change the analyses or conclusions set forth in the Adopted IS/MND.

# 2.10 Hydrology and Water Quality

## 2.10.1 2023 West Oakland Link IS/MND

The Adopted IS/MND found that the Approved Project's impacts on hydrology and water quality would be less than significant with mitigation. Project construction activities could temporarily affect water quality by introducing sediments, turbidity, and pollutants into storm drains or other water bodies. The Approved Project area also includes two sites identified as *recognized environmental concerns*. Implementation of Mitigation Measures HAZ-1 (Prepare Phase II ESA) and HAZ-2 (Implement Engineering Controls and Best Management Practices) would ensure that soil in these areas would be investigated prior to soil disturbance and properly disposed of if hazardous substances are found. The Adopted IS/MND identified the following mitigation measures for the Approved Project:

**Mitigation Measure HYD-1: Prepare and Implement a Toxic Materials Spill Prevention and Response Plan**

Caltrans/BATA will ensure the construction contractor prepares a toxic materials spill prevention and response plan before allowing construction to begin. The plan will specify BMPs

to regulate the use of petroleum-based products (fuel and lubricants) and other potentially toxic materials associated with project construction. Caltrans/BATA or construction monitor will routinely inspect the construction site to verity that BMPs specified in the plan are properly implemented and maintained. Caltrans/BATA or their monitor will notify the construction contractor immediately if there is a noncompliance issue and will require compliance.

The Adopted IS/MND found that the Approved Project's impacts to groundwater resources would be less than significant. Because project construction would require excavation up to 5 feet deep and shallow groundwater in the project area varies from 2 to 6 feet below ground surface (bgs), groundwater dewatering is anticipated. Should groundwater dewatering be necessary during construction, dewatering would be temporary and would not decrease groundwater supplies. Dewatering would be conducted in compliance with dewatering requirements, as applicable. The project would result in the addition of new impervious space, which would result in a slight decrease of groundwater infiltration and associated recharge. However, the Approved Project includes new vegetated stormwater treatment areas which would promote soil infiltration and groundwater recharge. Groundwater infiltration within the project area would be similar to existing conditions. Further, the Approved Project would not utilize groundwater supplies during operation.

The Adopted IS/MND found that the Approved Project impacts on erosion and stormwater drainage system capacity would be less than significant. During construction, land would be disturbed from grading and excavation activities which could temporarily alter localized drainage patterns. However, the overall drainage patterns in the area would not be altered and BMPs specified in the project SWPPP would be implemented to minimize erosion, as required by the NPDES Construction General Permit. Following construction, the Approved Project would add approximately 1.68 acres (73,180 sf) of new impervious area, which may result in increased stormwater runoff volumes and associated polluted runoff. However, the additional surface runoff volumes would be minor and would only slightly alter existing drainage patterns throughout the project area due to existing soil and tidal conditions. Stormwater from the elevated structure would flow to drains and continue as surface flows or be conveyed to an existing drainage system (i.e., city stormwater collection system). Stormwater runoff would also be routed to stormwater treatment areas, which would be designed to manage increased drainage capacity and reduce the potential for flooding. SLR is a concern for the future, particularly impacts related to impeded or redirected floodflows in combination with future storm events and coastal flooding. Although the elevated portions of the Approved Project would not be flooded, the at-grade portions of the Link and Wood Street parking lot could be flooded daily with high tide and SLR projected to occur between 2050 and 2100. The Adopted IS/MND identified the following mitigation measure for the Approved Project as follows:

**Mitigation Measure HYD-2: Include Protection of Link Facility in Planning Protection for Other Transportation Facilities**

BATA/Caltrans will include flood protection of the Link facilities when planning for the protection of other transportation facilities in the vicinity from daily flooding. Other transportation facilities include I-80, the Bay Bridge Toll Plaza, the Maze, I-880 and connecting roadway facilities. BATA/Caltrans will work with the Port of Oakland, EBMUD, and the City of Oakland in developing flood protection measures that are determined necessary, feasible and able to protect both transportation and non-transportation assets in the project vicinity. This measure would be implemented as part of other improvements included in broader flooding

protections to protect other facilities in the area. Since daily flooding of the project area is currently estimated to occur sometime after 2050 and then only if the higher range of SLR estimates comes to fruition, this mitigation does not require action until 10 years prior to actual predicted inundation.

The Adopted IS/MND found that the Approved Project's risk release of pollutants due to project inundation would be less than significant. The project area is not located within a Federal Emergency Management Agency (FEMA) designated 100-year flood hazard area. The risk of inundation by tsunami or seiche is extremely unlikely to occur. Although low-lying project features could be inundated during a seiche or tsunami, the majority of the project itself would likely not be inundated. In the event of project inundation, implementation of stormwater BMPs during construction and stormwater treatment areas (vegetated flow-through treatment areas or bio-treatment basins) during operation would reduce release of pollutants due to project inundation.

The Adopted IS/MND also found that the Approved Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan and impacts would be less than significant. Project construction and operation would comply with local, state, and federal regulations, including the San Francisco Bay Region Municipal Regional Stormwater NPDES Permit, Caltrans MS4 Permit, NPDES Construction General Permit, Basin Plan, and the City's Municipal Code. Commonly practiced BMPs, as required by these regulations, would be implemented to control construction site runoff and reduce the discharge of pollutants to storm drain systems from stormwater and other nonpoint-source runoff. The Approved Project proposes stormwater treatment including vegetative areas which would allow for groundwater recharge.

## 2.10.2 Proposed Revised Project

The Proposed Revised Project includes the same primary use and is generally located within the same location as the Approved Project; however, the Proposed Revised Project includes an additional footprint in Segment 3 for the Phase 2 bridge over the railway, in Segment 4 for the Maritime Street ramp and in Segment 5 for the touchdown; it does not include the Wood Street parking lot. The Proposed Revised Project would construct the same primary uses as the Approved Project (i.e., bike/pedestrian path, ramp structures) and abide by all mandatory regulations, including preparation and implementation of a SWPPP, as required by the NPDES Construction General Permit. Although the Proposed Revised Project would result in up to approximately 6,000 cubic yards of fill material, an increase from the 2,600 cubic yards estimated for the Approved Project, construction BMPs would focus on erosion control. In addition, soils would be tested for contamination during excavation. If hazardous substances are found in the soil during construction activities, they would be properly disposed of in a hazardous waste facility or remediated to appropriate levels prior to reuse. Therefore, modifications of the Proposed Revised Project would not result in new or different types of water quality impacts during construction that were not addressed in the Adopted IS/MND. The Proposed Revised Project's water quality impacts during construction would be less than significant with implementation of mitigation measures HYD-1 and HYD-2, consistent with the impact conclusion in the Adopted IS/MND.

The Revised Project would result in approximately 93,774 square feet (sf) (2.15 acres) of new impervious space, compared to 73,180 sf (1.68 acres) with the Approved Project, due to the additional structures, representing an increase of about 20,594 sf (0.47 acres) of impervious space.

The Revised Project would also remove some best management practices (BMP) along Burma Road. All added impervious areas would drain to a vegetated/landscape area through down drains. The Approved Project included providing 40,510 sf (0.93 acres) of vegetated stormwater treatment area, while the Revised Project would provide approximately 106,483 sf (2.44 acres) of vegetated areas, representing an increase of 65,973 sf (1.51 acres). Some of these vegetated areas would treat the stormwater runoff from the Revised Project's impervious additions and reworked areas and also provide alternative treatment for the loss of the BMPs along Burma Road. During operation, vegetated areas, including planting strips and planters, would provide natural infiltration of stormwater runoff, increase drainage capacity, reduce the potential for flooding, and help filter out contaminants through biological processes. Stormwater runoff would eventually discharge to the San Francisco Bay via existing storm drains or surface flow. The Proposed Revised Project would implement the same stormwater treatment measures, either vegetated flow-through treatment areas or bio-treatment basins, as the Approved Project, as analyzed in the Adopted IS/MND. Therefore, the Proposed Revised Project's water quality impacts during operation would be less than significant, consistent with the impact conclusion in the Adopted IS/MND.

Construction of the Revised Proposed Project would require excavation for the footings for the elevated structures and future elevator. Given the potential for shallow subsurface water levels (i.e., 2 to 6 feet), groundwater dewatering is anticipated. However, dewatering would occur on a temporary, short-term basis and would not result in new or different types of groundwater impacts during construction that were not addressed in the Adopted IS/MND. The Revised Proposed Project would increase the impervious surface area compared to existing conditions and somewhat relative to the Approved Project, and therefore, it would have less groundwater recharge potential compared to the Approved Project. Groundwater in the project area is not utilized for potable or other beneficial uses. Therefore, the Proposed Revised Project's impact on groundwater resources would be less than significant, consistent with the impact conclusion in the Adopted IS/MND.

The Proposed Revised Project would implement the same construction BMPs as the Approved Project (i.e., those specified in the Project SWPPP and required by the NPDES Construction General Permit) to minimize erosion or siltation, as analyzed in the Adopted IS/MND. Additional surface runoff volumes as a result of changes in impervious surface areas would be minor and would alter existing drainage patterns throughout the Project area only slightly. Proposed stormwater treatment areas would be designed to increase drainage capacity and thereby reduce the potential for flooding. Therefore, Proposed Revised Project's impacts on erosion, flooding, and the capacity of the stormwater drainage system would be less than significant, consistent with the impact conclusion in the Adopted IS/MND.

With projected sea-level rise (SLR), the low-lying areas within the Proposed Revised Project area would experience tidal flooding and storm flooding in the future. Daily tidal flooding is projected to occur between 2050 and 2100. The Proposed Revised Project's impacts related to impeded or redirected floodflows would be less than significant with implementation of mitigation measures HYD-1 and HYD-2, consistent with the impact conclusion in the Adopted IS/MND.

The Proposed Revised Project would comply with local, state, and federal regulations, including the San Francisco Bay Region Municipal Regional Stormwater NPDES Permit, Caltrans municipal separate storm sewer system (MS4) Permit, NPDES Construction General Permit, Basin Plan, and the City's Municipal Code. Commonly practiced BMPs, as required by these regulations, would be implemented to control construction site runoff and reduce the discharge of pollutants to storm drain systems. Erosion control measures will be taken which can include, but are not limited to, fiber

rolls, hydro mulch, erosion control blankets or similar. This would ensure that water quality standards would be achieved, including the water quality objectives that protect designated beneficial uses of surface and groundwater, as defined in the water quality control plan for the San Francisco Bay Basin. Groundwater would not be used during construction activities or operation. Therefore, the Proposed Revised Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Impacts would be less than significant, consistent with the conclusion in the Adopted IS/MND.

Based on the analysis above, the Proposed Revised Project would not result in new environmental impacts on hydrology or water quality, substantially increase the severity of the previously identified environmental impacts on hydrology or water quality, or require new mitigation measures. No new information has emerged that would materially change the analyses or conclusions set forth in the Adopted IS/MND with regard to hydrology and water quality. Therefore, the Proposed Revised Project would not change the analysis or conclusions reached in the Adopted IS/MND with regard to hydrology and water quality.

# 2.11 Land Use and Planning

## 2.11.1 2023 West Oakland Link IS/MND

The Adopted IS/MND found that the Approved Project would have no impact on land use and planning because the Approved Project would be built along an existing right-of-way and would not change existing community boundaries. The Approved Project's elevated structure and bicycle lane on West Grand Avenue would not change vehicle or pedestrian movement. The parking lot would be built on an existing rail right-of-way and thus not change existing community boundaries.

The Adopted IS/MND found that the Approved Project would not conflict with any land use plan, policy, or regulation. The Approved Project would be consistent with all zoning and planned land use designations. The inclusion of pedestrian and bicycle access in the West Oakland planning area is consistent with the principles for West Oakland streets and pedestrian and bicycle access.

## 2.11.2 Proposed Revised Project

The Proposed Revised Project includes the same primary use and is generally within the same location as the Approved Project; however, the Proposed Revised Project includes an additional footprint in Segment 4 for the Maritime Street ramp and in Segment 5 for the touchdown; it does not include the Wood Street parking lot. The modifications would have construction characteristics similar to those of the Approved Project. Therefore, similar to the Approved Project, the Proposed Revised Project would not physically divide an established community and would not conflict with any land use plan, policy, or regulation.

The Proposed Revised Project would not result in any new significant impacts related to land use and planning, nor would it substantially increase the severity of any previously identified significant impacts. Therefore, the Proposed Revised Project would not change the analysis or conclusion in the Adopted IS/MND with regard to land use and planning.

# 2.12 Minerals

## 2.12.1 2023 West Oakland Link IS/MND

The Adopted IS/MND found that the Approved Project would have no impacts on mineral resources. The Approved Project is not located on areas identified by the state as locally important for mineral resources.

## 2.12.2 Proposed Revised Project

The Proposed Revised Project would be located along the same footprint as the Approved Project. Therefore, the Proposed Revised Project would not affect mineral resources. No new or different impacts would occur, resulting in no impacts, consistent with the impact conclusion in the Adopted IS/MND.

The Proposed Revised Project would not result in new or different environmental impacts on mineral resources, substantially increase the severity of the previously identified environmental impacts on mineral resources, or require new mitigation measures. No new information has emerged that would change the analyses or conclusions set forth in the Adopted IS/MND.

# 2.13 Noise

## 2.13.1 2023 West Oakland Link IS/MND

The Adopted IS/MND found that the Approved Project would result in less-than-significant impacts related to both construction and operational noise.

Regarding construction noise, construction for the Approved Project was anticipated to occur between the hours of 7:00 a.m. and 6:00 p.m. Monday through Saturday, with the possibility that evening work may be required for construction over Maritime Street. There was to be no construction on Sundays or national holidays without special permission. The analysis in the Adopted IS/MND presented reasonable worst-case construction noise levels from project construction activities at nearby sensitive land uses. Although construction noise at nearby sensitive land uses was estimated to be loud (e.g., greater than 90 A-weighted decibels [dBA], equivalent noise level [$L_{eq}$]), the discussion stated that construction would be conducted in accordance with Caltrans Standard Specifications Section 14-8.02, Noise Control, which states that noise shall not exceed 86 dBA at 50 feet from job site activities from 9:00 p.m. to 6:00 a.m. and that internal-combustion engines shall be equipped with the manufacturer-recommended mufflers and not be operated on the job site without the appropriate muffler. In addition, it was stated that the project would implement all of the City SCAs, including 61 (limits on days/hours of construction operation), 62 (requirement to implement noise reduction measures to reduce construction noise), 63 (requirement of a construction noise management plan for extreme construction noise and notification for property owners within 300 feet of extreme noise-generating construction activities), 64 (requirement for project-specific construction noise reduction measures) and 65 (requirement to generate procedures for responding to and tracking construction noise complaints). The Adopted IS/MND for the Approved Project also discussed how existing ambient noise levels are generally elevated as a result of the proximity to major roadways and I-880. Because the Approved

Project would comply with the local restrictions on construction noise and because construction activities would follow the City's SCAs, construction-related noise impacts were determined to be less than significant for the Approved Project.

Regarding operational noise, the components of the Approved Project with the potential to result in a redistribution of traffic were discussed. Because minor changes to cul-de-sacs and roadway alignments would not be expected to result in a doubling of traffic along any roadway segment, which is needed to result in a 3-decibel (dB), or "barely perceptible," increase in traffic noise, the redistribution of traffic on nearby streets was not expected to cause a substantial traffic increase in traffic noise in the project vicinity. Regarding the proposed Wood Street parking lot, the lot was anticipated to generate up to 50 vehicle trips in the afternoon peak hour on weekdays and 150 midday peak-hour trips on weekends under the Approved Project. Based on the existing traffic volumes along the roadway segments that served this parking structure, a doubling of traffic (and an associated 3 dB increase in noise) was not expected to occur. Operational noise impacts were determined to be less than significant for the Approved Project.

The Adopted IS/MND found that the Approved Project would result in less-than-significant impacts related the exposure of people to or generation of excessive ground-borne vibration or ground-borne noise levels. Vibration-related damage and annoyance impacts were evaluated in the Adopted IS/MND for the Approved Project and determined to be less than significant. The most vibration-intensive equipment proposed for use with the Approved Project was a pile driver, which would be required for construction of the elevated Link structure. Pile driving was proposed to take place within approximately 100 feet of the nearest sensitive receptor, which was the Peralta Studios live/work space building. Vibration-related annoyance impacts related to recreational land uses (i.e., Mandela Parkway median and Raimondi Park) were evaluated. Vibration levels at the nearby parks would be below the lowest Caltrans annoyance criteria and determined to be less than significant. Although some portions of the Peralta Studios live/work space building would be relatively close to pile driving activity, and although vibration levels could, at times, exceed the strongly perceptible criterion at this location, the Adopted IS/MND for the Approved Project determined that ground-vibration impacts from pile driving related to annoyance would not be characterized as excessive because vibration-intensive activities would usually occur much farther from this use. Vibration levels would usually be much lower, and exceedances of the strongly perceptible threshold would be very short term. Further, temporary construction activities are exempt from vibration standards in the Oakland Planning Code. Consequently, vibration impacts related to annoyance were determined to be less than significant for the Approved Project.

Regarding the potential for damage-related vibration impacts to occur, according to the architectural historians who conducted the cultural resources analysis in the Adopted IS/MND, there are no structures that would be considered "extremely fragile historic buildings, ruins, or ancient monuments" within 175 feet of West Grand Avenue between Wood Street and Campbell Street, areas where pile driving activities would occur. Most buildings in the vicinity of the elevated structure (where pile driving would occur) consist of industrial warehouses that would not be particularly sensitive to ground vibration caused by project pile-driving activities. According to the Adopted IS/MND for the Approved Project, estimated vibration levels at nearby structures were all below the applicable damage criteria. Therefore, potential vibration-related damage impacts on surrounding buildings were determined to be less than significant for the Approved Project.

According to the Adopted IS/MND, the Approved Project is not located within an airport land use plan or within 2 miles of a public use airport. In addition, the Approved Project is not located within

the vicinity of a private airstrip. Therefore, the Adopted IS/MND determined that the project would not expose people in the project area to excessive noise levels from aircraft. It was determined that there would be no impact related to the exposure of persons to excessive noise levels from aircraft for the Approved Project.

## 2.13.2 Proposed Revised Project

The Proposed Revised Project is very similar to the Approved Project and located generally along the same pathway as the Approved Project. The Proposed Revised Project would use the same construction equipment, vehicles, and power tools as the Approved Project, and construction activities would take place during the same proposed construction hours. Project construction activities would generally be the same as previously evaluated, and construction would occur at similar distances to nearby sensitive land uses, including the Peralta Studios live/work space building and the multi-family residential building at 2011–2195 Wood Street. For these reasons, the reasonable worst-case noise levels presented in the Adopted IS/MND would generally be representative of the reasonable worst-case noise levels that could result from Approved Project construction. In addition, similar to the Approved Project, project construction would comply with Caltrans Standard Specifications Section 14-8.02 (pertaining to quantitative noise limits on nighttime construction noise) and the City SCAs pertaining to noise. Specifically, relevant SCAs from the City's SCAs include 61 (limits the days/hours of construction), 62 (requires the implementation of noise reduction measures to reduce construction noise), 63 (requires the implementation of a construction noise management plan for extreme construction noise and notification for property owners within 300 feet of extreme noise-generating construction activities), 64 (requires the implementation of project-specific construction noise reduction measures) and 65 (requires the generation of procedures for responding to and tracking construction noise complaints). In addition, similar to the Approved Project, existing ambient noise levels are generally elevated as a result of the proximity to major roadways and I-880, meaning the temporary increase in noise levels resulting from construction in this area may not be as disruptive because such noise sources may be in an area with quieter existing ambient noise levels. Because the Proposed Revised Project would result in the same general construction noise levels, would comply with the local restrictions on construction noise, and implement the City's SCAs, the Proposed Revised Project would not change the analysis or conclusions reached in the Adopted IS/MND with regard to construction noise; construction noise impacts would be less than significant, consistent with the impact conclusion in the Adopted IS/MND.

During operation, there is the potential for a redistribution of some local traffic to occur under the Proposed Revised Project, as was the case with the Approved project. However, similar to the Approved Project, minor changes to cul-de-sacs and roadway alignments would not be expected to result in a doubling of traffic along any roadway segment, which is needed to result in a 3 dB, or "barely perceptible," increase in traffic noise. Therefore, the potential redistribution of traffic on nearby streets is not expected to cause a substantial traffic increase in traffic noise in the project vicinity.

The Wood Street parking lot, which was proposed as part of the Approved Project, is no longer a part of the project under the Proposed Revised Project, reducing the overall traffic resulting from project implementation. New amenities are proposed in the project vicinity, however, that could result in minor traffic increases compared to baseline conditions. Specifically, the area beneath the West Grand Avenue overcrossing, bounded by West Grand Avenue alley on the north, West Grand

Avenue alley on the south, Wood Street, and Willow Street, would be developed with an approximately 23,500-gsf plaza area and dog park under the Proposed Revised Project. Although this could attract more people to the area, the majority of the visitors to the plaza and dog park would not travel by car to this location. In addition, even if individuals drive to use these amenities, there would very likely be a net decrease in project-generated traffic because the parking lot has been removed from the project.

Regarding the potential for noise from people using the plaza and dog park amenities associated with the Proposed Revised Project, noise from individuals or dogs would not be expected to result in meaningful increases to the existing degraded noise environment in the project area; the existing noise environment is already degraded due to the proximity to I-880 and other major roadways and rail lines. In order to provide a high-level estimated average of existing ambient noise levels (24-hour average), the publicly available Caltrans census data from 2021 (the most recent year available) were reviewed. According to this data set, up to approximately 100,000 vehicles per day utilize I-880 north of 7th Street in Oakland.

Traffic noise modeling of this portion of I-880 was conducted using a spreadsheet model that was based on the Federal Highway Administration (FHWA) Traffic Noise Model, version 2.5, to help estimate existing traffic noise levels in the vicinity of the plaza associated with the Proposed Revised Project. The spreadsheet calculates the vehicular traffic noise level at fixed distances and considers the vehicular traffic volume, roadway speed, and vehicle mix predicted to occur under each condition. Modeling of approximately 100,000 vehicles was conducted at an estimated average distance of approximately 400 feet from the center of all ramps and alignments associated with I-880 in this area, using a default truck volume of approximately 3 percent for heavy trucks, which provides a conservative estimate for the purposes of modeling. According to the modeling results, the estimated 24-hour noise level was approximately 72 dBA, day-night level ($L_{dn}$). Note that this estimated traffic noise level does not include any influence from traffic along West Grand Avenue or Frontage Road, nor does it include any rail noise from the nearby railroad tracks; these noise sources would be expected to further increase noise beyond the estimated traffic noise from I-880 described above. Even without consideration of these additional noise sources, an existing estimated ambient noise level of 72 dBA $L_{dn}$ is generally considered to be degraded, similar to a "very noisy urban residential" or "downtown, major metropolis" noise environment.[2]

In summary, vehicular traffic noise is generally expected to be the dominant noise source in this area and would continue to be the dominant noise source after project implementation, even when considering noise from users of the project bike trail, plaza and dog park. For the reasons described above reasons, the Proposed Revised Project would not change the analysis or conclusions reached in the Adopted IS/MND with regard to operational noise, and operational noise impacts would be less than significant.

The Proposed Revised Project is very similar to the Approved Project and located generally along the same pathway as the Approved Project. Project construction activities would generally be the same as previously evaluated, and construction would occur at similar distances to nearby sensitive land uses and existing structures. Because the construction equipment and distances to adjacent structures and sensitive uses would be similar under the Proposed Revised Project, vibration-related damage and annoyance impacts for the Proposed Revised Project would generally be the

[2] Hoover and Keith. 2000. *Noise Control for Buildings, Manufacturing Plants, Equipment, and Products.* Houston, TX. Page 2-12, Table 2-6, *Approximate Average $L_{dn}$, in A-weighted Decibels, for Various Locations.*

same as presented in the Adopted IS/MND for the Approved Project. In conclusion, the Proposed Revised Project would not change the analysis or conclusions reached in the Adopted IS/MND with regard to vibration-related damage and annoyance, and vibration-related damage and annoyance impacts would be less than significant for the Proposed Revised Project.

The Proposed Revised Project is not within an area covered by an airport land use plan, nor within 2 miles of a public use airport or in the vicinity of a private airstrip. Therefore, as was the case in the Adopted IS/MND, the Proposed Revised Project would not expose people in the project area to excessive noise levels from aircraft. The Proposed Revised Project would not change the analysis or conclusions reached in the Adopted IS/MND with regard to the aircraft noise, and there would be no impact related to the exposure of persons to excessive noise levels from aircraft.

# 2.14 Population and Housing

## 2.14.1 2023 West Oakland Link IS/MND

The Adopted IS/MND found that the Approved Project's impact on population and housing would be less than significant because the Approved Project would not include any new residential units or businesses, nor would it extend roads or infrastructure. Although the Approved Project would construct Class I and Class II bicycle lanes, these would pass through a developed urban environment along existing transportation routes; therefore, it would not induce population growth.

The Adopted IS/MND found that the Approved Project would have no impact regarding the displacement of substantial numbers of existing people or housing because it would not remove any housing units or displace any housing or people.

## 2.14.2 Proposed Revised Project

The Proposed Revised Project is located generally along the same pathway through the same developed urban area as the Approved Project. It includes changes and refinement to the proposed bike lane. Similar to the Approved Project, the Proposed Revised Project would not include any residential units or business, nor would it extend roads or infrastructure such that it would induce population growth. The Proposed Revised Project would not remove any housing units or displace any housing or people.

The Proposed Revised Project would not result in any new significant impacts related to population and housing, nor would it substantially increase the severity of any previously identified significant impacts. Therefore, the Proposed Revised Project would not change the analysis or conclusion reached in the Adopted IS/MND with regard to population and housing.

# 2.15 Public Services

## 2.15.1 2023 West Oakland Link IS/MND

The Adopted IS/MND found that the Approved Project would not add new housing or introduce a new permanent population to the area. Because the Approved Project would not increase the population in the Approved Project area, there would not be an increased demand for schools.

Similarly, the construction of new public facilities or alternation to existing public facilities would also not be required because there would be no population change. There would be no impact on schools and other public facilities.

The Adopted IS/MND found that the Approved Project's impact on fire protection, police protection, and parks would be less than significant. The Approved Project would introduce a new recreational facility that would attract more people to the area for recreational purposes. An increase in recreational users in the area for the Approved Project would result in a slight increase in the demand for fire and police protection in the event of an emergency. Project construction could temporarily disrupt access to Raimondi Park and Willow Street Mini Park. However, there are multiple entrances to both parks, and temporary disruptions to one of the park entrances would not affect access from the surrounding streets. The impacts would be less than significant.

### 2.15.2 Proposed Revised Project

The Proposed Revised Project is located generally along the same pathway through the same developed urban area as the Approved Project. However, it includes changes and refinements to the proposed bike lane. Similar to the Approved Project, the Proposed Revised Project would not add new or physically alter governmental facilities such that it would cause population growth and require additional public service assistance. Similar to the Approved Project, the Proposed Revised Project would not increase demand for schools or require alterations to existing public facilities

The Proposed Revised Project would not result in any new significant impact related to public services, nor would it substantially increase the severity of any previously identified significant impacts. Proposed revisions to the Approved Project include additional ramps on Segments 3 and 5 and a plaza and dog park beneath the West Grand Avenue overpass. Impacts related to project construction would remain the same. Therefore, the Proposed Revised Project would not change the analysis or conclusion reached in the Adopted IS/MND with regard to public services.

## 2.16 Recreation

### 2.16.1 2023 West Oakland Link IS/MND

The Adopted IS/MND found that the Approved Project would not displace any recreation facilities, nor would it increase the population in the area or increase the use of existing parks, open spaces, and trails. Construction workers onsite as a result of the construction of the Approved Project may use nearby parks for their break times but not in numbers that would cause physical deterioration of nearby parks or open spaces. Therefore, the Approved Project's construction and operational impacts regarding the use of existing parks and recreational facilities were found to be less than significant.

The Adopted IS/MND found that the Approved Project would not require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment. The Approved Project is itself a recreational project with independent utility, which is consistent with the West Oakland Specific Plan, and integrates other recreational facilities such as the Judge John Sutter Regional Shoreline Project and the regional Bay Bridge Trail. Therefore, the Approved

Project would not require the expansion of parks and recreational facilities. This impact was determined to be less than significant.

## 2.16.2 Proposed Revised Project

The Proposed Revised Project would not displace any recreational facilities or increase the population in the area so as to increase the use of existing parks, open spaces, and trails. The number of onsite construction workers for the Proposed Revised Project would be similar to the number under the Approved Project and would likewise not cause physical deterioration to nearby parks or open spaces. The Proposed Revised Project would improve access to Raimondi Park through sidewalk improvements on Wood, Willow, and Campbell Streets; however, sidewalk repairs to the existing access routes to Raimondi Park would not increase use or deterioration at the park; rather, it would improve accessibility from existing routes. Therefore, the Proposed Revised Project would not change the analysis or conclusions reached in the Adopted IS/MND with regard to the use of recreational facilities. The impacts would be less than significant.

The Proposed Revised Project would not require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment. As with the Approved Project, the Proposed Revised Project is itself a recreational project with independent utility. In addition, it would construct a plaza area and dog park beneath the West Grand Avenue overpass, expanding available recreational facilities. The area where the plaza/dog park would be constructed is currently a developed urban space, and improvements associated with the plaza would not have an adverse physical effect on the environment (environmental effects associated with the plaza/dog park are discussed elsewhere in this addendum). Therefore, the Proposed Revised Project would not change the analysis or conclusions reached in the Adopted IS/MND with regard to the expansion of recreational facilities. The impacts would be less than significant.

The Proposed Revised Project would not result in new or different environmental impacts related to recreation, substantially increase the severity of the previously identified environmental impact related to recreation, or require new mitigation measures. No new information has emerged that would change the analyses or conclusions set forth in the Adopted IS/MND.

# 2.17 Transportation and Traffic

## 2.17.1 2023 West Oakland Link IS/MND

During construction, the Adopted IS/MND found that the Approved Project's impact on adopted programs, plans, or policies regarding public transit, bicycle, or pedestrian facilities would be less than significant. During the Approved Project's phased construction period of approximately 24 months, transportation impacts would be temporary or intermittent due to truck movements and construction worker's vehicles travelling to and from the Approved Project sites. Construction-related traffic may temporarily reduce roadway capacity within the Approved Project vicinity and increase congestion due to slower construction trucks and their larger turning radii compared with passenger vehicles. Construction activities could disrupt access to existing land uses and parking along the pathway and impede pedestrian and bicycle flow, in addition to blocking roadways and damaging streets. However, incorporation of the City's SCA 74 (Construction Activities in the Public Right-of-way) would require obtaining an obstruction permit prior to placing any temporary construction-related obstruction in the public right-of-way, preparing a traffic control plan, and

repairing any damage to the public right-of-way caused by construction. The Approved Project would also include a traffic control plan. Thus, incorporation of SCA 74 would reduce transportation impacts during construction to less than significant.

During operation, the Adopted IS/MND found that the Approved Project would not conflict with adopted City policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. Impacts would be less than significant with Mitigation Measures TR-1 and TR-2. The Approved Project would be subject to several plans that influence the West Oakland area, including Let's Bike Oakland (the City's bicycle plan), Oakland Walks (the City's pedestrian plan), the West Oakland Truck Management Plan, West Oakland Community Action Plan, AC Transit Service Adjustment Plan, West Oakland Specific Plan, and the City's General Plan Land Use and Transportation Element and Complete Street's Policy (Resolution No. 84204 C.M.S.). In addition, although it is not required to reduce this impact to a less-than-significant level, Mitigation Measures TR-1 through TR-2 would improve access, circulation, safety, and comfort for pedestrians and bicyclists. This would further encourage the use of these modes of travel in the Approved Project vicinity.

The Adopted IS/MND analyzed the Approved Project's consistency with the following plans:

## Let's Bike Oakland

The City of Oakland Bicycle Plan identifies a new protected bicycle lane on West Grand Avenue from Maritime Street east through downtown Oakland and beyond. Within the Approved Project area, Wood Street is designated as a future neighborhood bicycle route, and buffered bicycle lanes are proposed to be provided on 14th Street, 18th Street, and Mandela Parkway. The Approved Project would advance the provision of protected bicycle facilities on West Grand Avenue by completing the portion of the project between Mandela Parkway and Maritime Street. The project would also provide Class II bicycle lanes on the following roadways:

- West Grand Avenue alley (westbound), from Mandela Parkway to Wood Street
- 20th Street, from Peralta Street (one block south of West Grand Avenue) to Wood Street
- Wood Street, from 20th Street to 24th Street
- Willow Street, from 20th Street to West Grand Avenue
- Campbell Street, from 20th Street to West Grand Avenue alley
- Wood Street parking lot

This would provide additional bicycle facilities beyond those identified in the City of Oakland Bicycle Plan and would not preclude the provision of additional bicycle facilities, as identified in the plan by others.

## Oakland Walks

The City of Oakland Pedestrian Plan identifies the Approved Project area as a car-dependent area, with the worst sidewalks in the city and the second-highest transportation system injury rate. The Approved Project does not propose any changes at high-injury intersections. There are numerous sidewalk gaps in the area, including on Wood Street and 20th Street. Construction of the Approved Project would not preclude the construction of additional sidewalk facilities by others.

## West Oakland Truck Management Plan

The West Oakland Truck Management Plan is an action plan designed to reduce the effects of truck transportation on local streets in West Oakland. The Approved Project would not preclude the implementation of any of the plans or strategies identified in the West Oakland Truck Management Plan, and although it would not construct any of the safety improvements identified, the Approved Project would improve bicycle facilities along Grand Avenue (a truck route), thereby improving bicyclist safety in West Oakland.

## West Oakland Community Action Plan

The West Oakland Community Action Plan identifies specific strategies and goals to improve air quality and reduce pollution in West Oakland. Although most of the emissions in West Oakland come from the Port and Port-related functions, there are strategies in the plan related to improving the design and safety of local streets to encourage residents to walk or ride bicycles. Because the Approved Project would provide improved bicycle infrastructure in the area, it would help further the goals in the West Oakland Community Action Plan and would not preclude the implementation of other strategies.

## AC Transit Service Adjustment Plan

The AC Transit Service Adjustment Plan identifies changed routes in the Approved Project vicinity, mostly to increase the frequency of specific routes and eliminate some underperforming routes. Implementation of the Approved Project would not preclude planned changes to AC Transit service in the area.

## West Oakland Specific Plan

As described above, the West Oakland Specific Plan provides comprehensive, multi-faceted strategies for facilitating the development of selected vacant and/or underutilized commercial and industrial properties within the West Oakland community. The plan identifies the provision of bicycle facilities in the area, including Class II bicycle facilities on West Grand Avenue. The Approved Project advances these improvements by constructing a Class I bicycle facility along the West Grand Avenue corridor between Mandela Parkway and Maritime Street.

The West Oakland Specific Plan also identifies Wood Street as a Neighborhood Route and intersecting streets, such as 20th Street, as Minor Priority Pedestrian Routes. A Neighborhood Route is a local street that connects schools, parks, recreational centers, and libraries. Neighborhood Routes are intended to be used for active transportation as well as recreation; Neighborhood Routes accommodate safe walking at night. The Approved Project would improve a portion of Wood Street, as well as intersecting streets, helping to achieve West Oakland Specific Plan goals. Implementation of the Approved Project would not preclude the implementation of other goals and policies articulated in the plan.

## Parking

Wood Street, Willow Street, Campbell Street, and 20th Street in the Approved Project area are low-volume, two-lane local streets. There is no signed street parking on these streets, but the road width of these streets is wider than standard two-lane streets. The additional width is used as street parking on both sides of the streets for businesses.

Implementation of the Approved Project would restripe these streets to eliminate the informal parking on one side of the streets and provide Class II bike lanes on both sides of the streets, which would result in the loss of some street parking. However, field observation and a review of Google Earth aerial images and street views indicate that the number of vehicles using on-street parking on these streets is low. Therefore, with implementation of the Approved Project, the parking supply for businesses on the streets is expected to be sufficient.

The Adopted IS/MND found that the Approved Project's impact on CEQA Guidelines Section 15064.3, subdivision (b)(1), be less than significant because the Class I and Class II facility portions and the parking lot portions of the Approved Project are expected to have a less-than-significant impact on vehicle miles traveled (VMT). The Approved Project follows guidance from the Office of Planning and Research (OPR), which specifies that the addition of new or enhanced bicycle or pedestrian facilities on existing streets/highways or within existing public rights-of-way, as well as the addition of Class I bicycle paths, trails, multiuse paths, or other off-road facilities that serve non-motorized travel, is not likely to increase VMT and should not require an induced travel analysis. Therefore, the Class I and Class II facility portions of the Approved Project can be presumed to have a less-than-significant impact on VMT, and no further analysis is required. However, the 100-space parking lot portion of the Approved Project may not be exempt from VMT analysis. Because there are no published guidelines or criteria to evaluate VMT for a parking lot that serves as a trailhead for a Class I facility, guidance presented in the City Transportation Impact Review Guidelines and the concepts presented in the technical advisory were applied to the parking lot portion of the Approved Project, considering the intent of Senate Bill 743, which is to "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." Although the parking lot portion of the Approved Project is expected to generate some new VMT, it is expected to be at a low level on per capita basis because the people who live in the general vicinity tend to travel at levels at least 15 percent below existing regional averages per household. If the parking lot portion of the Approved Project were not constructed, trail users who drive to the area would very likely continue to drive and park in non-designated areas and use roadway facilities connecting to the trail that do not provide adequate bicycle facilities. Therefore, if the parking lot were not constructed, there would most likely not be an appreciable change in overall VMT, and there could be worse safety outcomes. Therefore, based on the review of VMT per capita levels in the area and the types of trips in the area expected to be generated by the Approved Project—primarily residential-based trips for recreational purposes—the parking lot portion of the Approved Project is expected to have a less-than-significant impact on VMT.

The Adopted IS/MND found that the Approved Project' would have a less-than-significant impact with mitigation due to a potential substantial increase in hazards such as a geometric design feature or incompatible use. The Adopted IS/MND analyzed impacts due to transportation hazards, the Link design, and pedestrian and bicycle safety, as described below.

## Transportation Hazards

The Approved Project would provide a physical separation between users (pedestrians and bicyclists) and motor vehicle traffic for most of its length, thereby reducing hazards. However, there are two intersections where there are potential hazards for pedestrians and bicyclists, as described below.

**West Grand Avenue/Frontage Road/I-80 Ramps Intersection**. The project would add pedestrian and bicycle traffic to the intersection where the current pedestrian crosswalk and signals would be

insufficient to accommodate increased demand. This could create a hazard for cyclists and pedestrians. Implementation of Mitigation Measure TR-1 (Implement Signal Upgrade Crosswalk Improvement at West Grand Avenue/Frontage Road/I-80 Ramps Intersection) would reduce the impact to less than significant.

**West Grand Avenue/Mandela Parkway (Northbound).** The project would add pedestrian and bicycle traffic to the intersection, increasing exposure to vehicles. This could create a hazard for cyclists and pedestrians. Implementation of Mitigation Measure TR-2 (Implement Improvements at West Grand Avenue/Mandela Parkway Intersection) would reduce impacts to a less than significant level.

In terms of transportation hazards, the Approved Project would add pedestrian and bicycle traffic to two intersections at the West Grand Avenue/Frontage Road/I-80 ramps intersection and West Grand Avenue/Mandela Parkway (northbound), which could create a hazard for bicyclists and pedestrians by increasing exposure to vehicles. Mitigation Measures TR-1 and TR-2 would reduce the transportation hazards impact to less than significant.

**Mitigation Measure TR-1: Implement Signal Upgrade and Crosswalk Improvement at West Grand Avenue/Frontage Road/I-80 Ramps Intersection**

The Caltrans/BATA and construction contractor will be responsible for implementing future improvements at the West Grand Avenue/Frontage Road/I-80 ramps intersection to minimize conflicts and safety hazards between vehicles and Link users. This includes upgrading the marked crosswalk along the south leg of the intersection to be the same width as the Link, installing pedestrian and bicycle signals, and upgrading traffic signal equipment as necessary. This also includes installing video detection equipment to accommodate pedestrian and bicycle movement across the intersection. With installation of video detection for both bicyclists and vehicles, the improvements are not projected to degrade automobile level of service (LOS) at the intersection.

**Mitigation Measure TR-2: Implement Signal Upgrade and Optimization at West Grand Avenue/Mandela Parkway (northbound) Intersection**

The Caltrans/BATA and construction contractor will coordinate with the City of Oakland to implement signal upgrades and optimization at the West Grand Avenue/Mandela Parkway (northbound) intersection. This includes modifying the eastbound approach to convert the shared left through lane to a left-turn-only lane, installing protected phasing for the eastbound and westbound left-turn movements, and upgrading traffic signal equipment as necessary to provide bicycle video detection.

## Approved Project Design

The Approved Project design may result in bicycle/pedestrian conflicts at the intersection of the existing Bay Bridge Trail, below the I-880/I-80 connection where the Approved Project path would connect. Implementation of Mitigation Measure TR-3 would reduce the impact to less than significant.

**Mitigation Measure TR-3: Implement Safety Measures at Bay Bridge Trail Intersection**

BATA and the project designer will design the path in the vicinity of the Bay Bridge Trail intersection to provide for safe movement. The Caltrans/BATA and construction contractor will

provide directional signage and striping and potentially provide a bicycle stop sign on the path at the Bay Bridge Trail connection.

## Pedestrian and Bicycle Safety

The addition of Class II bicycle facilities between the Wood Street parking lot and the bike path in the Approved Project could pose dangers to pedestrians and bicyclists because sidewalks are discontinuous and street lighting is intermittent. In addition, Segment 4 of the Approved Project includes a switchback or 180-degree curve to transition from the elevated structure to grade level that currently does not provide a safe turn radius to maintain a minimum design speed of 20 miles per hour for a bicycle path. Implementation of Mitigation Measures TR-4 and TR-5 would reduce pedestrian and bicyclist impacts to less than significant.

**Mitigation Measure TR-4: Implement Pedestrian/Bicycle Safety Measures between Wood Street Parking Lot and Link**

Prior to operation, the following pedestrian/bicycle safety measures will be implemented by BATA/Caltrans between the Wood Street parking lot and the Link.

- BATA and the project designer will identify the preferred pedestrian/bicycle route between the Wood Street parking lot and the Link.
- The Caltrans/BATA and construction contractor will install crosswalks, crossing treatments, pedestrian-scale lighting, and wayfinding elements as necessary along the route to guide pedestrians and bicyclists.

**Mitigation Measure TR-5: Implement Pedestrian/Bicycle Safety Measures along Segment 4 of the Link**

During final design, BATA and the project designer will include in the design and the Caltrans/BATA and construction contractor will implement the following bicycle safety measures along the west end of Segment 4 of the Link:

- Install warning signs at the curve approaches on Segment 4 where the Link ascends and descends with a switchback curve.
- Ensure there are clear lines of sight maintained between path sections and, where practical, provide a wider cross section through the curve area.

The Adopted IS/MND found that the Approved Project's impact related to the adequacy of emergency access would be less than significant. Temporary lane closures would occur during construction where Willow Street intersects the West Grand Avenue alley, closing West Grand Avenue alley on the south side of West Grand Avenue. These changes would prevent emergency vehicles from using these roadways; however, because of the grid street network in the project area and short distance between the parallel streets, the impact on emergency vehicle response time would be less than significant.

As noted in the Adopted IS/MND, with implementation of Mitigation Measures TR-1 through TR-5, impacts on transportation and traffic would be less than significant.

## 2.17.2 Proposed Revised Project

The Proposed Revised Project is located generally along the same pathway through the same developed urban area as the Approved Project. The Proposed Revised Project would include modifications such as curb and sidewalk improvements, additional moveable bollards, additional bike/pedestrian paths, ramp structures, a plaza and dog park, painting and striping, and streetscape improvements, similar to the construction and operational characteristics analyzed in the Adopted IS/MND. Because the modifications would be similar to those analyzed for the Approved Project, the Proposed Revised Project would not conflict with the Let's Bike Oakland (the City's Bicycle Plan), Oakland Walks (the City's Pedestrian Plan), the West Oakland Truck Management Plan, West Oakland Community Action Plan, AC transit Service Adjustment Plan, West Oakland Specific Plan, and the City's General Plan Land Use and Transportation Element and Complete Street's Policy. Therefore, modifications of the Proposed Revised Project would continue to not preclude the implementation of other goals and policies articulated in the plans governing the project area. Impacts would be less than significant with and without implementation of Mitigation Measures TR-1 and TR-2, and no new or different impacts related to adopted City policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities would occur, consistent with the impact conclusion in the Adopted IS/MND.

As described in the Project Description and in Section 2.8, *Greenhouse Gas Emissions*, the Proposed Revised Project would not include the construction of the Wood Street parking lot. Although a parking lot in isolation does not generate trips, the inclusion of the Wood Street parking lot would have encouraged some future recreations users to travel by automobile to the site instead of using alternative and lower-emitting modes of transportation, such as walking, bicycling, or public transit. Because the parking lot is no longer proposed, the Proposed Revised Project would now be exempt from VMT analysis because the modifications would not induce additional VMT. Therefore, the modifications associated with the Proposed Revised Project would be less than significant and would not conflict with CEQA Guidelines Section 15064.3, subdivision (b)(1), and no new or different impacts related to VMT would occur, consistent with the impact conclusion in the Adopted IS/MND.

No new transportation, Link design, or pedestrian and bicycle safety hazards would be introduced due to the Proposed Revised Project. Modifications include the addition of a loop ramp (Phase 1 of Segment 3), giving pedestrians the option to safely ride/walk across the railroad tracks on the Bay Bridge Forward pathway instead of on the at-grade trail, which would still be provided. This would provide additional safety to users. Phase 2 of Segment 3 would add a separate bridge over the railway which would separate bicycle and pedestrian users from West Grand Avenue traffic, which would be a further increase in safety. In Segment 5, two additional ramp options are proposed to modify portions of the Approved Project. The South Burma Road ramp and spiral loop ramp options would provide users with an aesthetic and safe way to access different points of the at-grade sections of the pathway near Burma Road. Additional street improvements such as more movable bollards, protected bike lanes, and intersection improvements (Segments1 and 2) would provide an additional barrier from public vehicles to enhance public safety for users of the project. Therefore, the modifications of the Proposed Revised Project would not result in new or different hazards such as geometric design features or incompatible uses. Impacts would be less than significant. Implementation of Mitigation Measures TR-1 to TR-3 and TR-5 would still apply to reduce hazards for the project, consistent with the impact conclusion in the Adopted IS/MND. However, Mitigation Measures TR-4 may no longer apply because the Wood Street parking lot would be removed as part of the Proposed Revised Project, which would reduce impacts. Bike facilities may no longer be

needed to accompany the new users to the area that would use the parking lot. The Proposed Revised Project would not result in inadequate emergency access because impacts would continue to be temporary and short-term, and construction activities and vehicles would not occur on key collector roads. Construction vehicles would not be allowed to park on key collector roads or block emergency vehicles, as indicated in the Adopted IS/MND.

Phase 2 of Segment 3 would include construction of a separate bridge from Frontage road westward over the railway to link up to Segment 4. The bridge would be a 460-foot prefabricated steel truss bridge over UPRR right of way. The columns for the proposed bridge will be within the Caltrans ROW and Port of Oakland surface easement to avoid disruption of rail operations and to adhere with geometric guidelines associated with rail. Minor disruptions are anticipated when the bridge is erected using cranes. Flaggers will be needed on the ground and all lines will need to closed for short duration during bridge erection. Contractor will need to work with UPRR, BNSF, passenger and freight rail operators to identify the feasible time for complete track closure. There would be limited closures to passenger and freight rail during bridge erection. As described in Section 1.8, AMM TRANS-1 will require the preparation and implementation of a Railway Disruption Control Plan which will be developed and implemented in coordination with passenger and freight rail operators and users, UPRR and BNSF. This measure will be effective in minimizing the disruption of passenger and freight rail services during project construction. With implementation of AMM-TRANS-1, disruption to rail operations will be minimized and would avoid significant adverse temporary effects to freight or passenger rail operations. This mitigation measure would not result in secondary impacts because it is anticipated that all identified improvements would occur within existing rights-of-way or within the project footprint.

The Proposed Revised Project would not result in any new significant impacts related to transportation and traffic, nor would it substantially increase the severity of any previously identified significant impacts. Therefore, the Proposed Revised Project would not change the analysis or conclusion reached in the Adopted IS/MND with regard to transportation and traffic.

# 2.18 Tribal Cultural Resources

## 2.18.1 2023 West Oakland Link IS/MND

The Adopted IS/MND included a records search for previously recorded resources and reports within a 0.5-mile buffer of the Approved Project Site. The records search found no precolonial resources within the APE; one precolonial resource was identified as a former shellmound within the 0.5-mile buffer. Historic maps to supplement the records search dating to 1876 and 1895 show that the APE previously existed partially within the open water of the San Francisco Bay and marshland. Native American consultation under Assembly Bill 52 was initiated in September 2020 and included a search of the Sacred Land File (SLF) and an updated contact list from the NAHC. Letters containing the project description and location were sent in October 2020. An updated SLF search and contact list was requested in April 2022 to update the archaeological survey report, and ICF emailed letters to all listed contacts. Follow-up calls and emails were conducted in July 2022. The effort resulted in responses from two listed contacts. Other than the recommendations regarding cultural sensitivity training and monitoring, no tribal resources, sacred lands, or any other resources or specific areas of concern were discussed as part of consultation efforts.

The Adopted IS/MND found that the Approved Project's impacts on tribal cultural resources would be less than significant. The review of existing records and historic maps indicated that the APE has low potential for prehistoric resources; however, the presence of sacred lands in the vicinity of the APE suggests that the potential exists for previously undiscovered tribal cultural resources (as defined in CEQA Section 21074.2) to be encountered during demolition or construction activities associated with the Approved Project. Any such buried deposits may be eligible for listing in the California Register of Historical Resources (CRHR) and therefore significant. AMM CUL-1 and AMM CUL-2 are in place to ensure proper protocols to protect any inadvertent discoveries encountered during project-related ground disturbance and proper and respectful treatment of human remains. With adherence to AMM CUL-1 and AMM CUL-2, impacts related to tribal cultural resources would be less than significant with mitigation.

**AMM CUL-1: Stop Work if Buried Cultural Resources Are Discovered**

During project construction, the Bay Area Toll Authority (BATA)/Caltrans, or construction contractor will ensure that work is stopped work if buried cultural resources are inadvertently discovered during ground-disturbing activities. Buried cultural resources include, but are not limited to, chipped or ground stone, historic debris, building foundations, or human bones. If there is evidence of such resources, work will stop in that area and within 100 feet of the find until a qualified professional archaeologist can assess the significance of the find and develop appropriate treatment measures in consultation with the BATA/Caltrans and construction contractor. BATA/Caltrans and construction contractor will be responsible for ensuring that treatment measures are implemented prior to the resumption of construction on that portion of the site. If discovered resources include human bones, implementation of **AMM CUL-2** is also required

**AMM CUL-2: If Human Remains Are Discovered, Comply with State Laws Relating to Human Remains.**

If human bones or remains are inadvertently discovered during project construction, BATA/Caltrans, or construction contractor, will ensure that work is stopped work if buried cultural resources are inadvertently discovered during ground-disturbing activities. Consequently, if any human remains are discovered or recognized in any location other than a dedicated cemetery, there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains (1) until the County Coroner has been informed and has determined that no investigation as to the cause of death is required and (2), if the remains are of Native American origin:

- The coroner will then contact the Native American Heritage Commission, and the commission will then designate a Most Likely Descendant (MLD).
- The MLD has made a recommendation to the landowner or the person responsible for the excavation work regarding the means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods, as provided in PRC Section 5097.98.

## 2.18.2 Proposed Revised Project

The Proposed Revised Project would include additional areas on or near San Francisco Bay, which would extend the APE; however, the revised records search for the Adopted IS/MND included the Maritime Street ramp Segment 4 area and the Burma Road Segment 5 extension area within the 0.5-

mile radius and found no previously recorded archaeological sites within the vicinity of Segment 4 or Segment 5. In addition, the historic maps indicate low sensitivity for precolonial resources for the area. Similar to much of the project area, the revised Maritime Street ramp in Section 4 and the extension along Burma Road for Segment 5 is within a historically wetland/marsh area that extends into the bay and therefore has low potential for precolonial resources. All other Proposed Revised Project elements are within the Adopted IS/MND APE. Potential discrepancies between the Approved Project and the Proposed Revised Project and the impact on buried cultural resources, including human remains, would be less than significant with application of AMM CUL-1 and AMM CUL-2, as outlined above.

The Proposed Revised Project would not result in new or different environmental impacts related to tribal cultural resources, substantially increase the severity of the previously identified environmental impact related to tribal cultural resources, or require new mitigation measures. No new information has emerged that would change the analyses or conclusions set forth in the Adopted IS/MND.

# 2.19 Utilities and Service Systems

## 2.19.1 2023 West Oakland Link IS/MND

The Adopted IS/MND found that the Approved Project would not exceed wastewater treatment requirements, require construction of new water or wastewater treatment facilities, or require expansion of existing facilities because the Approved Project would require a minimal amount of water, such as that associated with a water fountain. There would be no impact. The Approved Project would also have no impact on water supplies because it would require only small quantities of water for irrigation of drought-resistant native plants, which would not require new or expanded water entitlements. If available, recycled water would be used before potable water is considered.

The Adopted IS/MND found that the Approved Project would have less-than-significant impacts related to the generation of solid waste in excess of local standards. The Approved Project would generate solid waste from debris and asphalt removal during construction; however, compliance with the City's Construction and Demolition (C&D) Recycling Ordinance and SCA 81 would ensure that the Approved Project would not affect landfill capacity. As such, the Approved Project would comply with statues and regulations related to solid waste. The impacts would be less than significant.

## 2.19.2 Proposed Revised Project

The Proposed Revised Project is located generally along the same pathway through the same developed urban area as the Approved Project. However, it includes certain changes and refinements. Similar to the Approved Project, the Proposed Revised Project would not require construction of new water or wastewater treatment facilities. Construction of the Proposed Revised Project would generate solid waste during debris and asphalt removal, but this would very likely be a lower amount because the Proposed Revised Project would not include the Wood Street parking lot. The generation of solid waste from the Proposed Revised Project would also be minimal and would comply with the City's C&D Recycling Ordinance, SCA 81, and other statues and regulations related to solid waste, which would reduce impacts to a less-than-significant level.

The Proposed Revised Project would not result in any new significant impacts related to utilities and service systems, nor would it substantially increase the severity of any previously identified impacts. Therefore, the Proposed Revised Project would not change the analysis or conclusion reaching in the Adopted IS/MND with regard to utilities and service systems

# 2.20 Wildfire

## 2.20.1 2023 West Oakland Link IS/MND

The Adopted IS/MND discussed impacts related to adopted emergency response plans/emergency evacuation plans in Section 2.92 in *Hazards and Hazardous Materials*, which found implementation of the Approved Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; impacts on emergency response would be less than significant.

The Adopted IS/MND found that the Approved Project would have no wildfire-related impacts because the Approved Project is not located within or near a CAL FIRE Fire Hazard Severity Zone (FHSZ), State Responsibility Area (SRA), or Local Responsibility Area (LRA). The Approved Project area is located in an urban built-up area surrounded by primarily urban and industrial uses. The Approved Project also would not exacerbate wildfire risks because there would be no construction of residential housing that would include or require the installation of infrastructure such as roads, fuel breaks, emergency water sources, power lines, or other utilities or expose structures to downstream flooding or landslides that would result in post-fire slope instability or drainage changes.

## 2.20.2 Proposed Revised Project

A discussion of impacts related to adopted emergency response or emergency evacuation plans is in Section 2.9, *Hazards and Hazardous Materials,* Impact HAZ-f.

The Proposed Revised Project is not located within a CAL FIRE FHSZ, SRA, or LRA. The Proposed Revised Project is generally within the same footprint as the Approved Project, within an urban built-up area surrounded by primarily urban and industrial uses. The modifications of the Proposed Revised Project would have the same construction and operational characteristics, which would not result in new or different impacts that would expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Similar to the impact conclusions for the Approved Project in the Adopted IS/MND, no impacts would occur.

The Proposed Revised Project would not result in new or different significant environmental impacts related to wildfire, substantially increase the severity of the previously identified environmental impact related to wildfire, or require new mitigation measures. No new information has emerged that would change the analyses or conclusions set forth in the Adopted IS/MND.

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# Chapter 3
# **Conclusion**

This addendum analyzes the Proposed Revised Project, which involves changes to the West Oakland Link Project and compares the potential impacts to the conclusions of the Approved IS/MND. This analysis was completed to determine the requirement for further environmental documentation pursuant to CEQA Guidelines Sections 15162, 15163 and 15164. This analysis has identified no new or substantially more severe impacts from Proposed Revised Project compared with those identified and evaluated in the Approved IS/MND. Mitigation measures identified in the Approved IS/MND would be applied to Proposed Revised Project, where applicable, to reduce or avoid significant impacts. With the application of these previously identified mitigation measures, no new significant impacts or substantial increases in the severity of previously identified impacts, requiring revisions to the Approved IS/MND, would occur. No new mitigation measures are required for adoption and implementation of the Proposed Revised Project.

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# Chapter 4
# Determination

Based on the analysis and discussion presented in this document, no supplemental or subsequent environmental analysis is needed pursuant to CEQA Guidelines Sections 15162, 15163, and 15164. It is concluded that the analysis conducted, and the conclusions reached, in the IS/MND certified in January 2023 remain valid. The Proposed Revised Project would not cause any new significant impacts or any substantial increases in the severity of a previously identified significant effect. No changes have occurred with respect to circumstances surrounding the Approved Project that would cause a significant environmental impact to which the Proposed Revised Project would contribute considerably. In addition, no new information has become available that shows that the Approved Project or the Proposed Revised Project would cause significant new environmental impacts. Therefore, no supplemental environmental review is required beyond this addendum.

Date of Determination

I do hereby certify that the above determination has been made pursuant to state and local requirements.