

## 2.16 Recreation

	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 2.16.1 Environmental Setting

#### 2.16.1.1 Existing Conditions

##### Parks and Recreational Facilities

Existing recreation facilities that are owned and operated by the City of Oakland Parks and Recreation Department in the West Oakland area include Raimondi Park, Cypress Freeway Memorial Park, 14<sup>th</sup> Street Pocket Park, and Willow Street Mini Park (City of Oakland 2014a). The closest park is Raimondi Park, which is located adjacent to the Project area on the south side of 20<sup>th</sup> Street, between Wood Street and Campbell Street. Raimondi Park has a playground and is used for active recreation, such as baseball and football activities. Artwork in Cypress Freeway Memorial Park, located on Mandela Parkway at 14<sup>th</sup> Street, honors responders to the collapsed Cypress freeway during the 1989 Loma Prieta earthquake, many of whom were West Oakland residents (Oakland Wiki 2014). The 14<sup>th</sup> Street Pocket Park, between Palisade Drive and Zephyr Drive, and Willow Mini Park at 14<sup>th</sup> Street are approximately 0.5 mile from the Project.

Existing recreational facilities within the project facility that are owned and operated by the East Bay Regional Parks District comprise the Judge John Sutter Regional Shoreline, which is approximately 1,500 feet west of the Project area on Burma Road.

Although not a designated park, the Mandela Parkway median is designated open space and is considered green space by the City (Miller pers. comm.). Mandela Parkway provides an attractive parkscape in a highly industrialized setting. Mandela Parkway is 1.3-mile-long roadway, extending from 8<sup>th</sup> Street to 32<sup>nd</sup> Street in West Oakland where the Cypress Freeway was located. A wide median, which varies in width from 65 feet to 110 feet, separates the two northbound and two southbound lanes of vehicular traffic and Class II bicycle lanes. The median includes a wide meandering bicycle/pedestrian path, approximately 14 acres of landscaping, lighting, sculptures, benches, drinking fountains, and a memorial to the victims and rescuers of the 1989 Loma Prieta Earthquake (the Cypress Freeway Memorial Park described above) (**Figure 2.1-2e, Photo 9**).

The City of Oakland has 12 planning areas, 10 of which have permanent populations. The Project is in the West Oakland planning area. The City of Oakland OSCAR element defines 10 park classifications for the City of Oakland and specifies service levels for some of these park types. The Project is a linear park, defined as “a trail that either provides a connection between two areas or provides linear access to a linear

feature such as a shoreline or creek, or both” The size range varies, the service area depends on the size of the parks served, and the service goal is to provide a linear park where possible along creek and shoreline areas and within major medians (City of Oakland 1996).

## Bicycle and Pedestrian Paths

The Project area is served by a robust bicycle network. According to the 2014 Oakland Bikeways map (City of Oakland 2014c), two primary bicycle paths are near the Project area: the Bay Bridge Trail (called the Bay Bridge Path on the Bikeways map) and the Mandela Parkway bike lane and median with bicycle/pedestrian path. As shown in **Figure 1-3**, the Project would connect to the Bay Bridge Trail on the west end and Mandela Parkway on the east end, including a Class IV bike lane along West Grand Avenue between Mandela Parkway and San Pablo Avenue.

These two primary bicycle paths have the following local connections, which lead to a greater bicycle network.

- Bay Bridge Trail
  - Shellmound Street bike lane
  - 40<sup>th</sup> Street bike lane to Mandela Parkway bike lane
  - Horton Street bike boulevard
- Mandela Parkway bike lane
  - 32<sup>nd</sup> Street bike boulevard
  - 14<sup>th</sup> Street bike lane
  - 8<sup>th</sup> Street bike lane
  - 7<sup>th</sup> Street path from Wood Street eastward to Middle Harbor Shoreline Park
  - 7<sup>th</sup> Street bike lane and 7<sup>th</sup> Street arterial bike route

Both the Bay Bridge Trail and Mandela Parkway are segments of the regional Bay Trail (**Figure 2.16-1**). An existing path follows Mandela Parkway and turns onto 8<sup>th</sup> Street and 3<sup>rd</sup> Street, and a proposed path leads from the Bay Bridge to Maritime Street, and branches from there to lead under the I-80/I-580 interchange to Shellmound Street (City of Oakland 2014b). The Bay Trail is a series of existing and planned regional hiking and bicycle trails. When complete, it will provide a 500-mile connected trail network around the San Francisco and San Pablo Bays. It will connect with the shoreline of all nine Bay area counties, link 47 cities, and cross the major toll bridges. Over 70 percent of the Bay Trail’s ultimate length has been completed (San Francisco Bay Trail 2020). On January 27, 2022, the San Francisco Bay Trail Project approved the addition of the West Oakland Link to the spine alignment of the Bay Trail System (Lo pers. comm. 2022).

### 2.16.1.2 Regulatory Setting

#### Federal and State

There are no federal or State laws or regulations that pertain to recreational resources as addressed in this section.

# Bay Trail Map

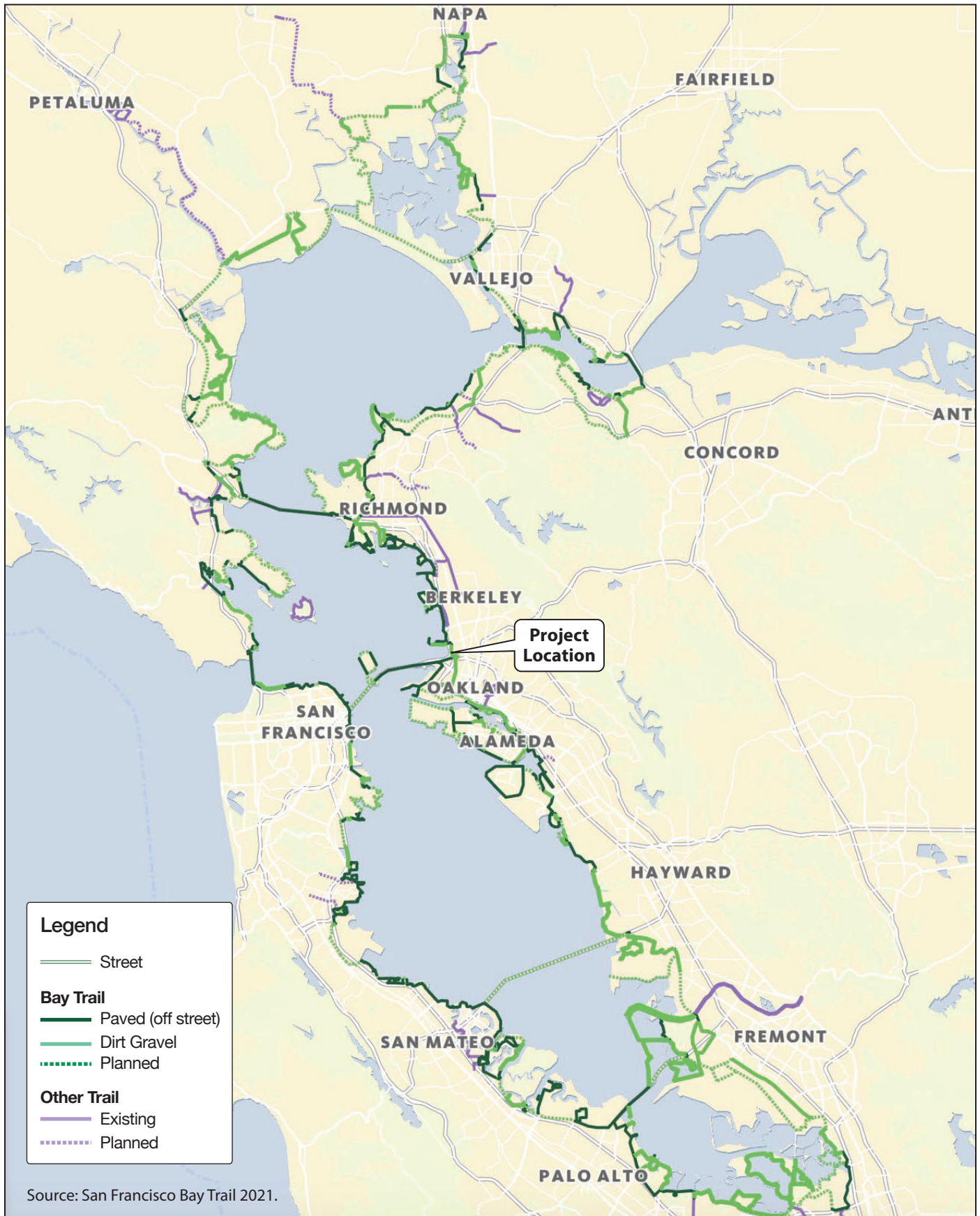


Figure 2.16-1

## West Oakland Link

## Regional and Local

### City of Oakland General Plan Open Space, Conservation, and Recreation Element

In addition to several policies listed in Aesthetics Section 2.1.1.2, the OSCAR includes the following policies relevant to the Project and recreation.

- **Policy REC-2.4: Offsite Conflicts.** Manage park facilities and activities in a manner which minimizes negative impacts on adjacent residential, commercial, or industrial areas.
- **Policy REC-3.3: Park Location Factors.** Consider a range of factors when locating new parks or recreational facilities, including local recreational needs, projected operating and maintenance costs, budgetary constraints, surrounding land uses, citizen wishes, accessibility, the need to protect or enhance a historic resource, and site visibility.

### West Oakland Specific Plan

The West Oakland Specific Plan (WOSP) describes the open spaces and parklands that currently exist in West Oakland and the types of urban spaces and parklands that would support urban and community growth in West Oakland as envisioned by City planners. West Oakland includes both traditional city parks as well as other types of urban shared spaces, such as waterfronts, linear parks, outdoor markets, and urban farms. Several urban planning efforts are listed in the WOSP as being consistent with the WOSP. The Gateway Project, including the Link leading to the new Bay Bridge, is described as being “generally consistent with principles of this [WOSP]. It would provide additional open space resource for the community and would create another West Oakland amenity that could attract new development” (City of Oakland 2014b).

### City of Oakland Bicycle Master Plan

The Bicycle Master Plan includes a planned bicycle lane and bicycle path leading from Mandela Parkway along Grand Avenue to the Bay Bridge approach (City of Oakland 2007). The following policies and actions are relevant to the Project and recreation.

- **BMP Policy 1A: Bikeway Network.** Develop and improve Oakland’s bikeway network.
  - **Action 1A.9 – Bicycle Path Security:** Where appropriate, consider security and monitoring mechanisms such as lighting, video cameras, call boxes, emergency access, and bicycle patrols along paths in isolated areas.
  - **Action 1A.12 – Regional and Inter-regional Bikeways:** Work with partner agencies to support the development of regional and inter-regional bikeways.
- **BMP Policy 1D: Parking and Support Facilities.** Promote secure and conveniently located bicycle parking at destinations throughout Oakland.
  - **Action 1D.5 – Security:** Identify security and monitoring mechanisms for bicycle parking including lighting, video cameras, call boxes, and security patrols.

### City of Oakland Pedestrian Master Plan

The following policies and actions are relevant to the Project and recreation.

- **PMP Policy 2.1: Route Network.** Create and maintain a pedestrian route network that provides direct connections between activity centers.
  - **Action 2.1.1.** Improve existing connections across/under freeways to activity centers using lighting, acoustics, and other design features.

- **Action 2.1.2.** Develop a system of signage for pedestrian facilities including walkways and trails.
- **Action 2.1.8.** To the maximum extent possible, make walkways accessible to people with physical disabilities.
- **PMP Policy 3.1: Streetscaping.** Encourage the inclusion of street furniture, landscaping, and art in pedestrian improvement projects.
  - **Action 3.1.4.** Include pedestrian-scale lighting in streetscaping projects.

## 2.16.2 Discussion of Potential Impacts

### a. **The Project would have a less-than-significant impact on the use of existing parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.**

Construction of the Project would not adversely affect or cause a substantial increase in the use of nearby parks and other recreational facilities. The number of construction workers onsite who might use nearby recreational facilities during their break times for the 24-month construction period is expected to be minor and is not expected to cause physical deterioration in nearby parks, open spaces, and trails, or create a need for new or expanded recreational facilities. Therefore, the impact of Project construction on nearby recreational facilities is less than significant.

Project operation would improve access to the area. However, it would not result in an increase in population that would result in increased use of or need to expand existing recreational facilities. The Project would not displace any facilities, requiring expansion of existing or new recreational facilities. Further, pedestrian and bicyclist use of the Link is not expected to cause increase the use of neighborhood parks. Therefore, the impact of the Project on nearby recreational facilities during Project operation is less than significant.

### b. **The Project would have a less-than-significant impact as a result of requiring the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.**

The Project does not require the construction or expansion of recreational facilities. This Project is itself a recreational project with independent utility. This Initial Study evaluates and discloses environmental effects associated with this Project and identifies mitigation to reduce all potentially significant effects to a less-than-significant level. Therefore, this impact is less than significant.

Together with the proposed Judge John Sutter Regional Shoreline project, the Project provides an integrated recreational facility. The WOSP states that this integrated recreational facility is “generally consistent” with the WOSP.

## 2.16.3 Mitigation Measures

No mitigation measures.