

2.21 Mandatory Findings of Significance

	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2.21.1 Discussion of Potential Impacts

- a. **Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?**

As discussed in Section 2.4, *Biological Resources*, the Project area is highly disturbed and developed. Most of the vegetation consists of non-native plant species and limited landscaping, including trees. There is no suitable habitat for special-status plant or fish species and no high-quality habitat for wildlife species. There is one area beneath I-880 on the south side of West Grand Avenue that supports an earthen drainage ditch, which contains dense cattail (*Typha* spp.) vegetation along the length of the channel.

The earthen ditch is considered a water of the State and a potential water of the United States because of its vegetation, location near the Bay, and direction of flow toward the Bay. The ditch could be affected if stormwater treatment facilities are located in this area. Also, ground disturbance and construction activities could also contribute to the spread of invasive plants identified in the Project area and contaminants in stormwater runoff. These impacts would be reduced to a less-than-significant level with implementation of **Mitigation Measures BIO-1** (Install Environmentally Sensitive Area Fencing), **BIO-2** (Avoid Placement of Stormwater Treatment Facilities in Area of Wetland Habitat), **BIO-3** (Avoid the Introduction and Spread of Invasive Plants), **BIO-4** (Develop and Implement Worker Awareness Training), and **HYD-1** (Toxic Materials Spill Prevention and Response Plan). In addition, the Project could remove trees being used by nesting birds or considered protected by the City. These impacts would be reduced to a less-than-significant level with implementation of **Mitigation Measures BIO-5** (Implement Nesting Bird Impact Avoidance Measures) and **BIO-6** (Conduct a Tree Survey and, if Protected Trees Are Identified, Comply with City’s Protected Tree Ordinance).

Therefore, with implementation of the aforementioned mitigation, the Project would not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.

b. Does the project have impacts that are individually limited but cumulatively considerable?

The Project would have impacts that are individually limited but, when considered together with other projects, could contribute to cumulatively considerable impacts. This discussion first describes the other projects considered and then evaluates the Link's contribution to cumulative impacts. As described below, the Project would not result in a substantial contribution to cumulative impacts.

Other Projects Considered

The City of Oakland's Major Projects List²⁰ was used to determine other projects considered for the cumulative analysis. Projects located within two blocks of the Project area are described briefly below. Although not on the Major Projects List, the list of projects below also includes completion of the Judge John Sutter Regional Shoreline and the Bay Bridge Forward Phase 2 projects. The locations of these projects are shown in **Figure 2.21-1**.

- **West Oakland Specific Plan.** This specific plan, approved in 2014, supports more mixed-use development and transit options in West Oakland, in the area west of I-980, south of I-580, east of I-880, and north of the Port of Oakland (City of Oakland 2020).
- **2011–2195 Wood Street (Wood Street Development Area 8).** The development area is the block bounded by Wood Street, Frontage Road, West Grand Avenue, and 20th Street. Planned development on the 2.54-acre block includes 235 residential units and 13,615 square feet of commercial space. The development application has been filed with the City.
- **Bay Bridge Forward Phase 2.** This project is expected to open in mid-2022 and provide additional access and operational improvements for carpools and buses by converting the existing westbound right shoulder on West Grand Avenue between the I-580 eastbound on-ramp and the intersection of West Grand Avenue with Frontage Road to an HOV/bus lane. A multi-use path for bicyclists and pedestrians is planned for construction on the south side of West Grand Avenue between Maritime Street and Mandela Parkway as well.
- **Judge John Sutter Regional Shoreline Buildout.** A portion of the Judge John Sutter Regional Shoreline (formerly known as Gateway Park) project has been completed, providing a 22.5-acre park along the shoreline just south of the east span of the Bay Bridge. There are additional park developments included in the approved Judge John Sutter Regional Shoreline project east of the regional shoreline that have not been built yet. The West Oakland Link would provide a connection from West Oakland to the existing regional shoreline as well as future park development when completed.
- **Oakland Army Base Area Redevelopment Plan.** The Oakland Army Base (OAB) Area Redevelopment Plan covers approximately 1,800 acres, including the area surrounding the 430-acre former OAB in West Oakland. The 1,800-acre area is bounded by I-80 on the north, Wood Street on the east, and the Oakland Inner, Middle, and Outer Harbors on the west and south. The information in this discussion is based on environmental documentation (City of Oakland 2002; LSA 2012).

²⁰ Available: <https://www.oaklandca.gov/topics/major-development-projects>. Accessed: November 6, 2020.

The 1,800-acre redevelopment area is divided into the three following sub-districts:

- The OAB Sub-District (470 acres) includes the 430-acre former OAB. It is further subdivided into the 228-acre Gateway development area owned by the City, Port, and Caltrans and the 241-acre Port development area. Plans for the Gateway development area include approximately 2,347,000 square feet of light industry, office/R&D, warehouse/distribution, and retail uses. Plans for the Port development area include new maritime terminals, expanded rail space, and realignment of Maritime Street.
- The Maritime Sub-District (1,290 acres) comprises the Port's industrial maritime area plus a freeway right-of-way and miscellaneous non-Port parcels. Plans include new maritime terminals, terminal reconfiguration, maritime support, expanded rail space, and realignment of Maritime Street.
- The 16th/Wood Sub-District (41 acres) comprises a crescent-shaped area of current and former industrial lands located between I-880, Wood Street, 9th Street, and 26th Street. Plans include 1,743,300 square feet of light industry, office R&D, and retail space as well as 374 live/work units.

In 2002, the EIR for the OAB Area Redevelopment Plan was certified; the plan adopted in 2002. The EIR identified significant and unavoidable impacts for aesthetics, air quality, biology, cultural resources, and transportation/traffic.

Since the 2002 EIR, amendments to the OAB Area Redevelopment Plan have been studied. These included the Auto Mall Project in 2006 (not pursued), Maritime Street Relocation in 2006 (decided not to realign Maritime Street as proposed in 2002), Aggregate Recycling and Fill Project in 2009 (not pursued), and the 2012 Oakland Army Base Project.

The **2012 Oakland Army Base Project** is proposed development of a 370-acre the portion of the redevelopment area that generally encompasses the former OAB. In 2006, approximately 170 acres of the former OAB was transferred to the City, with 200 acres going to the Port. The proposed development for both the City-owned and Port-owned areas is collectively known as the 2012 Oakland Army Base Project. **Figure 2.21-2** shows the Gateway development area and the Port development area in the OAB Sub-District; it shows the Gateway development area has been further subdivided into Gateway West, Central, East and North.

The primary differences between the 2012 Oakland Army Base Project and what was proposed for the same geographic location in the greater OAB Area Redevelopment Plan are described below. The predominant land use shifted from office/R&D to warehouse/distribution and maritime-related logistics uses. The 2012 Oakland Army Base Project proposes up to approximately 2.5 million square feet of warehouse/distribution and maritime-related logistics uses (instead of 300,000 square feet) and 175,000 square feet of office/R&D (instead of 1.5 million square feet). North Gateway area has 407,160 square feet of indoor recycling facilities instead of light industrial uses. In the Central Gateway area near the Maritime Street/Burma Road intersection, there is a commemorative area to memorialize Bay Area civilian and military contributions to World War II, the Korean War, and the Vietnam War. Up to nine billboards were added along Grand Avenue and I-880. Maritime Street will not be realigned; it will be improved with intersection controls, bicycle and pedestrian paths, repaving, and landscaping. Additional differences and changes in circumstances since the 2002 EIR are described in the 2012 Oakland Army Base Project Initial Study/Addendum (LSA 2012).

Redevelopment has proceeded in certain parts of the former OAB, including new buildings east of Maritime Street and south of I-580, in the area south of the West Oakland Link alignment.

Cumulative Projects

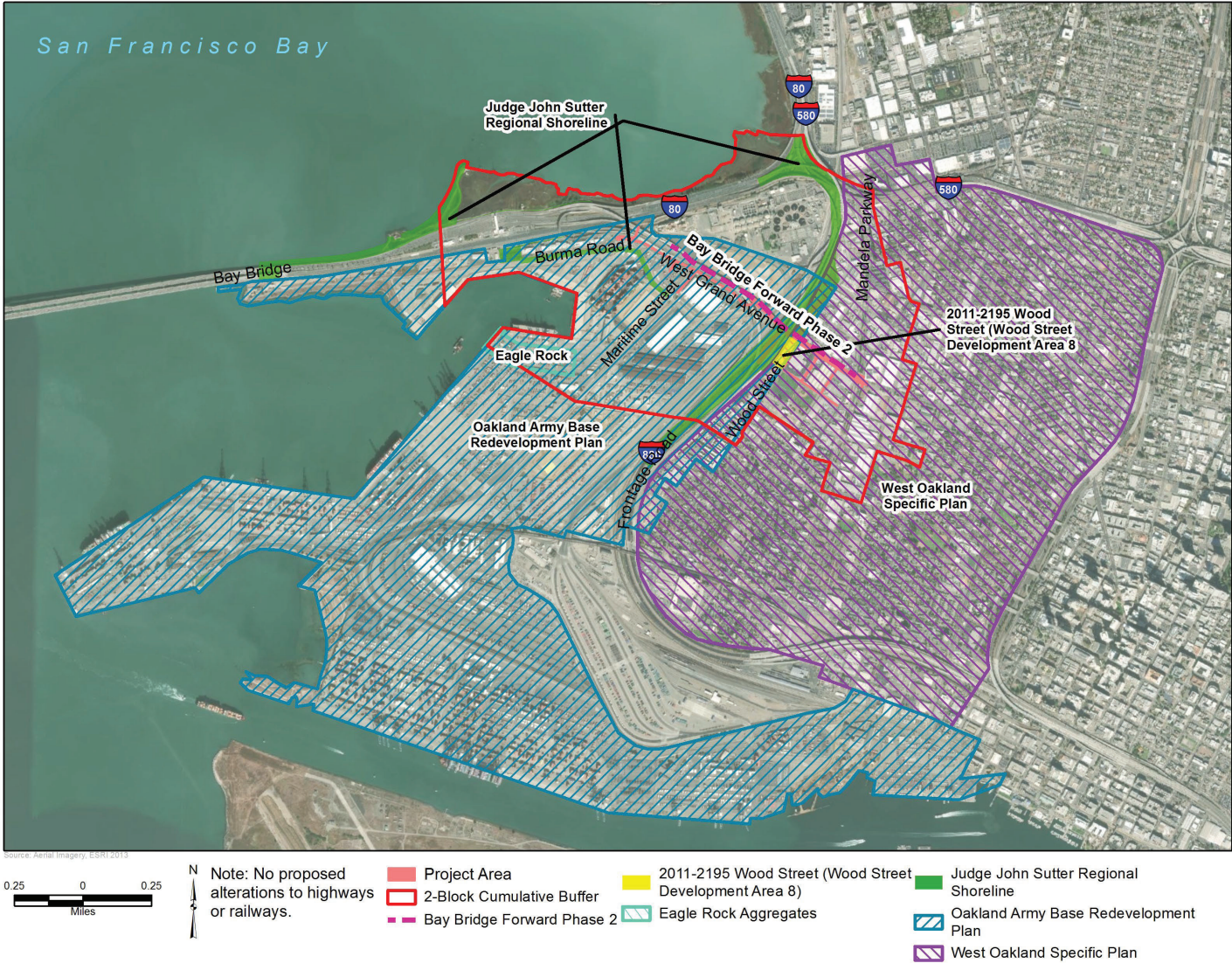


Figure 2.21-1

West Oakland Link



Hereinafter, the OAB Area Redevelopment Plan and the 2012 Oakland Army Base Project will be collectively referenced as the OAB projects.

- **Eagle Rock Aggregates Oakland Terminal Project.** The Eagle Rock Aggregates Oakland Terminal Project would create a marine terminal at the Port of Oakland that would import, store, and distribute bulk construction aggregates (i.e., sand and gravel) (Port of Oakland 2020). The Eagle Rock Aggregates Oakland Terminal Project would assist in meeting current and projected needs for sand and gravel in the greater Bay Area. The Project site would use Berth 22 for vessel and barge operations and approximately 18 acres of Berth 20, 21, and 22 backlands for stockpiling and distributing construction aggregates. The Project site is approximately 18 acres in size and generally bounded by the Outer Harbor to the north and west, 14th Street and the Outer Harbor Terminal to the south, and Maritime Street to the east. The Project site lies within the boundary of the OAB Area Redevelopment Plan. Under typical operating conditions, the project would include 48 ocean-going vessel calls per year, 76 barge calls per year, and up to 375 haul trucks per day (Port of Oakland 2020). The West Oakland Link project is approximately 0.4 miles north of the proposed terminal location.

Evaluation of Cumulative Impacts

The following discussion describes the Project's potential contribution to cumulative impacts for each of the primary issues for which the Project resulted in a potential impact. The issues for which there would be no impact (Agriculture, Land Use and Planning, Mineral Resources) are not discussed in this section.

- **Aesthetics.** Cumulative impacts could result from a change in visual character, altered views, and increased light and glare, primarily from the OAB projects, which include new lighted billboards. As described in Section 2.1, *Aesthetics*, the Project was determined to have a less-than-significant impact on aesthetics. The new elevated structure would not change the visual character or impede views in the area because it would be alongside other larger elevated roadway structures constructed of similar materials, such as West Grand Avenue. As such, the Link would effectively blend with views, or views of the Link would be obscured by other transportation facilities. The Project would include trash removal and graffiti control, as required by City SCAs (16, Trash and Blight Removal, and 17, Graffiti Control), and it would also be required to meet City standards regarding landscaping (18, Landscaping Plan). Although the Project would include low-level lighting, it would be negligible compared to existing conditions and would not introduce a substantial source of light and glare. Further, the City SCA 19, Lighting Plan, requires that exterior lighting fixtures for all projects be adequately shielded to a point below the light bulb and reflector to prevent unnecessary glare onto adjacent properties. Lastly, the project would also be consistent with the West Oakland Planning Area Strategy within the OSCAR because the proposed Project would improve shoreline access, create connections to parks in West Oakland, and include street tree planting to help "green" the city. Overall, the Project would be consistent with local regulations governing scenic quality, would not negatively affect scenic roadways, and would not result in a substantial change in light or glare. Therefore, the Project would not result in a substantial contribution to cumulative impacts.
- **Air Quality.** Cumulative impacts could result from construction-related diesel emissions, diesel emissions from Port operations and trucking activities, and vehicular emissions from passenger vehicles and delivery trucks.

The Project would contribute to construction-related emissions and vehicular emissions from people traveling to the Wood Street parking lot to use the new Link. The analysis in Section 2.3, *Air Quality*, is inherently cumulative. As indicated in the analysis, Project emissions from construction and operation would be well below BAAQMD thresholds of significance which are designed to account

for cumulative effects. As required by the City SCAs for all construction projects, the Project would implement Mitigation Measure AQ-1, Implement the BAAQMD Basic Control Measures to Control Construction-Related Dust and to Reduce Exhaust Emissions during Construction. The impact of construction emissions on existing sensitive receptors in West Oakland would be less than significant.

However, a new multi-family residential building is planned for construction at 2011–2195 Wood Street. To reduce health effects from existing sources of pollution in the area (e.g., I-80, Port of Oakland, trains), the Wood Street project would be required to comply with the City SCAs. These conditions of approval would require the Wood Street project sponsor to choose one of two options. The first was to prepare a Health Risk Assessment (HRA). If health risks are below acceptable levels, then no further measures are needed. If risks are above acceptable levels, then the Wood Street project sponsor would need to implement approved HRA recommendations. Alternatively, the Wood Street project sponsor can choose to implement all of the measures listed in the City’s SCAs.

Although the planned building adjacent to West Grand Avenue is not currently built or occupied, it is possible that it will be constructed and occupied by the time construction of the Project commences. As such, construction of the Project could adversely affect future occupants (i.e., sensitive receptors) at the 2011–2195 Wood Street building through emissions of toxic air contaminants (TACs). The primary TAC of concern associated with project construction is DPM, which is a carcinogen emitted by diesel internal combustion engines. Construction activities would generate DPM and could expose adjacent receptors at the Wood Street building to significant health risks. DPM concentrations would be dramatically reduced as the distance between construction activities and sensitive receptors increases, however. Given the linear nature of the Project, it is not anticipated that construction activity would occur next to the Wood Street building for a prolonged period of time. Nevertheless, the proximity of Project construction activity to sensitive receptors warrants mitigation. With implementation of Mitigation Measure AQ-2, future construction activity in proximity to the Wood Street building or other reasonably foreseeable projects with sensitive receptors would require an evaluation for its health risk effect on those receptors. Health risks from Project construction that are above the applicable BAAQMD thresholds would necessitate implementation of additional measures to reduce impacts on sensitive receptors to a less-than-significant level.

The Eagle Rock Aggregates Oakland Terminal Project, which is currently going through environmental review, would add criteria pollutant and TAC emissions (including diesel particulate matter [DPM]), associated with diesel equipment associated with marine vessels, onshore equipment, and trucks at the terminal location as well as DPM emissions associated with truck travel to and from the terminal to destination locations. The Draft EIR for the Eagle Rock project describes the project air quality effects and proposed mitigation. Concerning construction, as discussed above, the BAAQMD thresholds are designed with cumulative effects in mind and the West Oakland Link project would have emissions below the BAAQMD thresholds with Mitigation Measures AQ-1 and AQ-2, so would not contribute considerably to significant cumulative air quality impacts during construction, include those that may result from the Eagle Rock project, if approved and implemented. While the Eagle Rock project would increase operational diesel-related emissions in proximity of the West Oakland Link project, the West Oakland Link project would have limited operational criteria pollutant emissions (associated with travel to the parking lot on Wood Street) but they would be below the BAAQMD thresholds, which account for cumulative effects, and thus the West Oakland Link project would not contribute considerably to significant cumulative criteria pollutant emissions impacts, including those that may result from the Eagle Rock project. Finally, operationally, the West Oakland Link project would not result in more than minimal operational TAC emissions given that the only operational emissions are related to passenger vehicles accessing the Wood Street parking lot,

and thus the West Oakland Link would not contribute considerably to significant cumulative TAC emissions, including those that may result from the Eagle Rock project.

Therefore, with the implementation of Mitigation Measures AQ-1 and AQ-2, the Project would not result in a substantial contribution to cumulative impacts.

- **Biological Resources.** Cumulative impacts could result from the spread of invasive species at the expense of special-status species, the degradation of drainages and waters that could affect habitat value of special-status species and sensitive communities, and the loss of protected trees, which could affect protected nesting migratory birds. These impacts would be reduced by implementing site-specific best management practices and other measures determined by appropriate permitting resource agencies in compliance with federal, state, and local regulations such as the federal Clean Water Act Sections 404 and 401. The Oakland Protected Trees Ordinance and SCAs (43, Tree Removal During Breeding Season; 44, Tree Removal Permit; 45, Tree Replacement Plantings; and 46, Tree Protection During Construction) apply to all the projects to reduce impacts on protected trees and nesting birds. In addition, as described in Section 2.4, *Biological Resources*, implementing the following mitigation measures ensures the Project would have a less-than-significant impact and would not result in a substantial contribution to cumulative impacts: BIO-1 (Install Environmentally Sensitive Area Fencing to Protect the Sensitive Natural Communities, Including Earthen Drainage Ditch), BIO-2 (Avoid Placement of Stormwater Treatment Facilities in Area of Wetland Habitat), BIO-3 (Implement Measures to Avoid the Introduction and Spread of Invasive Plants), BIO-4 (Develop and Implement Worker Awareness Training), BIO-5 (Implement Nesting Bird Impact Avoidance Measures), BIO-6 (Conduct a Tree Survey and, if Protected Trees Are Identified, Comply with Requirements of City's Protected Trees Ordinance).
- **Cultural Resources.** Cumulative impacts could result from development that adversely affects historical resources, including those within the former Oakland Army Base Historic District and the West Oakland Historic District and determined eligible for the National Register of Historic Places and California Register of Historical Resources. The Project would not result in the demolition of any buildings or structures that could be considered historical resources. Other projects that require a demolition permit would be required by the City of Oakland to make a good-faith effort to relocate buildings considered contributors to the historic district, in compliance with Policy 3.7 of the Historic Preservation Element. As described in Section 2.5, *Cultural Resources*, the Project would result in minor alterations to the existing setting of six identified historic resources in the West Oakland Historic District. However, because the setting has already been significantly altered, introducing the Link would not affect the historic integrity of the setting. Therefore, the Project would not result in a substantial contribution to cumulative impacts.

The cumulative geographic context for archaeological resources and human remains is the immediate vicinity of the Project site, which is the area where construction activities, including ground-disturbing activities, could encounter archaeological resources and human remains that may be present on or near the site.

Similar to the proposed Project, all cumulative projects would be required to implement measures to ensure that project activities would not result in the inadvertent destruction of an archaeological resource and that discovery procedures pertaining to human remains would be implemented. Nonetheless, cumulative impacts on archaeological resources and human remains could be significant because the reasonably foreseeable projects involve ground-disturbing activities that have the potential to uncover archeological resources, including human remains, during project construction.

However, **AMM CUL-1** (Stop Work if Buried Cultural Resources Are Discovered) and **AMM CUL-2** (If Human Bones Are Discovered, Comply with State Laws Related to Human Resources) would

ensure that the proposed Project's contribution to cumulative impacts on archaeological resources and human remains would be less than cumulatively considerable.

- **Energy.** The cumulative setting for energy is typically the service area of the energy providers (i.e., EBCE and PG&E). The cumulative projects identified above, as well as other future development, could result in a change in the demand for energy or result in the use of large amounts of fuel, water, or energy or use these in a wasteful manner, which would be considered a significant cumulative impact. As discussed in Section 2.6, *Energy*, the Project would include energy-efficient components that would support implementation of applicable plans related to renewable energy or energy efficiency and would not conflict with or obstruct implementation of a state or local plan for renewable energy or energy efficiency. In addition, the Project would not result in the inefficient, wasteful, or the unnecessary consumption of energy resources during construction or operation. Therefore, the proposed Project would not result in a cumulatively considerable impact on energy.
- **Geology and Soils.** Potential cumulative impacts for geology and soils do not extend far beyond a project's boundaries because such impacts are typically confined to specific locations and do not combine to create a cumulative impact. The exception to this would occur where a large geologic feature (e.g., fault zone, massive landslide) might affect an extensive area or where the development effects from the Project could affect the geologic stability of an off-site location. As described in Section 2.7, *Geology and Soils*, these circumstances are not present on the Project site.

Potential cumulative impacts for paleontological resources extend to sensitive geologic units. Other projects planned or approved in the cumulative impact study area could also disturb sensitive paleontological resources. However, the Project as well as other projects would be required to conform to the City's SCAs for paleontological resources. Therefore, the Project would not result in a substantial contribution to cumulative impacts on paleontological resources.

- **Greenhouse Gas Emissions.** Cumulative impacts could result from construction related greenhouse gas (GHG) emissions generated from tailpipe exhaust (e.g., equipment, employees' vehicles, haul trucks) and electricity usage (e.g., office trailers) and operational GHG emissions generated from new vehicle trips and electricity usage. As stated in Section 2.8, *Greenhouse Gas Emissions*, the Project would result in a minor amount of construction related GHG emissions from diesel-powered equipment. Mitigation Measure GHG-1 (Implementing the BAAQMD Measures to Reduce Greenhouse Gas Emissions during Construction) would ensure that this impact would be less than significant and would not result in a substantial contribution to cumulative impacts. The Project would also generate operational GHG emissions from the new vehicle trips associated with using the Wood Street parking lot and the low-level lighting along the Link and in the parking lot. As stated in Section 2.8, *Greenhouse Gas Emissions*, the Project would facilitate future connections to downtown San Francisco and thus serve as the foundation for more connected bicycle infrastructure in the future. Consequently, the Project's increase in operational GHG emissions is not considered to be significant because, overall, the Project may result in a beneficial effect by contributing to the development of infrastructure that would not require motorized vehicles between Oakland and Treasure Island (and ultimately San Francisco). Therefore, the Project would not result in a substantial contribution to cumulative impacts.
- **Hazards and Hazardous Materials.** Potential cumulative impacts do not extend far beyond a project's boundaries because such impacts are typically confined to specific locations and do not combine to create a cumulative impact. However, because there has been a substantial amount of industrial and transportation land uses historically in West Oakland, particularly in the OAB area, construction activities in this area could contribute to a cumulative impact by releasing hazardous materials into the environment during construction. All construction projects are required to comply

with City SCAs (42, Hazardous Materials Related to Construction) prior to the commencement of demolition, grading, or construction. Other SCAs pertain to redevelopment of historically industrial or commercial buildings if the site has been identified in City records regarding hazardous materials or identified on the state Cortese List.

As described in Section 2.9, *Hazards and Hazardous Materials*, two sites are identified as “recognized environmental concerns” for the Project, one on the north side at the EBMUD site and one on the south side at the OAB. Implementing the City’s SCAs and Mitigation Measures HAZ-1 (Prepare a Phase II Environmental Site Assessment) and HAZ-2 (If Contaminated Soils Exist On-site, Implement Engineering Controls and Best Management Practices to Minimize Exposure to during Construction) would ensure that the impact would be less than significant and exposure would not extend beyond the Project boundaries. Therefore, the Project would not result in a substantial contribution to cumulative impacts.

- **Hydrology and Water Quality.** Potential cumulative impacts are related to degrading the quality of local and regional surface water bodies (including San Francisco Bay) and groundwater. There could also be cumulative impacts associated with constructing facilities that would be at risk from flooding associated with sea-level rise.

As described in Section 2.10, *Hydrology and Water Quality*, the Bay is listed as impaired on the CWA Section 303(d) list, and 13 locations have been identified as having major groundwater pollution in the East Bay Palin Groundwater Basin. Construction and operation of the projects identified for the cumulative analysis could result in stormwater runoff that is a source of contamination in the Bay or other nearby surface waters, including drainages. Projects would be required to comply with state, regional and local regulations in place to protect water quality (refer to Section 2.10.1.2). If a project results in more than 1 acre of ground disturbance, a SWPPP is required, which dictates implementation of several best management practices to protect water quality and minimize the potential for contamination of groundwater. The Alameda Countywide Clean Water Program sets impervious area thresholds, requiring projects to implement permanent stormwater treatment.

As discussed in Section 2.10, potential impacts of the Project on surface water and groundwater quality would be less than significant with implementation of Mitigation Measure HYD-1 (Prepare and Implement a Toxic Materials Spill Prevention and Response Plan) and compliance with permitting requirements specified in the NPDES Construction General Permit, Caltrans’ Statewide NPDES Stormwater Permit, municipal stormwater requirements, dewatering requirements, and local stormwater ordinances, including the Oakland Grading Ordinance and Oakland SCAs. To mitigate for stormwater runoff from increased impervious surfaces, the Project includes 0.93 acre of stormwater treatment, either vegetated flow-through treatment areas or bio-treatment basins. Therefore, the Project is not expected to result in a substantial contribution to degrading the quality of local and regional surface water bodies.

As described in Section 2.10, projected sea-level rise would result in worsened coastal flooding that could affect infrastructure in West Oakland. Sometime between 2050 and 2100, sea-level rise may be 5 feet or greater. It is possible that sea walls or levees will be constructed to protect new and existing infrastructure such as I-80, the toll plaza, EBMUD facilities, and Port facilities west of I-880 as well as homes and businesses east of I-880. Most of the Link would be an elevated structure that would not be at risk from flooding. However, the at-grade portions of the Link and Wood Street parking lot could be flooded daily with high tides, which would prevent facility use and cause permanent damage to the facilities. Implementation of Mitigation Measure HYD-2 (Include Protection of Bike Link Facility in Planning Protection for Other Transportation Facilities) would reduce this impact to less than significant. Therefore, the Project is not expected to result in a substantial contribution to

constructing facilities at risk from sea-level rise and thus creating a new burden regarding flood protection.

- **Noise.** The Project would not result in long-term increases in operational noise, except a slight increase from traffic redistribution due to closing Willow and Campbell Streets to through traffic. However, cumulative impacts could result from construction-related noise and therefore must be assessed. Noise from construction would be highly localized, intermittent, and temporary. Oakland has several Standard Conditions of Approval that apply to all construction projects. Applicable SCAs include 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 requirement of 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). Because the Project would comply with the local restrictions on construction noise and because construction activities would follow the City's SCAs, Project construction noise would not be expected to combine with construction noise effects from other projects and result in a cumulative construction noise impact. With regard to potential construction noise impacts from the Project on cumulative projects, a new multi-family residential project has been approved to be constructed at 2011–2195 Wood Street. Although this project is not built at this time, it is an approved project and therefore is considered a cumulative receptor for the purposes of this analysis. This project would be located along Wood Street, south of West Grand Avenue. The residential structure would be as close as approximately 50 feet from construction activities for the elevated path along West Grand Avenue and approximately 60 feet from in-road at-grade construction activities along Wood Street. At a distance of 50 feet, pile driving can result in a noise level of approximately 94 dBA Leq. Combined noise from a concrete saw, pile driver, and sand blaster for construction of supporting columns for the elevated path section could result in a noise level of approximately 96 dBA Leq at a 50-foot distance. For construction of the at-grade portions of the Project site, construction noise from a concrete saw, jackhammer, and sand blaster could result in a noise level of 91 dBA at 50 feet. Therefore, should the residences at the new 2011–2195 Wood Street project be occupied during Project construction, residents may be exposed to elevated noise levels. However, as described under the analysis of direct Project construction impacts, construction would be short term, and noise and vibration effects would cease upon completion of the Project. In addition, Project construction activities would comply with the City's SCAs. Because the Project would comply with the local restrictions on construction noise and because construction activities would follow the City's SCAs, noise impacts from Project construction on cumulative projects would be less than significant.
- **Population and Housing.** As described in Section 2.14, *Population and Housing*, the Project would not remove housing or induce population growth, either directly by proposing new residential units or business or indirectly by extending roads or infrastructure. The Link would provide a connection between two existing segments of the Bay Trail and improve bicycle and pedestrian access in West Oakland. However, it would not remove an obstacle to growth or otherwise induce population growth. Therefore, the Project would not result in contribution to cumulative impacts.
- **Public Services.** Potential cumulative impacts include increased demand for police and fire service. Projects that would result in population increases, through residential or business development, would generate a greater demand for police and fire service than the proposed Project. Because patrols of the Link would not result in a demand for new fire or police protection facilities, the impact would be less than significant and would not result in a substantial contribution to cumulative impacts.

- **Recreation.** The Project would add cumulative local recreational capacity and infrastructure that would serve West Oakland and the San Francisco Bay Area. This represents a cumulative net beneficial effect on recreational infrastructure.
- **Transportation.** Cumulative impacts could result from construction-related traffic and an increase in hazards because of a geometric design feature or incompatible uses. As indicated in the analysis, construction-related traffic may temporarily reduce roadway capacities and increase congestion in the Project vicinity as well as disrupt access to existing land uses and parking. As required for all construction projects, compliance with Oakland SCA 74 (Construction Activities in the Public Right-of-Way) would ensure that this impact would be less than significant.

The Project would also result in an increase in hazards at the West Grand Avenue/Frontage Road/I-80 Ramps intersection, West Grand Avenue/Mandela Parkway (northbound), at the existing Bay Bridge Trail below the I-880/I-80 connection, between the Wood Street parking lot and the Link, and at the Segment 4 switchback, as described in Section 2.17. Mitigation Measures TR-1 through TR-5 would reduce these impacts to less than significant. Therefore, with implementation of mitigation measures, the cumulative transportation impact would also be less than significant because geometric hazards would be avoided in the cumulative condition.

- **Tribal Cultural Resources.** The cumulative geographic context for tribal cultural resources is the immediate vicinity of the Project site, which is the area where construction activities, including ground-disturbing activities, could encounter tribal cultural resources that may be present on or near the site.

The cumulative projects in the vicinity of the Project site would be constructed on infill sites in highly disturbed areas. It is likely that the cumulative projects would be constructed on sites where the ground surface has been disturbed and/or covered with fill and gravel. Similar to the proposed Project, all cumulative projects would be required to implement measures to ensure that project activities would not result in the inadvertent destruction of a tribal cultural resource and that discovery procedures pertaining to human remains would be implemented in case of discovery. Nonetheless, cumulative impacts on archaeological resources and human remains could be significant because the reasonably foreseeable projects involve ground-disturbing activities that have the potential to uncover archeological resources, including human remains, during project construction.

However, **AMM CUL-1** (Stop Work if Buried Cultural Resources Are Discovered) and **AMM CUL-2** (If Human Bones are Discovered, Comply with State Laws Related to Human Resources) would ensure that the proposed Project's contribution to cumulative impacts on archaeological resources and human remains would be less than cumulatively considerable.

- **Utilities and Service System.** Potential cumulative impacts include construction-related solid waste impacts, particularly from projects with substantial demolition and grading (cut). All construction projects are required to comply with Oakland's Construction and Demolition Debris Waste Reduction and Recycling Ordinance and SCA 35 (Waste Reduction and Recycling). This would ensure that the Project would not affect landfill capacity. Therefore, the Project would not result in a substantial contribution to cumulative impacts.
- **Wildfire.** Potential cumulative impacts related to the Project have to do with the potential for the Project to substantially impair an adopted emergency response plan or emergency evacuation plan. As described in Section 2.20, *Wildfire*, during construction activities, the Project would be required to comply with applicable requirements set forth by the Alameda County Emergency Operations Plan and other County and City regulations. In addition, because the Project would be constructed in phases, it must comply with the City's SCA to implement a Fire Safety Phasing Plan. Therefore, the proposed Project is not expected to contribute to any cumulative impacts on wildfire hazards.

c. Does the project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?

During construction activities, workers could be exposed to dust and hazardous materials on the Project site. These exposures have the potential to have adverse effects on human beings. Implementation of **Mitigation Measure AQ-1** (Implement BAAQMD Basic Construction Mitigation Measures) would reduce the exposure to dust. Implementation of Mitigation Measure AQ-2 (Prepare a Health Risk Assessment prior to Construction near the Wood Street Residences and Implement Risk Reduction Measures (as necessary) would reduce potential construction health risks relative to future residential development adjacent to the project alignment. Implementation of **Mitigation Measures HAZ-1** (Prepare Phase II ESA), **HAZ-2** (If Contaminated Soils Existing On-site, Implement Engineering Controls and Best Management Practices to Minimize Exposure), and **HYD-1** (Prepare and Implement a Toxic Materials Spill Prevention and Response Plan) would reduce the potential adverse effects on construction workers. Therefore, the Project would not cause a substantial adverse effect on human beings.