FRUITVALE & DIMOND AREAS

Priority Conservation Area APPLICATION

The Fruitvale and Dimond Areas constitute an Urban Greening PCA due to a mix of green space, recreational opportunity, and restoration potential in the midst of current and former environmental contamination. The PCA is bounded by Interstate 880 on one side and follows many of the same boundaries of the existing PDA of the same name. Similar to other proposed PCAs which it abuts, the Fruitvale and Dimond Areas PCA has a history of industry and burden of air pollution from freeway traffic. The area is also a Community of Concern with significant park deficits and food access concerns.

The PCA qualifies as Urban Greening because of its benefits to **Community Health, Climate & Resilience** and **Recreation**. It would co-benefit Water Supply & Quality and Wildlife Habitat.

The entire Fruitvale and Dimond Areas PCA is considered a Community of Concern by the Metropolitan Transportation Commission, defined as having a high concentration of minority and low-income residents. All but the southern end of the PCA experiences a Park Deficit, according to Oakland's Open Space, Conservation, and Recreation Element of the General Plan. Fortunately, the PCA does contain several smaller parks, which are considered by the City of Oakland as Parks within a Community of Concern and Parks within Areas of Park Deficit. The entirety of the PCA east of International Blvd. are census tracts defined by the USDA as Low Income-Low Access to Food, because at least 70% of the residents must travel more than 0.5 miles to reach a healthy food source such as a grocery store. Thus parks like Garfield and Cesar Chavez Park are crucial to protect as Parks within Low Income Low Access to Food Census Tracts. By conserving existing green space with carbon storage potential, this PCA benefits Climate and Resilience. It benefits Community Health by increasing park and food access in a Community of Concern.

Almost all of the PCA has been defined by the California EPA as Environmentally Disadvantaged Communities, found to be in the 75th percentile of the EnviroScreen due to their disproportionate share of pollution. Bounded by Interstate 880 on one side, much of the PCA falls within a 1,000 ft. Freeway Buffer. Along the freeway are High Particulate Levels, above Bay Area Air Quality Management District thresholds as laid out in Plan Bay Area for 2040. Many of the lots between I-880 and International Blvd. are Old Industrial Land, used for industrial purposes prior to 1968 that may contain PCBs and mercury, and flagged by the Alameda County Clean Water Program for potential stormwater contamination. Much of the area continues to have industry, and thus there are several patches of Residential Areas within 300 ft. of an Industrial Zone, mapped by the City of Oakland. In spite of these challenges, there are existing and future components that could enhance the environmental health of the neighborhoods. Major Urban Corridors like Fruitvale Ave. intersect the area that connect regional parks to the Estuary, and which allow for enhanced street tree plantings. One of the city's only two Priority Streams (Sausal Creek), determined by the Conservation Lands Network as a focal point for substantial protection, flows

through the PCA boundaries. Additional Open Creeks, above-ground portions of creeks mapped by Oakland watershed staff, flow through the PCA on their way to the Bay. Projects to conserve and enhance these water features benefit Community Health by greening areas expected to experience urban heat island effect, and co-benefit Water Supply & Quality and Wildlife Habitat. Enhancing these creeks and improving the streetscape along 12th St. (BART to Bay Trail Connector) will benefit Recreation. Because parcels in the southwest corner of the PCA, where creeks join on their way to the Bay, are predicted by NOAA to be threatened by a potential five-foot Sea Level Rise, protecting this area will guard against hazard risk from climate change and benefit Climate & Resilience.