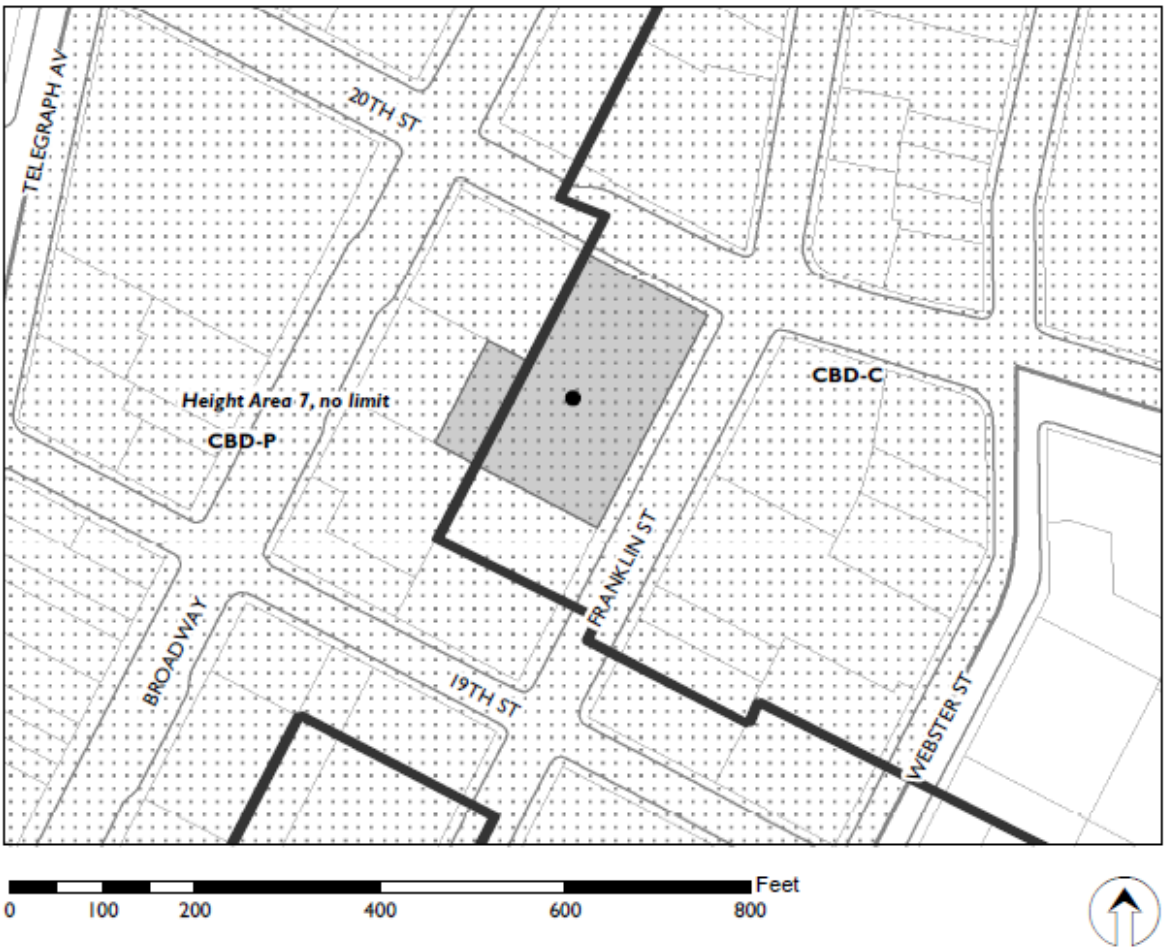
Location:	**415 20th St**
Assessor's Parcel Number(s):	**PLN008063800711**
Proposal:	New construction of an office tower with 862,048 gross square feet of office floor area with a maximum height of 623 feet. The tower would include 38 floors consisting of primarily office use, in addition to a ground-level lobby with indoor and outdoor space alongside retail. The project would accommodate 262 automobile parking stalls in a four level, above-ground, podium-style parking garage; and an approximately ½-acre open landscaped amenity space atop the vehicular parking podium and a landscaped observation deck on the topmost floor.
Applicant:	415 20th Street, LLC 1970 Broadway, Suite 400 Oakland, CA 94612
Contact Person/ Phone Number:	Kevin Chow, 415-399-6221
Owner:	415 20th St LLC
Case File Number:	PLN20092
Planning Permits Required:	Regular Design Review for construction of a non-residential building; Major Conditional Use Permit for a project exceeding 200,000 sf. and 250 feet of height; Minor Variances to the maximum 5' setback to allow: 1) setbacks of 33 feet on 20th St and 13' on Franklin St., and 2) setback of 33 feet within the first 35 feet of vertical building height on 20th St.
General Plan:	Central Business District
Zoning:	CBD-P/CBD-C (Central Business District Pedestrian Retail Commercial Zone/Central Business District General Commercial Zone)
Environmental Determination:	A CEQA Analysis was prepared which concluded that the project qualifies for: (1) an exemption per Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183 (Projects Consistent with a Community Plan or Zoning); (2) streamlining provisions under Public Resources Code Section 21094.5 and CEQA Guidelines Section 15183.3 (Streamlining for Infill Projects); and (3) tiering off Program EIRs and EIRs prepared for redevelopment projects per CEQA Guidelines Section 15168 (Program EIRs) and Section 15180 (Redevelopment Projects).
Historic Status:	No OCHS rating
City Council District:	District 3
Staff Recommendation	Approval of the project subject to attached conditions of approval.
Finality of Decision:	Appealable to City Council
For Further Information:	Rebecca Lind (510) 672-1474rlind@oaklandca.gov

CITY OF OAKLAND PLANNING COMMISSION



Case File:	PLN20092
Applicant:	415 20th Street, LLC
Address:	415 20th Street
Zone:	CBD-P, CBD-C
Height Area:	7, no limit

SUMMARY

Hines Development Group has filed an application with the Bureau of Planning to develop a 38-story office building that would include approximately 862,048 gross square feet of office floor area with a maximum height of 623 feet. The project includes a ground-level lobby with indoor and outdoor space incorporating an outdoor café. The project is located in the Central Business District General Plan land use area at the corner of 20th and Franklin Streets and is located in both the Central Business District-C and Central Business District –P Zone. The project requires a Minor Variance from the maximum setback on the 20th Street frontage to allow a 33-foot rather than a 5-foot maximum setback.

On January 21 and March 23, 2021, the proposal appeared before the Design Review Committee, during which the Committee recommended design modifications prior to the item moving forward to the full Planning Commission for consideration. The design recommendations were incorporated into the revised project. Staff recommends approval, subject to the attached findings and conditions of approval.

PROPERTY DESCRIPTION

The subject property consists of a 1.03-acre parcel (44,901 square feet) with an existing 82,900-square-foot, four-story office building, an accessory single-story structure, and a surface parking lot containing approximately 12 parking spaces. The site is currently occupied by Oakland Scientific facility which provides laboratory space for Lawrence Berkeley Laboratory. The mix of land uses surrounding the site includes banking, general office and parking.

PROJECT DESCRIPTION

The proposed project includes demolition of an existing four-story office building, existing single-story accessory structure and surface parking. New construction of a 601-feet-tall office tower with 38 floors and approximately 1,074,000 gross square feet of space is proposed. The project's footprint of 41,000 square feet would cover approximately 91.3 percent of the project site. The building would include two components. The bottom component is a podium structure with a footprint of approximately 35,000 square feet at the ground floor and 38,000 square feet above the ground floor that would contain levels two through six of the building. The upper component would be on top of the podium and would be a smaller-profile tower, with a footprint of approximately 27,000 square feet, which would contain the office uses in levels 7 through 38.

Uses on the site would include office, automobile parking, bike parking, retail and/or restaurant, office lobby, and private open space. Approximately 862,048 square feet would be dedicated to office space, which would be the dominant use; approximately 2,279 square feet of ground floor space would be for retail/café space; 149,091 square feet for auto parking; 5,420 square feet for the office lobby; and the rest of the space dedicated to other auxiliary and support.

Entry is from both Franklin St. and 20th St. The parking garage entry is on Franklin St. Although parking is not required, the project includes 262 spaces in the parking garage. 156 bicycle parking spaces are also provided. The top floor of the parking garage is designed to allow conversion to other uses.

The project would result in construction of the tallest building in Oakland (approximately 200 feet taller than the Ordway Building, located at 2 Kaiser Plaza, which is 404 feet tall).

GENERAL PLAN ANALYSIS

The proposed project is consistent with and implements the City of Oakland General Plan Land Use and Transportation Element (LUTE).

The LUTE, promotes the Downtown as a regional "Hub" for government service, high technology and institutional uses in the community (Objective I/C1.6) and provides direction to encourage new high quality development and enhance the downtown by supporting visually attractive development (Objective D.2, Policy D2.1). Policy D8.1 specifically prioritizes the location adjacent to the 19th Street BART station for high intensity office development.

The site is designated Central Business District (CBD) Land Use Designation. The intent of the CBD designation is to "*encourage, support, and enhance the downtown area as a high-density, mixed-use urban center of regional importance and a primary hub for business, communications, office, government, high technology, retail, entertainment, and transportation in Northern California."*

The project conforms to the following LUTE policies and objectives.

Objective D2

Enhance the visual quality of downtown by reserving and improving existing housing stock and encouraging new, high quality development. quality of downtown.

Policy D2.1 Enhancing the Downtown.

Downtown development should be visually interesting, harmonize with its surroundings, respect and enhance important views in and of the downtown, respect the character, history, and pedestrian-orientation of the downtown, and contribute to an attractive skyline.

Objective D8

Build on the current office nodes near the 12th and 19th Street BART stations to establish these locations as the principal centers for office development in the city.

Policy D8.1 Locating Office Development.

New large scale office development should be primarily located along the Broadway corridor south of Grand Avenue, with concentrations at the 12th Street and 19th Street BART stations. The height of office development should respect the Lake Merritt edge. Small scale offices should be allowed throughout the downtown., including the downtown neighborhoods when compatible with the character of surrounding development.

The proposed project complies with the LUTE by:

- Replacing a four-story commercial/office building and surface parking lot with a new 38-story office tower;
- Contributing a visually interesting building, adding new height to the city skyline, providing amenities within the building such as roof gardens, and restaurant/ retail activity at the street level.
- Conforming to the Floor Area a Ratio of 20:1 allowed in the CBD zoning designation.
- The proposed Project is consistent/conforms with the above referenced policies and objectives and the general intent of the Central Business District land use designation by constructing a new office building above a commercial ground floor on a major commercial street within the downtown core within walking distance to the 12th Street, 19th Street and Lake Merritt BART stations.

ZONING ANALYSIS

The majority of the project site is within the Central Business District Commercial (CBD-C) Zone and a small portion of the parcel in the southwest corner of the project site is within the Central Business District Pedestrian Retail Zone (CBD-P). The CBD-C Zone permits a variety of commercial and office activities at all levels of buildings, while the CBD-P Zone is intended to enhance the Central Business District through ground-floor pedestrian-oriented, active storefront uses. The entire parcel is within the CBD Height Area 7, which permits unlimited height and a maximum floor area ratio (FAR) of 20.0. The following table compares the proposed project with the development standards:

Zoning Analysis Table (includes only applicable regulations):

STANDARDS	REQUIREMENTS	PROPOSAL	Complies
Zone Intensity	The maximum FAR is 20.0.	20.0 FAR	Yes
Minimum Front Setback	0 foot	5 feet setback to building columns 12 feet setback to the lobby façade 2.5 feet to the garage wall.	Yes
Maximum setback for the first story	5 feet in the CBD-C zone.	20th Street is 32.5 feet, and Franklin Street is 12.5 feet.	Minor Variance req'd
Minimum Interior Side Setback	0 foot	Approximately 2 feet.	Yes
Rear Yard Setback	0 foot	Approximately 2 feet.	Yes
Maximum Building Base Height	120 feet	85 feet	Yes
Maximum Building Tower Height	No height limit	623 feet (top of crown)	Yes
Building Base	100% of site area.	The building base covers approximately 92% of the lot.	Yes
Lot Coverage Above the Base	85% of site area	Approximately 60%	Yes

Maximum average area of floor plates	No maximum.		26,875-sf (floor levels 6 to 38)	Yes
Maximum tower elevation length	No maximum.		537.5 feet (lower podium to top of crown)	Yes
Maximum tower diagonal length	No maximum.		250 feet	Yes
Façade transparency	55%		East elevation 65% North Elevation 82%	Yes
Minimum Height of Ground Floor	15 feet		35 feet is provided.	Yes.
Minimum Parking	No requirement		Total of 252 parking spaces in all four garage levels.	Yes
Maximum Parking	1/ 500 sf of office floor area 1,724 spaces allowed		252 parking spaces in all four garage levels	Yes
Off-Street Loading for	Three (3) loading		Four (4) covered loading berths	Yes
Bicycle Parking Office Use Retail / Café Uses	**Long Term**: **Short Term**: **Long Term**: **Short Term**	**90** **45** **2** **2**	106 spaces 45 spaces 2 spaces 3 spaces	Yes

KEY ISSUES AND IMPACTS

Design Review

The building generally meets design standards for a tower in the CBD zone, including height, bulk and massing.

The proposed tower design emphasizes dominant structural elements that form an "X" pattern across the façade, combined with strong vertical columns and a glass and metal curtain wall. The applicant describes these elements as an "external expression of the building's structural response to seismic safety, intentionally expressed on the exterior". The design is intended to respond to the City of Oakland's existing industrial traditions.

The building base contains similar design details as the building tower. A visual break is created at the podium level by the proposed open space and deck amenities as well as the blue back painted glass used on the podium roof. The tower is also narrower above the 6th floor podium. These design elements provide some differentiation between the base and the middle of the building. The 6th floor roof garden and open space provide a visual amenity and include an internal service retail component. The building's perimeter columns and structural bracing create a visual extension of the building edge around the outdoor lobby, while remaining permeable and open to the public.

The proposed ground floor design relies on a large exterior recessed plaza on both the 20th St. and Franklin St. sides of the building providing both a corner element and ground-level activity. The

building's perimeter columns and structural bracing create a visual extension of the building edge around the outdoor lobby, while remaining permeable and open to the public.

At this 20th St. and Franklin St. location, the corner treatment is critical to the success of the design concept and to the integration of the tower to the street. The proposed design incorporates bicycle parking, a café with movable transparent walls, landscaping, elevators and street furniture in the plaza intended to create a public space with a "living room" character.

The building top design features a lighted crown of white vertical and diagonal accents and white vertical columns down the façade for approximately two floors. An observation deck is included in the top design.

Design Review Committee

This item appeared before the Design Review Committee (DRC) on January 21st and March 23rd of 2021. The comments at the DRC meeting focused on recommendations to:

- Ensure the execution of the ground floor plaza is well thought out to create an activated space.
- Identify views from key vantage points, including from Lake Merritt and the skyline coming off of the Bay Bridge.
- Provide alternatives for the top of building from a design perspective and address any potential bird issues with lights or open area.
- Add artistic elements on the parking podium to add visual interest.

All of the recommendations from the Committee have been incorporated into the redesigned proposal before the full Planning Commission.

Major Conditional Use Permit

Projects with more than I00,000 square feet of new floor area, or have a height of over 250 feet trigger a Major Conditional Use Permit pursuant to Planning Code Section 17.53.030 and require the approval of the Planning Commission. This project meets both criteria: it has 862,048 gross square feet of office floor area and a maximum height of 623 feet.

Community members and Design Review Committee members raised several issues concerning the design and operating characteristics of this project including questions about traffic generated by a project of this scale, potential shadow and wind impacts, concerns about potential bird way impact, and operational issues impacting the adjacent neighborhood during construction.

The project is an appropriate fit in the proposed downtown location and meets the Conditional Use Permit criteria based on data generated during project review and incorporated into the appendices of this report:

- The project will not have an impact on transportation (See CEQA Analysis Attachment D. p. 146 and p. 395.
- The project will not have a shadow or wind impact (See CEQA analysis Attachment D p.45, p.197 (Shadow), and p.218 (Wind).
- The project will not have an historic resource impact (See CEQA Analysis Attachment D. p. 76 and p.337).
- Project design was modified to include a 10-foot high wind screen. This design feature can be seen on the project plans on page 16.

- Bird flyway design was addressed through modification to the building crown adding subdued lighting, and is also addressed through the City's Standard Conditions of Approval.
- Project management during construction is regulated through best practices for construction management and required as part of the City's Standard Conditions of Approval.

Minor Variances of the Maximum Setback

The proposal requires two variances of the required 5-foot maximum setback.to accommodate construction of the plaza entry at the corner of 20th Street and Franklin and to allow location of the building wall behind the perimeter columns on Franklin.

- The proposed setback on the 20th street façade is 33 feet on at least 50 percent of the frontage. On Franklin Street, the proposed building is located approximately 8 feet behind the perimeter columns resulting is a setback of 13 feet. The design includes substantial perimeter columns located within 5 feet of the property line, but these columns are not connected by a continuous street wall on the street side. The columns are freestanding at the corner of 20th St and Franklin, and define the edge of the plaza. On Franklin, the building wall is located at the back of the columns where it creates a streetwall approximately 13 feet from the property line.

- The building wall at the interior of the plaza extends vertically approximately 32 feet to create an open and large volume entry space at the corner of 20th Street and Franklin. A separate code requirement regulates the equivalent of the second or third story of the building, up to a height of 35' to meet the maximum setback of 5 feet.

The intent of the maximum setback in the CBD Zone is to locate buildings close to the property line in a way that creates a continuous street wall and supports active entries on an activated street front. Staff supports approval of the variance because the proposed plaza design creates an alternative activity node at the corner of 20th and Franklin and a potential public amenity that addresses this intent.

ENVIRONMENTAL DETERMINATION

The 1998 Land Use and Transportation Element EIR and the 2011 Central District Urban Renewal Plan Amendments EIR (both Program EIR) were considered for tiering analysis for the CEQA Review. Each of these documents is hereby incorporated by reference and can be obtained from the City of Oakland Bureau of Planning at 250 Frank H. Ogawa Plaza, Suite 3315, Oakland, California 94612 or online at: http://www2.oaklandnet.com/Government/o/PBN/OurServices/Application/EIR/index.htm

Applicable CEQA streamlining and/or tiering code sections are described below, each of which, separately and independently, provide a basis for CEQA compliance.

(1) the proposed project qualifies for an exemption per Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183 (Projects Consistent with a Community Plan or Zoning);

(2) the proposed project qualifies for streamlining provisions of CEQA under Public Resources Code Section 21094.5 and CEQA Guidelines Section 151833 (Streamlining for Infill Projects); and

(3) the proposed project qualifies to tier off Program EIRs and EIRs prepared for redevelopment projects per CEQA Guidelines Section 15168 (Program EIRs) and Section 15180 (Redevelopment Projects) as

none of the conditions requiring a supplemental or subsequent EIR, as specified in CEQA Guidelines Sections 15162 (Subsequent EIRs) and 15163 (Supplement to an EIR), are present.

CONCLUSION

Staff believes that the proposed project is well designed and helps to implement the land use vision for the Downtown. The project will add to the City skyline and continue to add to the emerging compact urban center in the downtown. The proposed conditional use permit is supportable because, given the amount of employment opportunity it provides, the traffic generation will have relatively little impact on traffic patterns in the downtown due to the high percentage on non-automobile trips anticipated. The location of the project facilitates a transit-oriented development that encourages workers to use alternative modes of transporatation. In addition, the effects on surrounding buildings and properties from shadow and wind impacts will not be significant despite the height of the building. Other potential spillover effects from the large development can be managed with best management practices administered through the Standard Conditions of Approval.

RECOMMENDATIONS:

1. Affirm staff's environmental determination.
2. Approve the Design Review, Conditional Use permit and Variances of the maximum setback standards subject to the attached findings and conditions.

Prepared by:

Rebecca Lind
Acting Planner IV

Reviewed by:

Catherine Payne, Acting Development Planning Manager
Bureau of Planning

Approved for forwarding to the
City Planning Commission:

Ed Manasse Deputy Director
Department of Planning and Building

ATTACHMENTS:

A. Findings
B. Standard Conditions of Approval
C. Mitigation Monitoring and Reporting Program (SCAMMRP)
D. CEQA Analysis
E. Project Plans May 5, 2021

ATTACHMENT A FINDINGS

This proposal meets all the required Design Review Criteria (Sections 17.136.050) and Conditional Use Permit Criteria (Section 17.134.050) and Variance Findings (Sections 17.148.050) as set forth below and which are required to approve the application. Required findings are shown in bold type; reasons the proposal satisfies them are shown in normal type. (Note: The Project's conformance with the following findings is not limited to the discussion below, but is also included in all discussions in this report and elsewhere in the record).

Section 17.136.050 Design Review Findings For Nonresidential Facilities and Signs.

1. That the proposal will help achieve or maintain a group of facilities which are well related to one another and which, when taken together, will result in a well-composed design, with consideration given to site, landscape, bulk, height, arrangement, texture, materials, colors, and appurtenances; the relation of these factors to other facilities in the vicinity; and the relation of the proposal to the total setting as seen from key points in the surrounding area. Only elements of design which have some significant relationship to outside appearance shall be considered, except as otherwise provided in Section 17.136.060;

The project is part of an emerging cluster of new high rise buildings that are redefining the downtown office district and implementing the General Plan vision of an intensive regional urban center in Oakland. The design and site planning uses the allowed bulk and high provision in the zoning code to create a big and bold building that together with other new projects will further define the area. The site plan and design use open space, landscaping, and plazas to create visual interest. The project will be viewed from public places, such as Lake Merritt. An observation deck at the top of the building will provide views outward over the City.

2. That the proposed design will be of a quality and character which harmonizes with, and serves to protect the value of, private and public investments in the area;
The quality of the design, and character created by the various amenity features will add value to the downtown and will set a high standard for future projects. The level of investment represented in this proposed building by development of significant leasable employment square footage will itself support the value of public and private investments in the area by increasing property value in the area and providing economic growth.

3- That the proposed design conforms in all significant respects with the Oakland General Plan and with any applicable design review guidelines or criteria, district plan, or development control map which have been adopted by the Planning Commission or City Council.
As noted in the General Plan and Zoning analysis section of the staff report, dated May 5, 2021, pages 4-6, and hereby incorporated by reference, the project conforms with the policies and regulations of the land use classification and the zoning district. The Central Business District designation and zoning encourages high intensity office building with a 2.0 Floor Area Ratio (FAR) and unlimited height, zero setbacks. The project also conforms with the building design guidelines in the CBD-2 and CBD-P, Planning Code section 17.56.040 in that the project design creates a clear base, middle and top, the project provides an activated street front with street level transparency that exceed 55% of the ground floor facades on 20th St and Franklin St. and conforms to the massing and lot coverage standard for upper story elements of buildings above the base.

SECTION 17.134.050-CONDITIONAL USE PERMIT FINDINGS:

1.That the location, size, design, and operating characteristics of the proposed development will be compatible with, and will not adversely affect, the livability or appropriate development of abutting properties and the surrounding neighborhood, with consideration to be given to harmony in scale, bulk, coverage, and density; to the availability of civic facilities and utilities; to harmful effect, if any upon desirable neighborhood character; to the generation of traffic and the capacity of surrounding streets; and to any other relevant impact of the development.

The proposed project will result in the tallest office tower in the downtown as of the date of this review. However, the scale of the development is anticipated in the General Plan and in the zoning regulations. The physical impact of the building in the area will not create undue impacts on the surrounding area. While traffic generated by the new office use is expected to increase, the number of trips occurring by automobile is expected to only be about 50%. The location of the building close to BART and other transit routes is well documented and high rates of transit, bicycle and pedestrian trips are anticipated. Trips will be further reduced by a mandatory Transportation Demand Management program implemented through the Project. The building will not have undue traffic, shadow or wind impacts on adjacent buildings due to its height as document in the CEQA Analysis technical reports addressing potential wind and shadow impacts., and as discussed in the staff report dated May 5, 2021. The design of the top of the building will accommodate bird collision prevention measures, consistent with the Standard Condition of Approval addressing that topic. Operating conditions during construction will be regulated through Standard Conditions of Approval requiring a construction management plan, which is the requirement the City places on every project of this scale.

2.That the location, design, and site planning of the proposed development will provide a convenient and functional living, working, shopping, or civic environment, and will be as attractive as the nature of the use and its location and setting warrant.

The proposal will provide for functional employment in a building with high-quality design located in an area specifically identified for office development in the Land Use and Transportation Element of the General Plan. The location is close to BART. The site plan includes ample sidewalks, a corner public plaza, bicycle parking and a coffee bar which could provide services to the immediate neighborhood. The 6th floor podium and observation tower at the top of the building provide additional amenities. The building will be attractive in the context of the downtown and Lake Merritt. It will add to the City skyline and provide views from the observation tower.

3.That the proposed development will enhance the successful operation of the surrounding area in its basic community functions, or will provide an essential service to the community or region.

The development will provide employment opportunities and additional amenities in the downtown. The project includes a large open to the public ground floor plaza that is designed to include a coffee bar and seating areas, An additional private but "open to the public" landscaped open space is provided on the 6th floor park public access via elevators located in the ground floor plaza

4.That the proposal conforms to all applicable design review criteria set forth in the DESIGN REVIEW PROCEDURE of Chapter 17.136 of the Oakland Planning Code.

The proposed Project does conform to all applicable design review criteria, as described in the Non-Residential Design Review Criteria findings above, Section 17.136.050 Design Review Findings For Nonresidential Facilities and Signs, which are hereby incorporated by reference.

5.That the proposal conforms in all significant respects with the Oakland General Plan and with any other applicable plan or development control map which has been adopted by the City Council. The Project is consistent with the goals and policies of the Oakland General Plan, and with all applicable zoning controls, as indicated in the Findings in Sections 17.136.050 above, hereby incorporated by reference.

17.148.050 Variance Findings

A. With the exception of variances for Adult Entertainment Activities or Sign Facilities, a variance may be granted only upon determination that all of the following conditions are present:

1. **That strict compliance with the specified regulation would result in practical difficulty or unnecessary hardship inconsistent with the purposes of the zoning regulations, due to unique physical or topographic circumstances or conditions of design; or, as an alternative in the case of a minor variance, that such strict compliance would preclude an effective design solution improving livability, operational efficiency, or appearance.**

Strict compliance with the maximum setback would preclude an effective design improving the livability and appearance of the project. A variance of the maximum 5' front and street side setback, and a variance of the 5' maximum setback within the first 35 vertical feet of a building in the CC-2 zone are requested to allow development of a public plaza at the corner of the project on 20th Street and Franklin Street, and to allow continuation of the building design concept on Franklin Street. On the Franklin street side, a variance is required for the 5'maximum setback to allow the Franklin façade to be constructed using the same design concept provided on the remainder of the building. The building's perimeter columns and structural bracing create a visual extension of the building edge around the outdoor lobby with large support columns. The building wall on Franklin occurs behind the wall and results in an approximately 8-foot setback from the back of the columns and 13 feet from the property line. The Franklin façade is integrated into the plaza design at the corner and the adjustment to the maximum setback is needed to maintain the rectangular design concept for the building.

The Plaza is designed as a public open space and amenity and it provides an alternative method of providing a corner element as part of the design of the building. It also provides an alternative method to achieve ground related activity in a commercial office building. The plaza functions as an entry to the building and the location for bicycle parking, a bank of public elevators to the 6th floor amenity deck, and a potential public meeting place with seating and a coffee bar. The location of the public elevator within the plaza also relies on the flexibility afforded by relaxation of the maximum setback. The elevators cannot be located closer to the street because PG&E has a 25' x 25' utility easement across a portion of 20th St. across the interior lot line and corner of the property. The elevator banks must be located behind the easement. Strict compliance with the 5' setback regulation would preclude the open plaza design at the corner, preclude the location of public elevators in the public plaza, and prevent an integrated design throughout the building exterior. The proposed design solution provides an attractive and operationally efficient plaza and building façade.

,

2. **That strict compliance with the regulations would deprive the applicant of privileges enjoyed by owners of similarly zoned property; or, as an alternative in the case of a minor variance, that such strict compliance would preclude an effective design solution fulfilling the basic intent of the applicable regulation.**

Strict compliance to the 5' maximum setback for the street frontage, on both 20th Street and Franklin, and the 5' maximum setback for the first 35' of height would preclude the effective design for the plaza which relies on having an open and large volume of space as an entry and activity area at the corner of the building.

The intended purpose of the 5' maximum setback in both the horizontal and vertical dimensions is to bring buildings forward on the property to create an active street front. The activated plaza concept is a viable design solution which meets the intent of the code. On the Franklin side of the building the plaza transitions into a building frontage which needs to maintain the same building design to maintain the design integrity of the building as it turns the corner**.**

3. **That the variance, if granted, will not adversely affect the character, livability, or appropriate development of abutting properties or the surrounding area, and will not be detrimental to the public welfare or contrary to adopted plans or development policy.**

Granting of the variance will not impact abutting property or modify the way surrounding properties may develop in the future. This variance only affects the placement of the corner elements of the 415 20th St property and the continuation of the design concept on Franklin. In this instance, the relaxation of the setback allow the property owner to design a different form of activated street front and create a successful and consistent design and active plaza which should be beneficial to the character of that portion of the street and encourage additional connections and activity between buildings.

4. **That the variance will not constitute a grant of special privilege inconsistent with limitations imposed on similarly zoned properties or inconsistent with the purposes of the zoning regulations.**

The variance does not constitute a grant of special privilege because the property is constrained by the 25' X 25' PG and E easement which creates a unique situation that does not occur on other properties.

5.That the elements of the proposal requiring the variance (e.g., elements such as buildings, walls, fences, driveways, garages and carports, etc.) conform with the regular design review criteria set forth in the design review procedure at Section 17.136.050

Granting of the variance facilitates the building design on the Franklin and 20th Street frontages and facilities the location and design of the plaza, and the location of the public elevator banks within it. The proposed building conforms to the design criteria and the findings for design review in Section 17.136.050.

6. That the proposal conforms in all significant respects with the Oakland General Plan and with any other applicable guidelines or criteria, district plan, or development control map which have been adopted by the Planning Commission or City Council.

As noted in the General Plan and Zoning analysis section of the staff report, dated May 5, 2021, pages 4-6, and hereby incorporated by reference, the project conforms with the policies and regulations of the Oakland General Plan and as noted in Section 17.136.050 Design Review Findings For Nonresidential Facilities and Signs and hereby incorporated by reference, the project conforms with the applicable design guides in 17.58.060.

CEQA COMPLIANCE FINDINGS

1. Introduction. These findings are made pursuant to the California Environmental Quality Act (Public Resources Code section 21000 et seq.; "CEQA") and the CEQA Guidelines (Cal. Code Regs. Title 14, section 15000 et seq.; "CEQA Guidelines") by the City Planning Commission in connection with the environmental analysis of the effects of implementation of the 415 20th Street project, as more fully described elsewhere in this Staff Report and City Of Oakland ("City")-prepared CEQA Analysis document titled: 415 20th Street Project CEQA Analysis ("CEQA Analysis") ("the Project"). The City is the lead agency for purposes of compliance with the requirements of CEQA. These CEQA findings are attached and incorporated by reference into each and every decision associated with approval of the Project and are based on substantial evidence in the entire administrative record.

I. An evaluation of the Project is provided in the CEQA Checklist of the CEQA Analysis incorporated by reference to this staff report. The CEQA Analysis concludes that the Project qualifies for an exemption from additional environmental review. It is consistent with the development density and land use characteristics established by the City of Oakland General Plan, and any potential environmental impacts associated with its development were adequately analyzed and covered by the analysis in the 1998 Land Use and Transportation Element EIR (1998 LUTE EIR) and 2011 Central District Urban Renewal Plan Amendments EIR (2011 Renewal Plan EIR).

II. The Project would be required to comply with the applicable mitigation measures and City of Oakland SCAs presented in Attachment A to the CEQA Analysis. With implementation of the applicable mitigation measures and SCAs, the Project would not result in a substantial increase in the severity of previously identified significant impacts in the 1998 LUTE EIR or 2011 Renewal Plan EIR or result in any new significant impacts that were not previously identified.

III. In accordance with California Public Resources Code Sections 21083.3, 21094.5 and CEQA Guidelines Sections 15162, 15168, 15182, l5183, and 15183.3, and as set forth in the CEQA Analysis and Checklist attached to this report, the Project qualifies and one or more exemptions because the following findings can be made:

2. **CEOA ANALYSIS FINDINGS**.

A. COMMUNITY PLAN EXEMPTION

Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183 (Projects Consistent with a Community Plan or Zoning) allow streamlined environmental review for projects that are "consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified, except as might be necessary to examine whether there are project specific significant effects which are peculiar to the project or its site." Section 15183(c) specifies that "if an impact is not peculiar to the parcel or to the project, has been addressed as a significant effect in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards…, then an EIR need not be prepared for the project solely on the basis of that impact."

Based on the analysis in the 1998 LUTE EIR and 2011 Renewal Plan EIR for the overall project the project would not result in significant impacts that (1) are peculiar to the project or project site; (2) were not identified as significant project-level, cumulative, or offsite effects in the Program EIRs; or (3) were previously identified as significant effects but are determined to have a more severe adverse impact than discussed in the Program EIRs. Findings regarding the project's consistency with the zoning are included as Attachment B to the CEQA Analysis. The project meets the requirements for a community plan exemption, as it is conditionally permitted in the zoning district where the project site is located and is consistent with the land uses envisioned for the site. Thus, based on the analysis conducted in the CEQA Analysis and pursuant to CEQA Guidelines Section 15183, the project qualifies for a community plan exemption.

B. QUALIFIED INFILL EXEMPTION

Public Resources Code Section 21094.5 and CEQA Guidelines Section 15183.3 (Streamlining for Infill Projects) allow streamlining for certain qualified infill projects by limiting the topics subject to review at the project level if the effects of infill development have been addressed in a planning level decision, or by uniformly applicable development policies. An infill project is eligible if the project (1) is located in an urban area on a site that either has been previously developed or that adjoins existing qualified urban uses on at least 75 percent of the site's perimeter; (2) satisfies the performance standards provided in CEQA Guidelines Appendix M; and (3) is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy.

No additional environmental review is required if the infill project would not cause any new specific effects or more significant effects, or if uniformly applicable development policies or standards would substantially mitigate such effects.

The CEQA Analysis indicates that the project qualifies for a qualified infill exemption and, pursuant to CEQA Guidelines Section 15183.3, is generally consistent with the required performance standards provided in CEQA Guidelines Appendix M, as evaluated in Attachment C: Infill Performance Standards, Per CEQA Guidelines 15183.3, of the CEQA Analysis. This CEQA Analysis supports the conclusion that the project would not cause any new specific effects or more significant effects than previously identified in applicable planning level EIRs, and uniformly applicable development policies or standards (referred to herein as SCAs) would substantially mitigate the project's effects. The project is proposed on a previously developed site in downtown Oakland and is surrounded by urban uses. Furthermore, the project is consistent with the land use, density, building intensity, and applicable policies for the site. The analysis herein considers the analysis in the 2011 Renewal Plan EIR and the 1998 LUTE EIR.

Cumulative level effects of infill development have been addressed in other planning level documents, such as the LUTE and 1998 LUTE EIR and Redevelopment Plan and 2011 Redevelopment Plan EIR, or by uniformly applicable development policies (SCAs) that mitigate such impacts. Based on the streamlining provisions of CEQA Guidelines Sections 15183 and 15183.3, the project's cumulative effect would be less than significant.

C. PROGRAM EIRS AND REDEVELOPMENT PROJECTS

CEQA Guidelines Section 15168 (Program EIRs) and Section 15180 (Redevelopment Projects) provide that the 1998 LUTE EIR and 2011 Renewal Plan EIR can be used as Program EIRs in support of streamlining and/or tiering provisions under CEQA. The 2011 Renewal Plan EIR is a Program EIR for streamlining and/or tiering provisions by CEQA Guidelines Section 15168. The section defines the Program EIR as one prepared on a series of actions that can be characterized as one large project and are related geographically and by other shared characteristics. Section 15168 states that "subsequent activities in the Program EIR must be examined in the light of the Program EIR to determine whether an additional environmental document must be prepared." If the agency finds that, pursuant to CEQA Guidelines Section 15162, no new effects could occur or no new mitigation measures would be required, the agency can approve the activity as being within the scope of the project covered by the Program EIR and no new environmental document would be required.

Further, CEQA Guidelines Section 15180 specifies that "if a certified redevelopment plan EIR is prepared, no subsequent EIRs are required for individual components of the redevelopment plan unless a subsequent EIR or supplement to the EIR would be required by Section 15162 or 15163." The 2011 Renewal Plan EIR is considered a certified redevelopment plan.

Overall, based on an examination of the analysis, findings, and conclusions of the 1998 LUTE EIR and the 2011 Renewal Plan EIR, all of which are summarized in the CEQA Checklist in *Chapter V* of the CEQA Analysis, the potential environmental impacts associated with the project have been adequately analyzed and covered in the Program EIRs. This analysis demonstrates that the project would not result in substantial changes or involve new information that would warrant preparation of a subsequent EIR, per CEQA Guidelines Section 15162 or 15164, because the level of development now proposed for the site is within the broader development assumptions analyzed in the Program EIRs. Therefore, no further review or analysis under CEQA is required.

III. Conclusion. Overall, based on an examination of the analysis, findings, and conclusions of the LUTE EIR and Renewal Plan EIR, which are summarized in the CEQA Checklist, the potential environmental impacts associated with the Project have been adequately analyzed and covered in the LUTE EIR and Renewal Plan EIR. Therefore, no further review or analysis under CEQA is required. Each of the above findings provides a separate and independent basis for CEQA compliance.

IV. Severability: The City finds that all three CEQA provisions discussed and determined to be applicable in Section II above are separately and independently applicable to the consideration of the Project and should any of the four be determined not to be so applicable, such determinations shall have no effect on the validity of these findings and the approval of the Project on any of the other grounds.

V. Incorporation by Reference of Statement of Overriding Considerations: The 1998 LUTE EIR identified seven areas of environmental effects of the LUTE that presented significant and unavoidable impacts. The 2011 Renewal Plan EIR identified three areas of environmental effects of the Renewal Plan that presented significant and unavoidable impacts. Because the Project may contribute to some significant and unavoidable impacts identified in the 1998 LUTE EIR and 2011 Renewal Plan EIR identified above, but a Subsequent and/or Supplemental EIR is not required in accordance with CEQA Guidelines sections 15162, 15168, 15180,15183 and 15183.3, a Statement of Overriding Considerations is not legally required. Nevertheless, in the interest of being conservative, the Statement of Overriding Considerations for the for the 1998 LUTE EIR and 2011 Renewal Plan EIR, are approved as Section V of the CEQA Findings, Oakland City Planning Commission May 5, 2021 Case File Number PLN200921 Attachment A Findings and are all hereby incorporated by reference as if fully set forth herein.

ATTACHMENT B

Standard Conditions of Approval
General Administrative Conditions

1. Approved Use

The project shall be constructed and operated in accordance with the authorized use as described in the approved application materials, **Staff Report dated May 5, 2021** and the approved plans dated **May 5, 2021,** as amended by the following conditions of approval and mitigation measures, if applicable ("Conditions of Approval" or "Conditions").

2. Effective Date, Expiration, Extensions and Extinguishment

This Approval shall become effective immediately, unless the Approval is appealable, in which case the Approval shall become effective in ten (10) calendar days unless an appeal is filed. Unless a different termination date is prescribed, this Approval shall expire **May 5, 2023** from the Approval date, or from the date of the final decision in the event of an appeal, unless within such period a complete building permit application has been filed with the Bureau of Building and diligently pursued towards completion, or the authorized activities have commenced in the case of a permit not involving construction or alteration. Upon written request and payment of appropriate fees submitted no later than the expiration date of this Approval, the Director of City Planning or designee may grant a one-year extension of this date, with additional extensions subject to approval by the approving body. Expiration of any necessary building permit or other construction-related permit for this project may invalidate this Approval if said Approval has also expired. If litigation is filed challenging this Approval, or its implementation, then the time period stated above for obtaining necessary permits for construction or alteration and/or commencement of authorized activities is automatically extended for the duration of the litigation.

3. Compliance with Other Requirements

The project applicant shall comply with all other applicable federal, state, regional, and local laws/codes, requirements, regulations, and guidelines, including but not limited to those imposed by the City's Bureau of Building, Fire Marshal, Department of Transportation, and Public Works Department. Compliance with other applicable requirements may require changes to the approved use and/or plans. These changes shall be processed in accordance with the procedures contained in Condition #4.

4. Minor and Major Changes

Minor changes to the approved project, plans, Conditions, facilities, or use may be approved administratively by the Director of City Planning. Major changes to the approved project, plans, Conditions, facilities, or use shall be reviewed by the Director of City Planning to determine whether such changes require submittal and approval of a revision to the Approval by the original approving body or a new independent permit/approval. Major

revisions shall be reviewed in accordance with the procedures required for the original permit/approval. A new independent permit/approval shall be reviewed in accordance with the procedures required for the new permit/approval.

5. Compliance with Conditions of Approval

a. The project applicant and property owner, including successors, (collectively referred to hereafter as the "project applicant" or "applicant") shall be responsible for compliance with all the Conditions of Approval and any recommendations contained in any submitted and approved technical report at his/her sole cost and expense, subject to review and approval by the City of Oakland.

b. The City of Oakland reserves the right at any time during construction to require certification by a licensed professional at the project applicant's expense that the as-built project conforms to all applicable requirements, including but not limited to, approved maximum heights and minimum setbacks. Failure to construct the project in accordance with the Approval may result in remedial reconstruction, permit revocation, permit modification, stop work, permit suspension, or other corrective action.

c. Violation of any term, Condition, or project description relating to the Approval is unlawful, prohibited, and a violation of the Oakland Municipal Code. The City of Oakland reserves the right to initiate civil and/or criminal enforcement and/or abatement proceedings, or after notice and public hearing, to revoke the Approval or alter these Conditions if it is found that there is violation of any of the Conditions or the provisions of the Planning Code or Municipal Code, or the project operates as or causes a public nuisance. This provision is not intended to, nor does it, limit in any manner whatsoever the ability of the City to take appropriate enforcement actions. The project applicant shall be responsible for paying fees in accordance with the City's Master Fee Schedule for inspections conducted by the City or a City-designated third-party to investigate alleged violations of the Approval or Conditions.

6. Signed Copy of the Approval/Conditions

A copy of the Approval letter and Conditions shall be signed by the project applicant, attached to each set of permit plans submitted to the appropriate City agency for the project, and made available for review at the project job site at all times.

7. Blight/Nuisances

The project site shall be kept in a blight/nuisance-free condition. Any existing blight or nuisance shall be abated within sixty (60) days of approval, unless an earlier date is specified elsewhere.

8. Indemnification

a. To the maximum extent permitted by law, the project applicant shall defend (with counsel acceptable to the City), indemnify, and hold harmless the City of Oakland, the Oakland City Council, the Oakland Redevelopment Successor Agency, the Oakland City Planning Commission, and their respective agents, officers, employees, and volunteers (hereafter collectively called "City") from any liability, damages, claim, judgment, loss (direct or indirect), action, causes of action, or proceeding (including

legal costs, attorneys' fees, expert witness or consultant fees, City Attorney or staff time, expenses or costs) (collectively called "Action") against the City to attack, set aside, void or annul this Approval or implementation of this Approval. The City may elect, in its sole discretion, to participate in the defense of said Action and the project applicant shall reimburse the City for its reasonable legal costs and attorneys' fees.

Within ten (10) calendar days of the filing of any Action as specified in subsection (a) above, the project applicant shall execute a Joint Defense Letter of Agreement with the City, acceptable to the Office of the City Attorney, which memorializes the above obligations. These obligations and the Joint Defense Letter of Agreement shall survive termination, extinguishment, or invalidation of the Approval. Failure to timely execute the Letter of Agreement does not relieve the project applicant of any of the obligations contained in this Condition or other requirements or Conditions of Approval that may be imposed by the City.

9. Severability

The Approval would not have been granted but for the applicability and validity of each and every one of the specified Conditions, and if one or more of such Conditions is found to be invalid by a court of competent jurisdiction this Approval would not have been granted without requiring other valid Conditions consistent with achieving the same purpose and intent of such Approval.

10. Special Inspector/Inspections, Independent Technical Review, Project Coordination and Monitoring

The project applicant may be required to cover the full costs of independent third-party technical review and City monitoring and inspection, including without limitation, special inspector(s)/inspection(s) during times of extensive or specialized plan-check review or construction, and inspections of potential violations of the Conditions of Approval. The project applicant shall establish a deposit with Engineering Services and/or the Bureau of Building, if directed by the Director of Public Works, Building Official, Director of City Planning, Director of Transportation, or designee, prior to the issuance of a construction-related permit and on an ongoing as-needed basis.

11. Public Improvements

The project applicant shall obtain all necessary permits/approvals, such as encroachment permits, obstruction permits, curb/gutter/sidewalk permits, and public improvement ("p-job") permits from the City for work in the public right-of-way, including but not limited to, streets, curbs, gutters, sidewalks, utilities, and fire hydrants. Prior to any work in the public right-of-way, the applicant shall submit plans for review and approval by the Bureau of Planning, the Bureau of Building, Engineering Services, Department of Transportation, and other City departments as required. Public improvements shall be designed and installed to the satisfaction of the City.

12. Compliance Matrix

The project applicant shall submit a Compliance Matrix, in both written and electronic form, for review and approval by the Bureau of Planning and the Bureau of Building that lists each Condition of Approval (including each mitigation measure if applicable) in a sortable spreadsheet. The Compliance Matrix shall contain, at a minimum, each required Condition of Approval, when compliance with the Condition is required, and the status of compliance with each Condition. For multi-phased projects, the Compliance Matrix shall indicate which Condition applies to each phase. The project applicant shall submit the initial Compliance Matrix prior to the issuance of the first construction-related permit and shall submit an updated matrix upon request by the City

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13. <u>Construction Management Plan</u>

Prior to the issuance of the first construction-related permit, the project applicant and his/her general contractor shall submit a Construction Management Plan (CMP) for review and approval by the Bureau of Planning, Bureau of Building, and other relevant City departments such as the Fire Department, Department of Transportation, and the Public Works Department as directed. The CMP shall contain measures to minimize potential construction impacts including measures to comply with all construction-related Conditions of Approval (and mitigation measures if applicable) such as dust control, construction emissions, hazardous materials, construction days/hours, construction traffic control, waste reduction and recycling, stormwater pollution prevention, noise control, complaint management, and cultural resource management (see applicable Conditions below). The CMP shall provide project-specific information including descriptive procedures, approval documentation, and drawings (such as a site logistics plan, fire safety plan, construction phasing plan, proposed truck routes, traffic control plan, complaint management plan, construction worker parking plan, and litter/debris clean-up plan) that specify how potential construction impacts will be minimized and how each construction-related requirement will be satisfied throughout construction of the project.

14. <u>Standard Conditions of Approval / Mitigation Monitoring and Reporting Program (SCAMMRP)</u>

A. All mitigation measures identified in the 415 20th St Project CEQA Analysis are included in the Standard Condition of Approval/Mitigation Monitoring and Reporting Program (SCAMMRP) which is included in these Conditions of Approval and are incorporated herein by reference, as Attachment C as Conditions of Approval of the project. The Standard Conditions of Approval identified in the 415 20th St Project CEQA Analysis are also included in the SCAMMRP, and are, therefore, incorporated into these Conditions by reference but are not repeated in these Conditions. To the extent that there is any inconsistency between the SCAMMRP and these Conditions, the more restrictive Conditions shall govern. In the event a Standard Condition of Approval or mitigation measure recommended in the 415 20th St Project CEQA Analysis has been inadvertently omitted from the SCAMMRP, that Standard Condition of Approval or mitigation measure is adopted and incorporated from 415 20th St Project CEQA Analysis into the SCAMMRP by reference, and adopted as a Condition of Approval. The project applicant and property owner shall be responsible for compliance with the requirements of any submitted and approved technical reports, all applicable mitigation measures adopted, and with all Conditions of Approval set forth herein at his/her sole cost and expense,

unless otherwise expressly provided in a specific mitigation measure or Condition of Approval, and subject to the review and approval by the City of Oakland. The SCAMMRP identifies the timeframe and responsible party for implementation and monitoring for each Standard Condition of Approval and mitigation measure. Unless otherwise specified, monitoring of compliance with the Standard Conditions of Approval and mitigation measures will be the responsibility of the Bureau of Planning, with overall authority concerning compliance residing with the Environmental Review Officer. Adoption of the SCAMMRP will constitute fulfillment of the CEQA monitoring and/or reporting requirement set forth in section 21081.6 of CEQA.

B. Prior to the issuance of the first construction-related permit, the project applicant shall pay the applicable mitigation and monitoring fee to the City in accordance with the City's Master Fee Schedule.

Standard Conditions of Approval – Other Standard Conditions

15. Employee Rights Requirement:

Requirement: The project applicant and business owners in the project shall comply with all state and federal laws regarding employees' right to organize and bargain collectively with employers and shall comply with the City of Oakland Minimum Wage Ordinance (chapter 5.92 of the Oakland Municipal Code.

When Required: Ongoing
Initial Approval: N/A
Monitoring/Inspection: N/A

16. Bird Collision Reduction Measures

Requirement: The project applicant shall submit a Bird Collision Reduction Plan for City review and approval to reduce potential bird collisions to the maximum feasible extent. The Plan shall include all of the following mandatory measures, as well as applicable and specific project Best Management Practice (BMP) strategies to reduce bird strike impacts to the maximum feasible extent. The project applicant shall implement the approved Plan. Mandatory measures include all of the following:

i. For large buildings subject to federal aviation safety regulations, install minimum intensity white strobe lighting with three second flash instead of solid red or rotating lights.

ii. Minimize the number of and co-locate rooftop-antennas and other rooftop structures.

iii. Monopole structures or antennas shall not include guy wires.

iv. Avoid the use of mirrors in landscape design.

v. Avoid placement of bird-friendly attractants (i.e., landscaped areas, vegetated roofs, water features) near glass unless shielded by architectural features taller than the attractant that incorporate bird friendly treatments no more than two inches horizontally, four inches vertically, or both (the "two-by-four" rule), as explained below.

vi. Apply bird-friendly glazing treatments to no less than 90 percent of all windows and glass between the ground and 60 feet above ground or to the height of existing adjacent landscape or the height of the proposed landscape. Examples of bird-friendly glazing treatments include the following:

- Use opaque glass in window panes instead of reflective glass.
- Uniformly cover the interior or exterior of clear glass surface with patterns (e.g., dots, stripes, decals, images, abstract patterns). Patterns can be etched, fritted, or on films and shall have a density of no more than two inches horizontally, four inches vertically, or both (the "two-by-four" rule).
- Install paned glass with fenestration patterns with vertical and horizontal mullions no more than two inches horizontally, four inches vertically, or both (the "two-by-four" rule).
- Install external screens over non-reflective glass (as close to the glass as possible) for birds to perceive windows as solid objects.
- Install UV-pattern reflective glass, laminated glass with a patterned UV-reflective coating, or UV-absorbing and UV-reflecting film on the glass since most birds can see ultraviolet light, which is invisible to humans.
- Install decorative grilles, screens, netting, or louvers, with openings no more than two inches horizontally, four inches vertically, or both (the "two-by-four" rule).
- Install awnings, overhangs, sunshades, or light shelves directly adjacent to clear glass which is recessed on all sides.
- Install opaque window film or window film with a pattern/design which also adheres to the "two-by-four" rule for coverage.

i. Reduce light pollution. Examples include the following:

- Extinguish night-time architectural illumination treatments during bird migration season (February 15 to May 15 and August 15 to November 30).
- Install time switch control devices or occupancy sensors on non-emergency interior lights that can be programmed to turn off during non-work hours and between 11:00 p.m. and sunrise.
- Reduce perimeter lighting whenever possible.
- Install full cut-off, shielded, or directional lighting to minimize light spillage, glare, or light trespass.
- Do not use beams of lights during the spring (February 15 to May 15) or fall (August 15 to November 30) migration.

ii. Develop and implement a building operation and management manual that promotes bird safety. Example measures in the manual include the following:

- Donation of discovered dead bird specimens to an authorized bird conservation organization or museums (e.g., UC Berkeley Museum of Vertebrate Zoology) to aid in species identification and to benefit scientific study, as per all federal, state and local laws.
- Distribution of educational materials on bird-safe practices for the building occupants. Contact Golden Gate Audubon Society or American Bird Conservancy for materials.

- Asking employees to turn off task lighting at their work stations and draw office blinds, shades, curtains, or other window coverings at end of work day.
- Install interior blinds, shades, or other window coverings in windows above the ground floor visible from the exterior as part of the construction contract, lease agreement, or CC&Rs.
- Schedule nightly maintenance during the day or to conclude before 11 p.m., if possible.

When Required: Prior to approval of construction-related permit

Initial Approval: Bureau of Planning

Monitoring/Inspection: Bureau of Building

Site Specific Conditions of Approval

17. Wind Screen

Requirement: The project shall include a 10 feet high wind screen on the exterior walkway of the 6th story podium level facing 20th St.

When Required: Ongoing
Initial Approval: Bureau of Planning
Monitoring/Inspection: Bureau of Building

18. High-Quality and High-Amenity Ground Floor Plaza.

Requirement: The Ground Floor piazza, the 6th Floor garden area, and rooftop observation deck hall be high-quality and high-amenity, as determined by City Staff. These areas shall provide amenities that are attractive to project tenants and public visitors, to ensure that the intent of the project plans, as submitted, is satisfied.

When Required: Prior to Building Permit approval
Initial Approval: Bureau of Planning
Monitoring/Inspection: Bureaus of Planning and Building

ATTACHMENT C

STANDARD CONDITIONS OF APPROVAL AND MITIGATION MONITORING AND REPORTING PROGRAM

This Standard Conditions of Approval and Mitigation Monitoring and Reporting Program (SCAMMRP) is based on the CEQA Analysis prepared for the 415 20th St Project (project). This SCAMMRP is in compliance with Section 15097 of the CEQA Guidelines, which requires that the Lead Agency "adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects." The SCAMMRP lists the City's Standard Conditions of Approval ("SCA") identified in the EIR as measures that would minimize potential adverse effects that could result from implementation of the project, to ensure the conditions are implemented and monitored. The SCA number that corresponds to the City's master SCA list is provided at the end of the SCA title — e.g., SCA-AIR-1: Dust Controls – Construction-Related (#20). It is noted that no mitigation measures beyond the SCAs are required for this project.

B. Standard Conditions of Approval

The City of Oakland's Uniformly Applied Development Standards adopted as Standard Conditions of Approval (Standard Conditions of Approval, or SCAs) were originally adopted by the City in 2008 (Ordinance No. 12899 C.M.S.) pursuant to Public Resources Code section 21083.3) and have been incrementally updated over time, with the most recent version being released in January of 2020. The SCAs incorporate development policies and standards from various adopted plans, policies, and ordinances (such as the Oakland Planning and Municipal Codes, Oakland Creek Protection, Stormwater Water Management and Discharge Control Ordinance, Oakland Tree Protection Ordinance, Oakland Grading Regulations, National Pollutant Discharge Elimination System (NPDES) permit requirements, Housing Element-related mitigation measures, Green Building Ordinance, historic/Landmark status, California Building Code, and Uniform Fire Code, among others), which have been found to substantially mitigate environmental effects.

All SCAs identified in the CEQA document—which is consistent with the measures and conditions presented in the City of Oakland General Plan, Land Use and Transportation EIR (LUTE EIR, 1998) and the 2011 Central District Urban Renewal Plan Amendments EIR (2011 Renewal Plan EIR)—are included herein. To the extent that any SCA identified in the CEQA document was inadvertently omitted, it is automatically incorporated herein by reference.

- The first column identifies the SCA applicable to that topic in the CEQA document.
- The second column identifies the monitoring schedule or timing applicable to the project.
- The third column names the party responsible for monitoring the required action for the project.

In addition to the SCAs identified and discussed in the CEQA document, other SCAs that are applicable to the project are included herein.

The project sponsor is responsible for compliance with any recommendations in approved technical reports and with all SCAs set forth herein at its sole cost and expense, unless otherwise expressly provided in a specific SCA, and subject to the review and approval of the City of Oakland. Overall monitoring and compliance with the SCAs will be the responsibility of the Planning and Zoning Division. Prior to the issuance of a demolition, grading, and/or construction permit, the project sponsor shall pay the applicable mitigation and monitoring fee to the City in accordance with the City's Master Fee Schedule.

Note that the SCAs included in this document are referred to using an abbreviation for the environmental topic area and are numbered sequentially for each topic area—i.e., **SCA-AIR-1**, **SCA-AIR-2**, etc. The SCA titles are also provided—i.e., **SCA-AIR-1: Dust Controls – Construction Related (#21)**.

	Implementation/Monitoring		
Standard Conditions of Approval	**When Required**	**Initial Approval**	**Monitoring/ Inspection**
Aesthetics, Shadow, and Wind			
SCA-AES-1: *Lighting (#19).* Proposed new exterior lighting fixtures shall be adequately shielded to a point below the light bulb and reflector to prevent unnecessary glare onto adjacent properties.	Prior to building permit final	N/A	Bureau of Building
SCA-AES-2: *Landscape Plan (#18).* a. ***Landscape Plan Required*** • The project applicant shall submit a final Landscape Plan for City review and approval that is consistent with the approved Landscape Plan. The Landscape Plan shall be included with the set of drawings submitted for the construction-related permit and shall comply with the landscape requirements of chapter 17.124 of the Planning Code. Proposed plants shall be predominantly drought tolerant. Specification of any street trees shall comply with the Master Street Tree List and Tree Planting Guidelines (which can be viewed at http://www2.oaklandnet.com/oakca1/groups/pwa/documents/report/oak042662.pdf and http://www2.oaklandnet.com/oakca1/groups/pwa/documents/form/oak025595.pdf, respectively), and with any applicable streetscape plan.	Prior to approval of construction-related permit	Bureau of Planning	N/A
b. Landscape Installation	Prior to building permit final	Bureau of Planning	Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	**Initial Approval**	**Monitoring/ Inspection**
• The project applicant shall implement the approved Landscape Plan unless a bond, cash deposit, letter of credit, or other equivalent instrument acceptable to the Director of City Planning, is provided. The financial instrument shall equal the greater of $2,500 or the estimated cost of implementing the Landscape Plan based on a licensed contractor's bid.			
c. Landscape Maintenance • All required planting shall be permanently maintained in good growing condition and, whenever necessary, replaced with new plant materials to ensure continued compliance with applicable landscaping requirements. The property owner shall be responsible for maintaining planting in adjacent public rights-of-way. All required fences, walls, and irrigation systems shall be permanently maintained in good condition and, whenever necessary, repaired or replaced.	Ongoing	N/A	Bureau of Buildings
SCA-AES-3: *Trash and Blight Removal (#16)*. The project applicant and his/her successors shall maintain the property free of blight, as defined in chapter 8.24 of the Oakland Municipal Code. For nonresidential and multi-family residential projects, the project applicant shall install and maintain trash receptacles near public entryways as needed to provide sufficient capacity for building users.	Ongoing	N/A	Bureau of Building
SCA-AES-4: *Graffiti Control (#17)*. a. During construction and operation of the project, the project applicant shall incorporate best management practices reasonably related to the control of graffiti and/or the mitigation of the impacts of graffiti. Such best management practices may include, without limitation: i. Installation and maintenance of landscaping to discourage defacement of and/or protect likely graffiti-attracting surfaces. ii. Installation and maintenance of lighting to protect likely graffiti-attracting surfaces. iii. Use of paint with anti-graffiti coating. iv. Incorporation of architectural or design elements or features to discourage graffiti defacement in accordance with the principles of Crime Prevention Through Environmental Design (CPTED). v. Other practices approved by the City to deter, protect, or reduce the potential for graffiti defacement. b. The project applicant shall remove graffiti by appropriate means within seventy-two (72) hours. Appropriate means include the following: i. Removal through scrubbing, washing, sanding, and/or scraping (or similar method) without damaging the surface	Ongoing	N/A	Bureau of Buildings

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	**Initial Approval**	**Monitoring/ Inspection**
and without discharging wash water or cleaning detergents into the City storm drain system. ii. Covering with new paint to match the color of the surrounding surface. iii. Replacing with new surfacing (with City permits if required).			
SCA-AES-5: *Public Art for Private Development (#74).* The project is subject to the City's Public Art Requirements for Private Development, adopted by Ordinance No. 13275 C.M.S. ("Ordinance"). The public art contribution requirements are equivalent to one-half percent (0.5%) for the "residential" building development costs, and one percent (1.0%) for the "non-residential" building development costs. The contribution requirement can be met through: 1) the installation of freely accessible art at the site; 2) the installation of freely accessible art within one-quarter mile of the site; or 3) satisfaction of alternative compliance methods described in the Ordinance, including, but not limited to, payment of an in-lieu fee contribution. The applicant shall provide proof of full payment of the in-lieu contribution and/or provide plans, for review and approval by the Planning Director, showing the installation or improvements required by the Ordinance prior to issuance of a building permit. Proof of installation of artwork, or other alternative requirement, is required prior to the City's issuance of a final certificate of occupancy for each phase of a project unless a separate, legal binding instrument is executed ensuring compliance within a timely manner subject to City approval.	Payment of in-lieu fees and/or plans showing fulfillment of public art requirement – Prior to Issuance of Building permit	Bureau of Planning	Bureau of Planning
Air Quality			
SCA-AIR-1: *Criteria Air Pollutants – Construction Related (#21)* The project applicant shall implement all of the following applicable basic control measure for criteria pollutants during construction of the project as applicable: a. Idling times on all diesel-fueled commercial vehicles over 10,000 lbs. shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time of two minutes (as required by the California airborne toxics control measure Title 13, Section 2485, of the California Code of Regulations). Clean signage to this effect shall be provided for construction workers at all access points. b. Idling times on all diesel-fueled off-road vehicles over 25 horsepower shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two minutes and fleet operators must develop a written policy as required by Title 23, Section 2449, of the California Code of Regulations ("California Air Resources Board Off-Road Diesel Regulations").	During construction	N/A	Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	**Initial Approval**	**Monitoring/ Inspection**
c. All construction equipment shall be maintained and properly tuned in accordance with the manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. Equipment check documentation should be kept at the construction site and be available for review by the City and the Bay Area Air Quality District as needed. d. Portable equipment shall be powered by grid electricity if available. If electricity is not available, propane or natural gas generators shall be used if feasible. Diesel engines shall only be used if grid electricity is not available and propane or natural gas generators cannot meet the electrical demand. e. Low VOC (i.e., ROG) coatings shall be used that comply with BAAQMD Regulation 8, Rule 3: Architectural Coatings. f. All equipment to be used on the construction site shall comply with the requirements of Title 13, Section 2449, of the California Code of Regulations ("California Air Resources Board Off-Road Diesel Regulations") and upon request by the City (and the Air District if specifically requested), the project applicant shall provide written documentation that fleet requirements have been met.			
SCA-AIR-2: *Dust Controls – Construction Related (#20)*. The project applicant shall implement all of the following applicable dust control measures during construction of the project: a. Water all exposed surfaces of active construction areas at least twice daily. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever feasible. b. Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer). c. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. d. Limit vehicle speeds on unpaved roads to 15 miles per hour. e. All demolition activities (if any) shall be suspended when average wind speeds exceed 20 mph. f. All trucks and equipment, including tires, shall be washed off prior to leaving the site. g. Site accesses 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. h. Apply and maintain vegetative ground cover (e.g., hydroseed) or non-toxic soil stabilizers to disturbed areas of soil that will be	During construction	N/A	Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	**Initial Approval**	**Monitoring/ Inspection**
inactive for more than one month. Enclose, cover, water twice daily, or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.). i. Designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. j. When working at a site, install appropriate wind breaks (e.g., trees, fences) on the windward side(s) of the site, to minimize wind-blown dust. Windbreaks must have a maximum 50 percent air porosity. k. Post a publicly visible large on-site sign that includes the contact name and phone number for the project complaint manager responsible for responding to dust complaints and the telephone numbers of the City's Code Enforcement unit and the Bay Area Air Quality Management District. When contacted, the project complaint manager shall respond and take corrective action within 48 hours. l. All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe.			
SCA-AIR-3: *Asbestos in Structures (#26).* The project applicant shall comply with all applicable laws and regulations regarding demolition and renovation of Asbestos Containing Materials (ACM), including but not limited to California Code of Regulations, Title 8; California Business and Professions Code, Division 3; California Health and Safety Code sections 25915-25919.7; and Bay Area Air Quality Management District, Regulation 11, Rule 2, as may be amended. Evidence of compliance shall be submitted to the City upon request.	Prior to approval of construction-related permit	Applicable regulatory agency with jurisdiction	Applicable regulatory agency with jurisdiction
SCA-AIR-4: *Diesel Particulate Matter Controls – Construction Related (#22).* ***a. Diesel Particulate Matter Reduction Measures*** The project applicant shall implement appropriate measures during construction to reduce potential health risks to sensitive receptors due to exposure to diesel particulate matter (DPM) from construction emissions. The project applicant shall choose **one** of the following methods: i. The project applicant shall retain a qualified air quality consultant to prepare a Health Risk Assessment (HRA) in accordance with current guidance from the California Air Resources Board (CARB) and Office of Environmental Health and Hazard Assessment to determine the health risk to sensitive receptors exposed to DPM from project construction emissions. The HRA shall be submitted to the City (and the Air District if specifically requested) for review and approval. If the HRA concludes that the health risk is at or	Prior to approval of construction-related permit	Bureau of Planning	Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	**Initial Approval**	**Monitoring/ Inspection**
below acceptable levels, then DPM reduction measures are not required. If the HRA concludes that the health risk exceeds acceptable levels, DPM reduction measures shall be identified to reduce the health risk to acceptable levels as set forth under subsection b below. Identified DPM reduction measures shall be submitted to the City for review and approval prior to the issuance of building permits and the approved DPM reduction measures shall be implemented during construction. -or- ii. All off-road diesel equipment shall be equipped with the most effective Verified Diesel Emission Control Strategies (VDECS) available for the engine type (Tier 4 engines automatically meet this requirement) as certified by CARB. The equipment shall be properly maintained and tuned in accordance with manufacturer specifications. This shall be verified through an equipment inventory submittal and Certification Statement that the Contractor agrees to compliance and acknowledges that a significant violation of this requirement shall constitute a material breach of contract.			
b. Construction Emissions Minimization Plan (if required by a above) The project applicant shall prepare a Construction Emissions Minimization Plan (Emissions Plan) for all identified DPM reduction measures (if any). The Emissions Plan shall be submitted to the City (and the Bay Area Air Quality District if specifically requested) for review and approval prior to the issuance of building permits. The Emissions Plan shall include the following: i. An equipment inventory summarizing the type of off-road equipment required for each phase of construction, including the equipment manufacturer, equipment identification number, engine model year, engine certification (tier rating), horsepower, and engine serial number. For all VDECS, the equipment inventory shall also include the technology type, serial number, make, model, manufacturer, CARB verification number level, and installation date. ii. A Certification Statement that the Contractor agrees to comply fully with the Emissions Plan and acknowledges that a significant violation of the Emissions Plan shall constitute a material breach of contract.	Prior to approval of construction-related permit	Bureau of Planning	Bureau of Building
SCA-AIR-5: *Stationary Sources of Air Pollution (Toxic Air Contaminants) (#24).* The project applicant shall incorporate appropriate measures into the project design in order to reduce the potential health risk due to on-site stationary sources of toxic air contaminants. The project applicant shall choose **one** of the following methods: a. The project applicant shall retain a qualified air quality consultant to prepare a Health Risk Assessment (HRA) in accordance with California Air Resources Board (CARB) and Office of Environmental	Prior to approval of construction-related permit	Bureau of Planning	Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	**Initial Approval**	**Monitoring/ Inspection**
Health and Hazard Assessment requirements to determine the health risk associated with proposed stationary sources of pollution in the project. The HRA shall be submitted to the City for review and approval. If the HRA concludes that the health risk is at or below acceptable levels, then health risk reduction measures are not required. If the HRA concludes the health risk exceeds acceptable levels, health risk reduction measures shall be identified to reduce the health risk to acceptable levels. Identified risk reduction measures shall be submitted to the City for review and approval and be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the City. - or - b. The project applicant shall incorporate the following health risk reduction measures into the project. These features shall be submitted to the City for review and approval and be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the City: i. Installation of non-diesel fueled generators, if feasible, or; ii. Installation of diesel generators with an EPA-certified Tier 4 engine or engines that are retrofitted with a CARB Level 3 Verified Diesel Emissions Control Strategy, if feasible.			
Biological Resources			
SCA-BIO-1: *Tree Removal during Bird Breeding Season (#29).* To the extent feasible, removal of any tree and/or other vegetation suitable for nesting of birds shall not occur during the bird breeding season of February 1 to August 15 (or during December 15 to August 15 for trees located in or near marsh, wetland, or aquatic habitats). If tree removal must occur during the bird breeding season, all trees to be removed shall be surveyed by a qualified biologist to verify the presence or absence of nesting raptors or other birds. Pre-removal surveys shall be conducted within 15 days prior to the start of work and shall be submitted to the City for review and approval. If the survey indicates the potential presence of nesting raptors or other birds, the biologist shall determine an appropriately sized buffer around the nest in which no work will be allowed until the young have successfully fledged. The size of the nest buffer will be determined by the biologist in consultation with the California Department of Fish and Wildlife and will be based to a large extent on the nesting species and its sensitivity to disturbance. In general, buffer sizes of 200 feet for raptors and 50 feet for other birds should suffice to prevent disturbance to birds nesting in the urban environment, but these buffers may be increased or decreased, as appropriate, depending on the bird species and the level of disturbance anticipated near the nest.	Prior to removal of trees	Bureau of Planning	Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	**Initial Approval**	**Monitoring/ Inspection**
SCA-BIO-2: *Tree Permit (#30).* ***a. Tree Permit Required*** Pursuant to the City's Tree Protection Ordinance (OMC chapter 12.36), the project applicant shall obtain a tree permit and abide by the conditions of that permit.	Prior to approval of construction-related permit	Permit approval by Public Works Department, Tree Division; evidence of approval submitted to Bureau of Building	Bureau of Building
b. Tree Protection During Construction Adequate protection shall be provided during the construction period for any trees which are to remain standing, including the following, plus any recommendations of an arborist: i. Before the start of any clearing, excavation, construction, or other work on the site, every protected tree deemed to be potentially endangered by said site work shall be securely fenced off at a distance from the base of the tree to be determined by the project's consulting arborist. Such fences shall remain in place for duration of all such work. All trees to be removed shall be clearly marked. A scheme shall be established for the removal and disposal of logs, brush, earth, and other debris which will avoid injury to any protected tree. ii. Where proposed development or other site work is to encroach upon the protected perimeter of any protected tree, special measures shall be incorporated to allow the roots to breathe and obtain water and nutrients. Any excavation, cutting, filling, or compaction of the existing ground surface within the protected perimeter shall be minimized. No change in existing ground level shall occur within a distance to be determined by the project's consulting arborist from the base of any protected tree at any time. No burning or use of equipment with an open flame shall occur near or within the protected perimeter of any protected tree. iii. No storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees shall occur within the distance to be determined by the project's consulting arborist from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. No heavy construction equipment or construction materials shall be operated or stored within a distance from the base of any protected trees to be determined by the project's consulting arborist. Wires, ropes, or other devices shall not be attached to any protected tree, except as needed for support of the tree. No sign, other than a tag showing the botanical classification, shall be attached to any protected tree.	During construction	Public Works Department, Tree Division	Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	**Initial Approval**	**Monitoring/ Inspection**
iv. Periodically during construction, the leaves of protected trees shall be thoroughly sprayed with water to prevent buildup of dust and other pollution that would inhibit leaf transpiration. v. If any damage to a protected tree should occur during or as a result of work on the site, the project applicant shall immediately notify the Public Works Department and the project's consulting arborist shall make a recommendation to the City Tree Reviewer as to whether the damaged tree can be preserved. If, in the professional opinion of the Tree Reviewer, such tree cannot be preserved in a healthy state, the Tree Reviewer shall require replacement of any tree removed with another tree or trees on the same site deemed adequate by the Tree Reviewer to compensate for the loss of the tree that is removed. vi. All debris created as a result of any tree removal work shall be removed by the project applicant from the property within two weeks of debris creation, and such debris shall be properly disposed of by the project applicant in accordance with all applicable laws, ordinances, and regulations.			
c. Tree Replacement Plantings Replacement plantings shall be required for tree removals for the purposes of erosion control, groundwater replenishment, visual screening, wildlife habitat, and preventing excessive loss of shade, in accordance with the following criteria: i. No tree replacement shall be required for the removal of nonnative species, for the removal of trees which is required for the benefit of remaining trees, or where insufficient planting area exists for a mature tree of the species being considered. ii. Replacement tree species shall consist of Sequoia sempervirens (Coast Redwood), Quercus agrifolia (Coast Live Oak), Arbutus menziesii (Madrone), Aesculus californica (California Buckeye), Umbellularia californica (California Bay Laurel), or other tree species acceptable to the Tree Division. iii. Replacement trees shall be at least twenty-four (24) inch box size, unless a smaller size is recommended by the arborist, except that three fifteen (15) gallon size trees may be substituted for each twenty-four (24) inch box size tree where appropriate. iv. Minimum planting areas must be available on site as follows: • For Sequoia sempervirens, three hundred fifteen (315) square feet per tree; • For other species listed, seven hundred (700) square feet per tree. v. In the event that replacement trees are required but cannot be planted due to site constraints, an in lieu fee in accordance with the City's Master Fee Schedule may be substituted for required replacement plantings, with all such revenues applied toward tree planting in city parks, streets, and medians.	Prior to building permit final	Public Works Department, Tree Division	Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	**Initial Approval**	**Monitoring/ Inspection**
vi. The project applicant shall install the plantings and maintain the plantings until established. The Tree Reviewer of the Tree Division of the Public Works Department may require a landscape plan showing the replacement plantings and the method of irrigation. Any replacement plantings which fail to become established within one year of planting shall be replanted at the project applicant's expense.			
Cultural Resources			
SCA-CUL-1: *Archaeological and Paleontological Resources – Discovery During Construction (#32).* Pursuant to CEQA Guidelines section 15064.5(f), in the event that any historic or prehistoric subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the project applicant shall notify the City and consult with a qualified archaeologist or paleontologist, as applicable, to assess the significance of the find. In the case of discovery of paleontological resources, the assessment shall be done in accordance with the Society of Vertebrate Paleontology standards. If any find is determined to be significant, appropriate avoidance measures recommended by the consultant and approved by the City must be followed unless avoidance is determined unnecessary or infeasible by the City. Feasibility of avoidance shall be determined with consideration of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted. Work may proceed on other parts of the project site while measures for the cultural resources are implemented. In the event of data recovery of archaeological resources, the project applicant shall submit an Archaeological Research Design and Treatment Plan (ARDTP) prepared by a qualified archaeologist for review and approval by the City. The ARDTP is required to identify how the proposed data recovery program would preserve the significant information the archaeological resource is expected to contain. The ARDTP shall identify the scientific/historic research questions applicable to the expected resource, the data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. The ARDTP shall include the analysis and specify the curation and storage methods. Data recovery, in general, shall be limited to the portions of the archaeological resource that could be impacted by the proposed project. Destructive data recovery methods shall not be applied to portions of the archaeological resources if nondestructive methods are practicable. Because the intent of the ARDTP is to save as much of the archaeological resource as possible, including moving the resource, if feasible, preparation and implementation of the ARDTP would reduce the potential adverse impact to less than significant. The project applicant shall implement the ARDTP at his/her expense. In the event of excavation of paleontological resources, the project applicant shall submit an excavation plan prepared by a qualified	During construction	N/A	Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	**Initial Approval**	**Monitoring/ Inspection**
paleontologist to the City for review and approval. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and/or a report prepared by a qualified paleontologist, as appropriate, according to current professional standards and at the expense of the project applicant.			
SCA-CUL-2: *Human Remains – Discovery During Construction (#34).* Pursuant to CEQA Guidelines section 15064.5(e)(1), in the event that human skeletal remains are uncovered at the project site during construction activities, all work shall immediately halt, and the project applicant shall notify the City and the Alameda County Coroner. If the County Coroner determines that an investigation of the cause of death is required or that the remains are Native American, all work shall cease within 50 feet of the remains until appropriate arrangements are made. In the event that the remains are Native American, the City shall contact the California Native American Heritage Commission (NAHC), pursuant to subdivision (c) of section 7050.5 of the California Health and Safety Code. If the agencies determine that avoidance is not feasible, then an alternative plan shall be prepared with specific steps and timeframe required to resume construction activities. Monitoring, data recovery, determination of significance, and avoidance measures (if applicable) shall be completed expeditiously and at the expense of the project applicant.	During construction	N/A	Bureau of Building
Geology, Soils, and Geohazards			
SCA-GEO-1: *Construction-Related Permit(s) (#36).* The project applicant shall obtain all required construction-related permits/approvals from the City. The project shall comply with all standards, requirements and conditions contained in construction-related codes, including but not limited to the Oakland Building Code and the Oakland Grading Regulations, to ensure structural integrity and safe construction.	Prior to approval of construction-related permit	Bureau of Building	Bureau of Building
SCA-GEO-2: *Seismic Hazards Zone (Landslide/Liquefaction) (#39).* : The project applicant shall submit a site-specific geotechnical report, consistent with California Geological Survey Special Publication 117 (as amended), prepared by a registered geotechnical engineer for City review and approval containing at a minimum a description of the geological and geotechnical conditions at the site, an evaluation of site-specific seismic hazards based on geological and geotechnical conditions, and recommended measures to reduce potential impacts related to liquefaction and/or slope stability hazards. The project applicant shall implement the recommendations contained in the approved report during project design and construction.	Prior to approval of construction-related permit	Bureau of Building	Bureau of Building
Greenhouse Gas and Climate Change			
SCA-GHG-1: *Project Compliance with the Equitable Climate Action Plan (ECAP) Consistency Checklist (#41).*	Prior to approval of construction-related permit	Bureau of Planning	Bureau of Planning

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	**Initial Approval**	**Monitoring/ Inspection**
The project applicant shall implement all the measures in the Equitable Climate Action Plan (ECAP) Consistency Checklist that was submitted during the Planning entitlement phase. a. For physical ECAP Consistency Checklist measures to be incorporated into the design of the project, the measures shall be included on the drawings submitted for construction-related permits.			
b. For physical ECAP Consistency Checklist measures to be incorporated into the design of the project, the measures shall be implemented during construction.	During Construction	Bureau of Planning	Bureau of Building
c. For ECAP Consistency Checklist measures that are operational but not otherwise covered by these SCAs, including but not limited to the requirement for transit passes or additional Transportation Demand Management measures, the applicant shall provide notice of these measures to employees and/or residents and post these requirements in a public place such as a lobby or work area accessible to the employees and/or residents.	Ongoing	Bureau of Planning	N/A
Hazards and Hazardous Materials			
SCA-HAZ-1: *Hazardous Building Materials and Site Contamination (#44).* ***a. Hazardous Building Materials Assessment*** The project applicant shall submit a comprehensive assessment report to the Bureau of Building, signed by a qualified environmental professional, documenting the presence or lack thereof of asbestos-containing materials (ACMs), lead-based paint, polychlorinated biphenyls (PCBs), and any other building materials or stored materials classified as hazardous materials by State or federal law. If lead-based paint, ACMs, PCBs, or any other building materials or stored materials classified as hazardous materials are present, the project applicant shall submit specifications prepared and signed by a qualified environmental professional, for the stabilization and/or removal of the identified hazardous materials in accordance with all applicable laws and regulations. The project applicant shall implement the approved recommendations and submit to the City evidence of approval for any proposed remedial action and required clearances by the applicable local, state, or federal regulatory agency.	Prior to approval of demolition, grading, or building permits	Bureau of Building	Bureau of Building
b. Environmental Site Assessment Required The project applicant shall submit a Phase I Environmental Site Assessment report, and Phase II Environmental Site Assessment report if warranted by the Phase I report, for the project site for review and approval by the City. The report(s) shall be prepared by a qualified environmental assessment professional and include recommendations for remedial action, as appropriate, for hazardous materials. The project applicant shall implement the approved recommendations and submit to the City evidence of approval for any proposed remedial	Prior to approval of construction-related permit.	Applicable regulatory agency with jurisdiction	Applicable regulatory agency with jurisdiction

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	**Initial Approval**	**Monitoring/ Inspection**
action and required clearances by the applicable local, state, or federal regulatory agency.			
c. Health and Safety Plan Required The project applicant shall submit a Health and Safety Plan for the review and approval by the City in order to protect project construction workers from risks associated with hazardous materials. The project applicant shall implement the approved Plan.	Prior to approval of construction-related permit	Bureau of Building	Bureau of Building
d. Best Management Practices (BMPs) Required for Contaminated Sites The project applicant shall ensure that Best Management Practices (BMPs) are implemented by the contractor during construction to minimize potential soil and groundwater hazards. These shall include the following: i. Soil generated by construction activities shall be stockpiled on-site in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Specific sampling and handling and transport procedures for reuse or disposal shall be in accordance with applicable local, state, and federal requirements. ii. Groundwater pumped from the subsurface shall be contained on-site in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies. Engineering controls shall be utilized, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building.	During construction	N/A	Bureau of Building
SCA-HAZ-2: *Hazardous Materials Related to Construction (#43).* The project applicant shall ensure that Best Management Practices (BMPs) are implemented by the contractor during construction to minimize potential negative effects on groundwater, soils, and human health. These shall include, at a minimum, the following: a. Follow manufacture's recommendations for use, storage, and disposal of chemical products used in construction; b. Avoid overtopping construction equipment fuel gas tanks; c. During routine maintenance of construction equipment, properly contain and remove grease and oils; d. Properly dispose of discarded containers of fuels and other chemicals; e. Implement lead-safe work practices and comply with all local, regional, state, and federal requirements concerning lead (for more information refer to the Alameda County Lead Poisoning Prevention Program); and f. If soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during	During construction	N/A	Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	**Initial Approval**	**Monitoring/ Inspection**
construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums or other hazardous materials or wastes are encountered), the project applicant shall cease work in the vicinity of the suspect material, the area shall be secured as necessary, and the applicant shall take all appropriate measures to protect human health and the environment. Appropriate measures shall include notifying the City and applicable regulatory agency(ies) and implementation of the actions described in the City's Standard Conditions of Approval, as necessary, to identify the nature and extent of contamination. Work shall not resume in the area(s) affected until the measures have been implemented under the oversight of the City or regulatory agency, as appropriate.			
Hydrology and Water Quality			
SCA-HYD-1: *State Construction General Permit (#50)*. The project applicant shall comply with the requirements of the Construction General Permit issued by the State Water Resources Control Board (SWRCB). The project applicant shall submit a Notice of Intent (NOI), Stormwater Pollution Prevention Plan (SWPPP), and other required Permit Registration Documents to SWRCB. The project applicant shall submit evidence of compliance with Permit requirements to the City.	Prior to approval of construction-related permit	State Water Resources Control Board; evidence of compliance submitted to Bureau of Building	State Water Resources Control Board
SCA-HYD-2: *NPDES C.3 Stormwater Requirements for Regulated Projects (#54)*. ***a. Post-Construction Stormwater Management Plan Required*** The project applicant shall comply with the requirements of Provision C.3 of the Municipal Regional Stormwater Permit issued under the National Pollutant Discharge Elimination System (NPDES). The project applicant shall submit a Post-Construction Stormwater Management Plan to the City for review and approval with the project drawings submitted for site improvements and shall implement the approved Plan during construction. The Post-Construction Stormwater Management Plan shall include and identify the following: i. Location and size of new and replaced impervious surface; ii. Directional surface flow of stormwater runoff; iii. Location of proposed on-site storm drain lines; iv. Site design measures to reduce the amount of impervious surface area; v. Source control measures to limit stormwater pollution; vi. Stormwater treatment measures to remove pollutants from stormwater runoff, including the method used to hydraulically size the treatment measures; and vii. Hydromodification management measures, if required by Provision C.3, so that post-project stormwater runoff flow and duration match pre-project runoff.	Prior to approval of construction-related permit	Bureau of Planning; Bureau of Building	Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	**Initial Approval**	**Monitoring/ Inspection**
b. Maintenance Agreement Required The project applicant shall enter into a maintenance agreement with the City, based on the Standard City of Oakland Stormwater Treatment Measures Maintenance Agreement, in accordance with Provision C.3, which provides, in part, for the following: i. The project applicant accepting responsibility for the adequate installation/construction, operation, maintenance, inspection, and reporting of any on-site stormwater treatment measures being incorporated into the project until the responsibility is legally transferred to another entity; and ii. Legal access to the on-site stormwater treatment measures for representatives of the City, the local vector control district, and staff of the Regional Water Quality Control Board, San Francisco Region, for the purpose of verifying the implementation, operation, and maintenance of the on-site stormwater treatment measures and to take corrective action if necessary. The maintenance agreement shall be recorded at the County Recorder's Office at the applicant's expense.	Prior to building permit final	Bureau of Building	Bureau of Building
Noise			
SCA-NOI-1: *Construction Days/Hours (#62)*. The project applicant shall comply with the following restrictions concerning construction days and hours: a. Construction activities are limited to between 7:00 a.m. and 7:00 p.m. Monday through Friday, except that pier drilling and/or other extreme noise generating activities greater than 90 dBA shall be limited to between 8:00 a.m. and 4:00 p.m. b. Construction activities are limited to between 9:00 a.m. and 5:00 p.m. on Saturday. In residential zones and within 300 feet of a residential zone, construction activities are allowed from 9:00 a.m. to 5:00 p.m. only within the interior of the building with the doors and windows closed. No pier drilling or other extreme noise generating activities greater than 90 dBA are allowed on Saturday. c. No construction is allowed on Sunday or federal holidays. Construction activities include, but are not limited to, truck idling, moving equipment (including trucks, elevators, etc.) or materials, deliveries, and construction meetings held on-site in a non-enclosed area. Any construction activity proposed outside of the above days and hours for special activities (such as concrete pouring which may require more continuous amounts of time) shall be evaluated on a case-by-case basis by the City, with criteria including the urgency/emergency nature of the work, the proximity of residential or other sensitive uses, and a consideration of nearby residents'/occupants' preferences. The project applicant shall notify property owners and occupants located within	During construction	N/A	Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	**Initial Approval**	**Monitoring/ Inspection**
300 feet at least 14 calendar days prior to construction activity proposed outside of the above days/hours. When submitting a request to the City to allow construction activity outside of the above days/hours, the project applicant shall submit information concerning the type and duration of proposed construction activity and the draft public notice for City review and approval prior to distribution of the public notice.			
SCA-NOI-2: *Construction Noise (#63).* The project applicant shall implement noise reduction measures to reduce noise impacts due to construction. Noise reduction measures include, but are not limited to, the following: a. Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds) wherever feasible. b. Except as provided herein, impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used, if such jackets are commercially available, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures. c. Applicant shall use temporary power poles instead of generators where feasible. d. Stationary noise sources shall be located as far from adjacent properties as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the City to provide equivalent noise reduction. e. The noisiest phases of construction shall be limited to less than 10 days at a time. Exceptions may be allowed if the City determines an extension is necessary and all available noise reduction controls are implemented.	During construction	N/A	Bureau of Building
SCA-NOI-3: *Extreme Construction Noise (#64).* ***a. Construction Noise Management Plan Required*** Prior to any extreme noise generating construction activities (e.g., pier drilling, pile driving and other activities generating greater than 90dBA), the project applicant shall submit a Construction Noise Management Plan prepared by a qualified acoustical consultant for City	Prior to approval of construction-related permit	Bureau of Building	Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	**Initial Approval**	**Monitoring/ Inspection**
review and approval that contains a set of site-specific noise attenuation measures to further reduce construction impacts associated with extreme noise generating activities. The project applicant shall implement the approved Plan during construction. Potential attenuation measures include, but are not limited to, the following: a. Erect temporary plywood noise barriers around the construction site, particularly along on sites adjacent to residential buildings; b. Implement "quiet" pile driving technology (such as pre-drilling of piles, the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions; c. Utilize noise control blankets on the building structure as the building is erected to reduce noise emission from the site; d. Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings by the use of sound blankets for example and implement such measure if such measures are feasible and would noticeably reduce noise impacts; and e. Monitor the effectiveness of noise attenuation measures by taking noise measurements.			
b. Public Notification Required The project applicant shall notify property owners and occupants located within 300 feet of the construction activities at least 14 calendar days prior to commencing extreme noise generating activities. Prior to providing the notice, the project applicant shall submit to the City for review and approval the proposed type and duration of extreme noise generating activities and the proposed public notice. The public notice shall provide the estimated start and end dates of the extreme noise generating activities and describe noise attenuation measures to be implemented.	During construction	Bureau of Building	Bureau of Building
SCA-NOI-4: *Construction Noise Complaints (#66)*. The project applicant shall submit to the City for review and approval a set of procedures for responding to and tracking complaints received pertaining to construction noise and shall implement the procedures during construction. At a minimum, the procedures shall include**:** a. Designation of an on-site construction complaint and enforcement manager for the project; b. A large on-site sign near the public right-of-way containing permitted construction days/hours, complaint procedures, and phone numbers for the project complaint manager and City Code Enforcement unit; c. Protocols for receiving, responding to, and tracking received complaints; and	Prior to approval of construction-related permit	Bureau of Building	Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	**Initial Approval**	**Monitoring/ Inspection**
d. Maintenance of a complaint log that records received complaints and how complaints were addressed, which shall be submitted to the City for review upon the City's request.			
SCA-NOI-5: *Operational Noise (#68)*. Noise levels from the project site after completion of the project (i.e., during project operation) shall comply with the performance standards of chapter 17.120 of the Oakland Planning Code and chapter 8.18 of the Oakland Municipal Code. If noise levels exceed these standards, the activity causing the noise shall be abated until appropriate noise reduction measures have been installed and compliance verified by the City.	Ongoing	N/A	Bureau of Building
SCA-NOI-6: *Exposure to Community Noise (#67)*. The project applicant shall submit a Noise Reduction Plan prepared by a qualified acoustical engineer for City review and approval that contains noise reduction measures (e.g., sound-rated window, wall, and door assemblies) to achieve an acceptable interior noise level in accordance with the land use compatibility guidelines of the Noise Element of the Oakland General Plan. The applicant shall implement the approved Plan during construction. To the maximum extent practicable, interior noise levels shall not exceed the following: a. 45 dBA: Residential activities, civic activities, hotels b. 50 dBA: Administrative offices; group assembly activities c. 55 dBA: Commercial activities d. 65 dBA: Industrial activities	Prior to approval of construction-related permit	Bureau of Planning	Bureau of Building
SCA-NOI-7: *Vibration Impacts on Adjacent Structures or Vibration-Sensitive Activities (#70)*. The project applicant shall submit a Vibrations Analysis prepared by an acoustical and/or structural engineer or other appropriate qualified professional fir City review and approval that establishes pre-construction baseline conditions and threshold levels of vibration that could damage the structure and/or substantially interfere with activities located at the office building at 300 27th Street and the building closest to the project site from Westlake Middle School at 2629 Harrison Street. The Vibration Analysis shall identify design means and methods of construction that shall be utilized in order to not exceed the thresholds. The applicant shall implement the recommendations during construction.	Prior to approval of construction-related permit	Bureau of Planning	Bureau of Building
Population and Housing			
SCA-PH-1: *Jobs/Housing Impact Fee (#71)*. The project applicant shall comply with the requirements of the City of Oakland Jobs/Housing Impact Fee Ordinance (chapter 15.68 of the Oakland Municipal Code).	Prior to issuance of building permit; subsequent milestones pursuant to ordinance	Bureau of Building	N/A
Public Services, Parks, and Recreation Facilities			
SCA-PS-1: *Capital Improvements Impact Fee (#73)*.	Prior to issuance of building permit	Bureau of Building	N/A

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	**Initial Approval**	**Monitoring/ Inspection**
The project applicant shall comply with the requirements of the City of Oakland Capital Improvements Fee Ordinance (chapter 15.74 of the Oakland Municipal Code).			
Transportation and Circulation			
SCA-TRANS-1: *Transportation and Parking Demand Management (#78).* ***a. Transportation and Parking Demand Management (TDM) Plan Required*** The project applicant shall submit a Transportation and Parking Demand Management (TDM) Plan for review and approval by the City. i. The goals of the TDM Plan shall be the following: • Reduce vehicle traffic and parking demand generated by the project to the maximum extent practicable. • Achieve the following project vehicle trip reductions (VTR): o Projects generating 50-99 net new a.m. or p.m. peak hour vehicle trips: 10 percent VTR o Projects generating 100 or more net new a.m. or p.m. peak hour vehicle trips: 20 percent VTR • Increase pedestrian, bicycle, transit, and carpool/vanpool modes of travel. All four modes of travel shall be considered, as appropriate. • Enhance the City's transportation system, consistent with City policies and programs. ii. The TDM Plan should include the following: • Baseline existing conditions of parking and curbside regulations within the surrounding neighborhood that could affect the effectiveness of TDM strategies, including inventory of parking spaces and occupancy if applicable. • Proposed TDM strategies to achieve VTR goals (see below). iii. For employers with 100 or more employees at the subject site, the TDM Plan shall also comply with the requirements of Oakland Municipal Code Chapter 10.68 Employer-Based Trip Reduction Program. iv. The following TDM strategies **must** be incorporated into a TDM Plan based on a project location or other characteristics. When required, these mandatory strategies should be identified as a credit toward a project's VTR. ***[See additional table below]*** v. Other TDM strategies to consider include, but are not limited to, the following: • Inclusion of additional long-term and short-term bicycle parking that meets the design standards set forth in chapter five of the Bicycle Master Plan and the Bicycle Parking Ordinance (chapter 17.117 of the Oakland Planning Code), and	Prior to approval of construction-related permit	Bureau of Planning	N/A

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	**Initial Approval**	**Monitoring/ Inspection**
shower and locker facilities in commercial developments that exceed the requirement. • Construction of and/or access to bikeways per the Bicycle Master Plan; construction of priority bikeways, on-site signage, and bike lane striping. • Installation of safety elements per the Pedestrian Master Plan (such as crosswalk striping, curb ramps, count down signals, bulb outs, etc.) to encourage convenient and safe crossing at arterials, in addition to safety elements required to address safety impacts of the project. • Installation of amenities such as lighting, street trees, and trash receptacles per the Pedestrian Master Plan, the Master Street Tree List and Tree Planting Guidelines (which can be viewed at http://www2.oaklandnet.com/oakca1/groups/pwa/documents/report/oak042662.pdf and http://www2.oaklandnet.com/oakca1/groups/pwa/documents/form/oak025595.pdf, respectively)and any applicable streetscape plan. • Construction and development of transit stops/shelters, pedestrian access, way finding signage, and lighting around transit stops per transit agency plans or negotiated improvements. • Direct on-site sales of transit passes purchased and sold at a bulk group rate (through programs such as AC Transit Easy Pass or a similar program through another transit agency). • Provision of a transit subsidy to employees or residents, determined by the project applicant and subject to review by the City, if employees or residents use transit or commute by other alternative modes. • Provision of an ongoing contribution to transit service to the area between the project and nearest mass transit station prioritized as follows: 1) Contribution to AC Transit bus service; 2) Contribution to an existing area shuttle service; and 3) Establishment of new shuttle service. The amount of contribution (for any of the above scenarios) would be based upon the cost of establishing new shuttle service (Scenario 3). • Guaranteed ride home program for employees, either through 511.org or through separate program. • Pre-tax commuter benefits (commuter checks) for employees. • Free designated parking spaces for on-site car-sharing program (such as City Car Share, Zip Car, etc.) and/or car-share membership for employees or tenants. • On-site carpooling and/or vanpool program that includes preferential (discounted or free) parking for carpools and vanpools. • Distribution of information concerning alternative transportation options.			

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	**Initial Approval**	**Monitoring/ Inspection**
• Parking spaces sold/leased separately for residential units. Charge employees for parking or provide a cash incentive or transit pass alternative to a free parking space in commercial properties. • Parking management strategies including attendant/valet parking and shared parking spaces. • Requiring tenants to provide opportunities and the ability to work off-site. • Allow employees or residents to adjust their work schedule in order to complete the basic work requirement of five eight-hour workdays by adjusting their schedule to reduce vehicle trips to the worksite (e.g., working four, ten-hour days; allowing employees to work from home two days per week). • Provide or require tenants to provide employees with staggered work hours involving a shift in the set work hours of all employees at the workplace or flexible work hours involving individually determined work hours. The TDM Plan shall indicate the estimated VTR for each strategy, based on published research or guidelines where feasible. For TDM Plans containing ongoing operational VTR strategies, the Plan shall include an ongoing monitoring and enforcement program to ensure the Plan is implemented on an ongoing basis during project operation. If an annual compliance report is required, as explained below, the TDM Plan shall also specify the topics to be addressed in the annual report.			
b. TDM Implementation – Physical Improvements For VTR strategies involving physical improvements, the project applicant shall obtain the necessary permits/approvals from the City and install the improvements prior to the completion of the project.	Prior to building permit final	Bureau of Building	Bureau of Building
c. TDM Implementation – Operational Strategies For projects that generate 100 or more net new a.m. or p.m. peak hour vehicle trips and contain ongoing operational VTR strategies, the project applicant shall submit an annual compliance report for the first five years following completion of the project (or completion of each phase for phased projects) for review and approval by the City. The annual report shall document the status and effectiveness of the TDM program, including the actual VTR achieved by the project during operation. If deemed necessary, the City may elect to have a peer review consultant, paid for by the project applicant, review the annual report. If timely reports are not submitted and/or the annual reports indicate that the project applicant has failed to implement the TDM Plan, the project will be considered in violation of the Conditions of Approval and the City may initiate enforcement action as provided for in these Conditions of Approval. The project shall not be considered in violation of this Condition if the TDM Plan is implemented but the VTR goal is not achieved.	Ongoing	Department of Transportation	Department of Transportation

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	**Initial Approval**	**Monitoring/ Inspection**
SCA-TRANS-2: *Construction Activity in the Public Right-of-Way (#75).* ***a. Obstruction Permit Required*** The project applicant shall obtain an obstruction permit from the City prior to placing any temporary construction-related obstruction in the public right-of-way, including City streets, sidewalks, bicycle facilities, and bus stops.	Prior to Approval of Construction Related Permit	Department of Transportation	Department of Transportation
b. Traffic Control Plan Required In the event of obstructions to vehicle or bicycle travel lanes, bus stops, or sidewalks, the project applicant shall submit a Traffic Control Plan to the City for review and approval prior to obtaining an obstruction permit. The project applicant shall submit evidence of City approval of the Traffic Control Plan with the application for an obstruction permit. The Traffic Control Plan shall contain a set of comprehensive traffic control measures for auto, transit, bicycle, and pedestrian accommodations (or detours, if accommodations are not feasible), including detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes. The Traffic Control Plan shall be in conformance with the City's Supplemental Design Guidance for Accommodating Pedestrians, Bicyclists, and Bus Facilities in Construction Zones.	The project applicant shall implement the approved Plan during construction.	Department of Transportation	Department of Transportation
c. Repair of City Streets The project applicant shall repair any damage to the public right-of way, including streets and sidewalks, caused by project construction at his/her expense within one week of the occurrence of the damage (or excessive wear), unless further damage/excessive wear may continue; in such case, repair shall occur prior to approval of the final inspection of the construction-related permit. All damage that is a threat to public health or safety shall be repaired immediately.	Prior to building permit final	N/A	Department of Transportation
SCA-TRANS-3: *Bicycle Parking (#76).* The project applicant shall comply with the City of Oakland Bicycle Parking Requirements (chapter 17.118 of the Oakland Planning Code). The project drawings submitted for construction-related permits shall demonstrate compliance with the requirements.	Prior to Approval of Construction Related Permit	Bureau of Planning	Bureau of Building
SCA-TRANS-4: *Transportation Improvements (#77).* The project applicant shall implement the recommended on- and off-site transportation-related improvements contained within the Transportation Impact Review for the project (e.g., signal timing adjustments, restriping, signalization, traffic control devices, roadway reconfigurations, transportation demand management measures, and transit, pedestrian, and bicyclist amenities). The project applicant is responsible for funding and installing the improvements and shall obtain all necessary permits and approvals from the City and/or other applicable regulatory agencies such as, but not limited to, Caltrans (for improvements related to Caltrans facilities) and the California Public Utilities Commission (for improvements related to railroad crossings),	Prior to building permit final or as otherwise specified	Bureau of Building; Department of Transportation	Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	**Initial Approval**	**Monitoring/ Inspection**
prior to installing the improvements. To implement this measure for intersection modifications, the project applicant shall submit Plans, Specifications, and Estimates (PS&E) to the City for review and approval. All elements shall be designed to applicable City standards in effect at the time of construction and all new or upgraded signals shall include these enhancements as required by the City. All other facilities supporting vehicle travel and alternative modes through the intersection shall be brought up to both City standards and ADA standards (according to Federal and State Access Board guidelines) at the time of construction. Current City Standards call for, among other items, the elements listed below: a. 2070L Type Controller with cabinet accessory b. GPS communication (clock) c. Accessible pedestrian crosswalks according to Federal and State Access Board guidelines with signals (audible and tactile) d. Countdown pedestrian head module switch out e. City Standard ADA wheelchair ramps f. Video detection on existing (or new, if required) g. Mast arm poles, full activation (where applicable) h. Polara Push buttons (full activation) i. Bicycle detection (full activation) j. Pull boxes k. Signal interconnect and communication with trenching (where applicable), or through existing conduit (where applicable), 600 feet maximum l. Conduit replacement contingency m. Fiber switch n. PTZ camera (where applicable) o. Transit Signal Priority (TSP) equipment consistent with other signals along corridor p. Signal timing plans for the signals in the coordination group q. Bi-directional curb ramps (where feasible, and if project is on a street corner) r. Upgrade ramps on receiving curb (where feasible, and if project is on a street corner)			
SCA-TRANS-5: *Transportation Impact Fee (#79).* The project applicant shall comply with the requirements of the City of Oakland Transportation Impact Fee Ordinance (chapter 15.74 of the Oakland Municipal Code).	Prior to issuance of building permit	Bureau of Building	N/A
SCA-TRANS-6: *Plug-In Electric Vehicle (PEV) Charging Infrastructure (#81).* ***a. PEV-Ready Parking Spaces***	Prior to Issuance of a Building Permit	Bureau of Building	Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	**Initial Approval**	**Monitoring/ Inspection**
The applicant shall submit, for review and approval of the Building Official and Zoning Manager, plans that show the location of parking spaces equipped with full electrical circuits designated for future PEV charging (i.e., "PEV-Ready") per the requirements of Chapter 15.04 of the Oakland Municipal Code. Building electrical plans shall indicate sufficient electrical capacity to supply the required PEV-Ready parking spaces.			
b. PEV-Capable Parking Spaces The applicant shall submit, for review and approval of the Building Official, plans that show the location of inaccessible conduit to supply PEV-capable parking spaces per the requirements of Chapter 15.04 of the Oakland Municipal Code. Building electrical plans shall indicate sufficient electrical capacity to supply the required PEV-capable parking spaces.	Prior to Issuance of a Building Permit	Bureau of Building	Bureau of Building
c. ADA-Accessible Spaces The applicant shall submit, for review and approval of the Building Official, plans that show the location of future accessible EV parking spaces as required under Title 24 Chapter 11B Table 11B-228.3.2.1, and specify plans to construct all future accessible EV parking spaces with appropriate grade, vertical clearance, and accessible path of travel to allow installation of accessible EV charging station(s).	Prior to Issuance of a Building Permit	Bureau of Building	Bureau of Building
Utilities and Service Systems			
SCA-UTIL-1: *Sanitary Sewer System (#87)*. The project applicant shall prepare and submit a Sanitary Sewer Impact Analysis to the City for review and approval in accordance with the City of Oakland Sanitary Sewer Design Guidelines. The Impact Analysis shall include an estimate of pre-project and post-project wastewater flow from the project site. In the event that the Impact Analysis indicates that the net increase in project wastewater flow exceeds City-projected increases in wastewater flow in the sanitary sewer system, the project applicant shall pay the Sanitary Sewer Impact Fee in accordance with the City's Master Fee Schedule for funding improvements to the sanitary sewer system.	Prior to approval of construction-related permit	Public Works Department, Department of Engineering and Construction	N/A
SCA-UTIL-2: *Storm Drain System (#88)*. The project storm drainage system shall be designed in accordance with the City of Oakland's Storm Drainage Design Guidelines. To the maximum extent practicable, peak stormwater runoff from the project site shall be reduced by at least 25 percent compared to the pre-project condition.	Prior to approval of construction-related permit	Bureau of Building	Bureau of Building
SCA-UTIL-3: *Recycling Collection and Storage Space (#84)*. The project applicant shall comply with the City of Oakland Recycling Space Allocation Ordinance (chapter 17.118 of the Oakland Planning Code). The project drawings submitted for construction-related permits shall contain recycling collection and storage areas in compliance with the Ordinance. For residential projects, at least two (2) cubic feet of storage and collection space per residential unit is required, with a	Prior to approval of construction-related permit	Bureau of Planning	Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	**Initial Approval**	**Monitoring/ Inspection**
minimum of ten (10) cubic feet. For nonresidential projects, at least two (2) cubic feet of storage and collection space per 1,000 square feet of building floor area is required, with a minimum of ten (10) cubic feet.			
SCA-UTIL-4: *Construction and Demolition Waste Reduction and Recycling (#82).* The project applicant shall comply with the City of Oakland Construction and Demolition Waste Reduction and Recycling Ordinance (chapter 15.34 of the Oakland Municipal Code) by submitting a Construction and Demolition Waste Reduction and Recycling Plan (WRRP) for City review and approval and shall implement the approved WRRP. Projects subject to these requirements include all new construction, renovations/ alterations/modifications with construction values of $50,000 or more (except R-3 type construction), and all demolition (including soft demolition) except demolition of type R-3 construction. The WRRP must specify the methods by which the project will divert construction and demolition debris waste from landfill disposal in accordance with current City requirements. The WRRP may be submitted electronically at www.greenhalosystems.com or manually at the City's Green Building Resource Center. Current standards, FAQs, and forms are available on the City's website and in the Green Building Resource Center.	Prior to approval of construction-related permit	Public Works Department, Environmental Services Division	Public Works Department, Environmental Services Division
SCA-UTIL-5: *Underground Utilities (#83).* The project applicant shall place underground all new utilities serving the project and under the control of the project applicant and the City, including all new gas, electric, cable, and telephone facilities, fire alarm conduits, street light wiring, and other wiring, conduits, and similar facilities. The new facilities shall be placed underground along the project's street frontage and from the project structures to the point of service. Utilities under the control of other agencies, such as PG&E, shall be placed underground if feasible. All utilities shall be installed in accordance with standard specifications of the serving utilities.	During construction	N/A	Bureau of Building
SCA-UTIL-6: *Green Building Requirements (#85).* ***a. Compliance with Green Building Requirements During Plan-Check*** The project applicant shall comply with the requirements of the California Green Building Standards (CALGreen) mandatory measures and the applicable requirements of the City of Oakland Green Building Ordinance (chapter 18.02 of the Oakland Municipal Code). i. The following information shall be submitted to the City for review and approval with the application for a building permit: • Documentation showing compliance with Title 24 of the current version of the California Building Energy Efficiency Standards. • Completed copy of the final green building checklist approved during the review of the Planning and Zoning permit. • Copy of the Unreasonable Hardship Exemption, if granted, during the review of the Planning and Zoning permit.	Prior to approval of construction-related permit	Bureau of Building	N/A

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	**Initial Approval**	**Monitoring/ Inspection**
• Permit plans that show, in general notes, detailed design drawings, and specifications as necessary, compliance with the items listed in subsection (ii) below. • Copy of the signed statement by the Green Building Certifier approved during the review of the Planning and Zoning permit that the project complied with the requirements of the Green Building Ordinance. • Signed statement by the Green Building Certifier that the project still complies with the requirements of the Green Building Ordinance, unless an Unreasonable Hardship Exemption was granted during the review of the Planning and Zoning permit. • Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance. ii. The set of plans in subsection (i) shall demonstrate compliance with the following: • CALGreen mandatory measures. • LEED Silver per the appropriate checklist approved during the Planning entitlement process. • All green building points identified on the checklist approved during review of the Planning and Zoning permit, unless a Request for Revision Plan-check application is submitted and approved by the Bureau of Planning that shows the previously approved points that will be eliminated or substituted. • The required green building point minimums in the appropriate credit categories.			
b. Compliance with Green Building Requirements During Construction The project applicant shall comply with the applicable requirements of CALGreen and the Oakland Green Building Ordinance during construction of the project. The following information shall be submitted to the City for review and approval: i. Completed copies of the green building checklists approved during the review of the Planning and Zoning permit and during the review of the building permit. ii. Signed statement(s) by the Green Building Certifier during all relevant phases of construction that the project complies with the requirements of the Green Building Ordinance. iii. Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance.	During construction	N/A	Bureau of Building
c. Compliance with Green Building Requirements After Construction Prior to the finalizing the Building Permit, the Green Building Certifier shall submit the appropriate documentation to City staff and attain the minimum required point level.	Prior to Final Approval	Bureau of Planning	Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	**Initial Approval**	**Monitoring/ Inspection**
SCA-UTIL-7: *Water Efficient Landscape Ordinance (WELO) (#89).* The project applicant shall comply with California's Water Efficient Landscape Ordinance (WELO) in order to reduce landscape water usage. For any landscape project with an aggregate (total noncontiguous) landscape area equal to 2,500 sq. ft. or less. The project applicant may implement either the Prescriptive Measures or the Performance Measures, of, and in accordance with the California's Model Water Efficient Landscape Ordinance. For any landscape project with an aggregate (total noncontiguous) landscape area over 2,500 sq. ft., the project applicant shall implement the Performance Measures in accordance with the WELO. Prescriptive Measures: Prior to construction, the project applicant shall submit documentation showing compliance with Appendix D of California's Model Water Efficient Landscape Ordinance (see website below starting on page 23): http://www.water.ca.gov/wateruseefficiency/landscapeordinance/docs/Title%2023%20extract%20-%20Official%20CCR%20pages.pdf Performance Measures: Prior to construction, the project applicant shall prepare and submit a Landscape Documentation Package for review and approval, which includes the following: a. Project i. Date, ii. Applicant and property owner name, iii. Project address, iv. Total landscape area, v. Project type (new, rehabilitated, cemetery, or homeowner installed), vi. Water supply type and water purveyor, vii. Checklist of documents in the package, and viii. Applicant signature and date with the statement: "I agree to comply with the requirements of the water efficient landscape ordinance and submit a complete Landscape Documentation Package." b. Water Efficient Landscape Worksheet i. Hydrozone Information Table ii. Water Budget Calculations with Maximum Applied Water Allowance (MAWA) and Estimated Total Water Use c. Soil Management Report d. Landscape Design Plan e. Irrigation Design Plan, and f. Grading Plan Upon installation of the landscaping and irrigation systems, the Project applicant shall submit a Certificate of Completion and landscape and irrigation maintenance schedule for review and approval by the City.	Prior to approval of construction-related permit	Bureau of Planning	Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	**Initial Approval**	**Monitoring/ Inspection**
The Certificate of Compliance shall also be submitted to the local water purveyor and property owner or his or her designee. For the specific requirements within the Water Efficient Landscape Worksheet, Soil Management Report, Landscape Design Plan, Irrigation Design Plan and Grading Plan, see the link below. *http://www.water.ca.gov/wateruseefficiency/landscapeordinance/docs/Title%2023%20extract%20-%20Official%20CCR%20pages.pdf*			

Provided below is the table for SCA-TRANS-1: Transportation and Parking Demand Management (#77), section a. Transportation and Parking Demand Management (TDM) Plan Required, subsection iv.

Improvement	**Required by code or when…**
Bus boarding bulbs or islands	• A bus boarding bulb or island does not already exist, and a bus stop is located along the project frontage; and/or • A bus stop along the project frontage serves a route with 15 minutes or better peak hour service and has a shared bus-bike lane curb
Bus shelter	• A stop with no shelter is located within the project frontage, or • The project is located within 0.10 miles of a flag stop with 25 or more boardings per day
Concrete bus pad	• A bus stop is located along the project frontage and a concrete bus pad does not already exist
Curb extensions or bulb-outs	• Identified as an improvement within site analysis
Implementation of a corridor-level bikeway improvement	• A buffered Class II or Class IV bikeway facility is in a local or county adopted plan within 0.10 miles of the project location; and • The project would generate 500 or more daily bicycle trips
Implementation of a corridor-level transit capital improvement	• A high-quality transit facility is in a local or county adopted plan within 0.25 miles of the project location; and • The project would generate 400 or more peak period transit trips
Installation of amenities such as lighting; pedestrian-oriented green infrastructure, trees, or other greening landscape; and trash receptacles per the Pedestrian Master Plan and any applicable streetscape plan.	• Always required
Installation of safety improvements identified in the Pedestrian Master Plan (such as crosswalk striping, curb ramps, count down signals, bulb outs, etc.)	• When improvements are identified in the Pedestrian Master Plan along project frontage or at an adjacent intersection

Improvement	Required by code or when…
In-street bicycle corral	• A project includes more than 10,000 square feet of ground floor retail, is located along a Tier 1 bikeway, and on-street vehicle parking is provided along the project frontages.
Intersection improvements[1]	• Identified as an improvement within site analysis
New sidewalk, curb ramps, curb and gutter meeting current City and ADA standards	• Always required
No monthly permits and establish minimum price floor for public parking[2]	• If proposed parking ratio exceeds 1:1000 sf. (commercial)
Parking garage is designed with retrofit capability	• Optional if proposed parking ratio exceeds 1:1.25 (residential) or 1:1000 sf. (commercial)
Parking space reserved for car share	• If a project is providing parking and a project is located within downtown. One car share space reserved for buildings between 50 – 200 units, then one car share space per 200 units.
Paving, lane striping or restriping (vehicle and bicycle), and signs to midpoint of street section	• Typically required
Pedestrian crossing improvements	• Identified as an improvement within site analysis
Pedestrian-supportive signal changes[3]	• Identified as an improvement within operations analysis
Real-time transit information system	• A project frontage block includes a bus stop or BART station and is along a Tier 1 transit route with 2 or more routes or peak period frequency of 15 minutes or better
Relocating bus stops to far side	• A project is located within 0.10 mile of any active bus stop that is currently near side
Signal upgrades[4]	• Project size exceeds 100 residential units, 80,000 sf. of retail, or 100,000 sf. of commercial; and • Project frontage abuts an intersection with signal infrastructure older than 15 years
Transit queue jumps	• Identified as a needed improvement within operations analysis of a project with frontage along a Tier 1 transit route with 2 or more routes or peak period frequency of 15 minutes or better
Trenching and placement of conduit for providing traffic signal interconnect	• Project size exceeds 100 units, 80,000 sf. of retail, or 100,000 sf. of commercial; and

[1] Including but not limited to visibility improvements, shortening corner radii, pedestrian safety islands, accounting for pedestrian desire lines.

[2] May also provide a cash incentive or transit pass alternative to a free parking space in commercial properties.

[3] Including but not limited to reducing signal cycle lengths to less than 90 seconds to avoid pedestrian crossings against the signal, providing a leading pedestrian interval, provide a "scramble" signal phase where appropriate.

[4] Including typical traffic lights, pedestrian signals, bike actuated signals, transit-only signals.

Improvement	**Required by code or when…**
	• Project frontage block is identified for signal interconnect improvements as part of a planned ITS improvement; and • A major transit improvement is identified within operations analysis requiring traffic signal interconnect
Unbundled parking	• If proposed parking ratio exceeds 1:1.25 (residential)

415 20th STREET PROJECT
CEQA ANALYSIS

City of Oakland

Bureau of Planning

250 Frank H. Ogawa Plaza, Suite 2114

Oakland, CA 94612

April 2021

URBAN PLANNING PARTNERS INC.

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ATTACHMENTS

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I. EXECUTIVE SUMMARY

This CEQA document is prepared pursuant to California Resources Code Sections 21003, 21083, 21083.3, 21090, 21094.5, and 21166 and State of California Environmental Quality Act (CEQA) Guidelines Sections 15162, 15163, 15168, 15180, 15183, and 15183.3.

This section provides summary describing the project, the finding of the analysis included in this CEQA document, and the document's organization.

A. PROJECT OVERVIEW

The 415 20th Street Project (project) proposes to redevelop one parcel at 20th Street and Franklin St on the edge of Uptown with an office tower. Table I-1 provides general project information.

TABLE I-1 GENERAL PROJECT INFORMATION

Project Title	415 20th Street
Public Case File Number	PLN20092
Lead Agency Name and Address	City of Oakland Bureau of Planning 250 Frank H. Ogawa Plaza, Suite 2114 Oakland, CA 94612
Staff Contact	Rebecca Lind (510) 238-3472 rlind@oaklandca.gov
Applicant	415 20th Street, LLC 1970 Broadway, Suite 400 Oakland, CA 94612 Contact: Kevin Chow
Project Address	415 20th Street
Zoning Designation	CBD-P/CBD-C (Central Business District Pedestrian Retail Commercial Zone/Central Business District General Commercial Zone)
General Designation	CBD (Central Business District)
APN	008063800711
Lot Size	1.03 acres (44,901 square feet)

The existing parcel is currently occupied by Oakland Scientific Facility, which provides laboratory space for Lawrence Berkeley Laboratory and other small office spaces, with a rear parking lot. The proposed office tower would have 862,048 gross square feet of office floor area with a maximum height of 601 feet plus mechanical rooftop screening (622 feet 6 inches at top of mechanical). The project would result in construction of the tallest building currently in Oakland (approximately 200 feet taller than the Ordway Building). The tower would include 38 floors consisting of primarily office use, in addition to a ground-level lobby with indoor and outdoor space alongside retail. The project would accommodate 262 automobile parking stalls in four levels of above-ground, podium-style parking garage. The project will also feature an approximately ½-acre open landscaped amenity space atop the vehicular parking podium and a landscaped observation deck on the topmost floor.

B. SUMMARY OF FINDINGS

An evaluation of the project is provided in the *Chapter V, CEQA Checklist*, below. This evaluation concludes that the project qualifies for an exemption from additional environmental review. The project was found to be consistent with the development intensity and land use characteristics established by the City of Oakland General Plan, and any potential environmental impacts associated with its development were adequately analyzed and covered by the analysis in the applicable Program EIRs, which are the 1998 Land Use and Transportation Element EIR[1] (1998 LUTE EIR) and the 2011 Central District Urban Renewal Plan Amendments EIR.[2]

The analysis included in this CEQA document supports the determination that each of the applicable CEQA streamlining and/or tiering code sections listed below, separately and independently, provide a basis for CEQA compliance as follows: (1) the proposed project qualifies for an exemption per Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183 (Projects Consistent with a Community Plan or Zoning); (2) the proposed project qualifies for streamlining provisions of CEQA under Public Resources Code Section 21094.5 and CEQA Guidelines Section 15183.3 (Streamlining for Infill Projects); and (3) the proposed project qualifies to tier off Program EIRs and EIRs prepared for redevelopment projects per CEQA Guidelines Section 15168 (Program EIRs) and Section 15180 (Redevelopment Projects) as none of the conditions requiring a supplemental or subsequent EIR, as specified in CEQA Guidelines Sections 15162 (Subsequent EIRs) and 15163 (Supplement to an EIR), are present.

The project would be required to comply with the applicable mitigation measures identified in the Program EIRs as modified, and in some cases wholly replaced, to reflect the City's current

[1] City of Oakland Community and Economic Development Agency, 1997. Oakland General Plan Land Use and Transportation Element, Draft Environmental Impact Report, October.

[2] Oakland Redevelopment Agency, 2011. Draft EIR for the proposed amendments to the Central District Urban Renewal Plan, March.

standard language and requirements of its Standard Conditions of Approvals (SCAs), as well as any other applicable City of Oakland SCAs (see Attachment A). With implementation of the applicable SCAs, the project would not result in a substantial increase in the severity of significant impacts that were previously identified in the Program EIRs or any new significant impacts that were not previously identified in the Program EIRs.

Based on the findings included in this CEQA document, no additional environmental documentation or analysis is required.

C. DOCUMENT ORGANIZATION

This CEQA Analysis is organized into the following chapters:

Chapter I, Executive Summary: Provides a summary of the project and its findings; and summarizes the organization of the CEQA Analysis.

Chapter II, Background – Program Plans and EIRs: This chapter summarizes the previous environmental documents and their impacts, for which this CEQA Analysis is based upon.

Chapter III, Purpose and Summary of this Document: This chapter describes the several CEQA streamlining and/or tiering provisions and CEQA exemptions under which the project qualifies.

Chapter IV, Project Description: This chapter describes the project site, site development history, proposed development, and required approval process.

Chapter V, CEQA Checklist: This chapter summarizes the analysis, findings, and conclusions of previous Oakland Program EIRs as follows: Oakland's 1998 LUTE EIR and the Central District Urban Renewal Plan EIR and Amendments EIR (2011 Renewal Plan EIR). These are referred to collectively throughout this document as the "Program EIRs". This chapter also provides analysis of each environmental technical topic and describes significance criteria, potential environmental impacts, and their level of significance, SCAs relied upon to ensure that significant impacts would not occur, and mitigation measures recommended when necessary, to mitigate identified impacts.

Attachments: The attachments include applicable SCAs, consistency with applicable CEQA streamlining guidelines, and the technical analyses and data for shadow, wind, air quality, and greenhouse gas emissions, historic resources, traffic noise, and the Transportation Demand Management memo.

II. BACKGROUND—PROGRAM PLANS AND EIRS

The project site is addressed in prior City of Oakland planning documents, including the following plans:

- 1998 General Plan Land Use and Transportation Element (LUTE)[3]
- 2011 Central District Urban Renewal Plan Amendments (Renewal Plan)[4]

The project site is also located within the Downtown Oakland Specific Plan area; this plan is currently under development and anticipated to be adopted in late 2020. However, because the plan has yet to be adopted, this analysis relied on the analysis from the LUTE and Central District Renewal EIR's (described below). If the Downtown Oakland Specific Plan were adopted, it would not preclude development of the project. For this reason, the Downtown Oakland Specific Plan is not further mentioned in this CEQA Document and is not relied on for this analysis.

An EIR was prepared and certified for each of these planning documents. The following Program EIRs were considered for this CEQA document (and herein are collectively referred to as the "Program EIRs"):

- 1998 Land Use and Transportation Element EIR[5]
- 2011 Central District Urban Renewal Plan Amendments EIR[6]

Each of these documents is summarized below and hereby incorporated by reference and can be obtained from the City of Oakland Bureau of Planning at 250 Frank H. Ogawa Plaza, Suite 3315, Oakland, California 94612 or online at:
http://www2.oaklandnet.com/Government/o/PBN/OurServices/Application/EIR/index.htm

1. 1998 Land Use and Transportation Element EIR

The City of Oakland certified the EIR for its General Plan LUTE in 1998.[7] The LUTE identifies policies for utilizing Oakland's land as future changes take place and sets forth an action program to implement its land use policy through development controls and other strategies. The LUTE

[3] City of Oakland, 1998. General Plan: Land Use and Transportation Element, March.

[4] City of Oakland, 2012. Central District Urban Renewal Plan Amendments, April.

[5] City of Oakland Community and Economic Development Agency, 1997. Oakland General Plan Land Use and Transportation Element, Draft Environmental Impact Report, October.

[6] Oakland Redevelopment Agency, 2011. Draft EIR for the proposed amendments to the Central District Urban Renewal Plan, March.

[7] City of Oakland, 1998, op. cit., February.

identifies five Showcase Districts[8] targeted for continued growth; the project site is located within the Downtown Showcase District and is intended to promote a mixture of vibrant and unique land uses with around-the-clock activity, continued expansion of job opportunities, and growing residential population.

The 1998 LUTE EIR is considered a Program EIR per CEQA Guidelines Sections 15168 and 15183.3. As such, subsequent activities under the LUTE are subject to requirements under each of the aforementioned CEQA Guidelines sections, which are described further in *Chapter V, CEQA Checklist*. Applicable mitigation measures identified in the 1998 LUTE EIR are largely the same as those identified in the other Program EIRs prepared after the 1998 LUTE EIR, either as mitigation measures or newer SCAs, the latter of which are described below in *Chapter V, CEQA Checklist*.

1998 Land Use and Transportation Element EIR Environmental Effects Summary

The 1998 LUTE EIR determined that development consistent with the LUTE would result in impacts that would be reduced to a less-than-significant level with the implementation of mitigation measures and/or SCAs. Mitigation is required for the following resource topics: aesthetics (views, architectural compatibility and shadow only); air quality (construction dust [including particulate matter less than 10 microns in diameter] and roadway emissions Downtown, odors); cultural resources (except as noted below as less than significant); hazards and hazardous materials; land use (use and density incompatibilities); noise (use and density incompatibilities, including from transit/transportation improvements such as new facilities for trucks, cars, bicycles, and pedestrians, and major improvements to existing facilities such as widening of 98th Avenue and seismic upgrade and reconfiguration of I-880 freeway interchanges); population and housing (induced growth, policy consistency/clean air plan); public services (except as noted below as significant); and transportation and circulation (intersection operations).

In the 1998 LUTE EIR, less-than-significant impacts were identified for the following resources: Aesthetics (scenic resources, light and glare); air quality (clean air plan consistency, roadway emissions in Downtown, energy use emissions, local/regional climate change); biological resources; cultural resources (historic context/settings, architectural compatibility); energy; geology and seismicity; hydrology and water quality; land use (conflicts in mixed use projects and near transit); noise (roadway noise Downtown and citywide, multi-family near transportation/ transit improvements); population and housing (exceeding household projections, housing displacement from industrial encroachment); public services (water demand, wastewater flows, stormwater quality, park services); and transportation and circulation (transit demand). No impacts were identified for agricultural and forestry resources or mineral resources.

[8] The five Showcase Districts include: The Seaport, Downton, Mixed Use Waterfront, the Coliseum Area, and the Airport/Gateway.

Significant unavoidable impacts were identified for the following environmental resources in the 1998 LUTE EIR: air quality (regional emissions, roadway emissions in Downtown); noise (construction noise and vibration in Downtown); public services (fire safety); transportation and circulation (roadway segment operations); wind hazards; and policy consistency (clean air plan). Due to the potential for significant unavoidable impacts, a Statement of Overriding Considerations was adopted as part of the City's approvals.

The remaining impacts for applicable resource topics identified in the 1998 LUTE EIR were found to have no significant impacts.

2. 2011 Central District Urban Renewal Plan Amendments EIR

The City of Oakland prepared and certified an EIR for the Proposed Amendments to the Central District Urban Renewal Plan (Renewal Plan) EIR in 2011 and amended or supplemented the 2011 Renewal Plan up to April 3, 2012. The 2011 Renewal Plan area generally encompasses the entire Downtown, which is approximately 250 city blocks (828 acres) in an area generally bounded by Interstate (I-) 980, Lake Merritt, 27th Street, and the Embarcadero. The project site is located within Uptown Activity Area of the Renewal Plan. The Oakland City Council adopted the Central District Urban Renewal Plan for the Project Area in June 1969.

The 2011 Renewal Plan EIR is considered a Program EIR per CEQA Guidelines Sections 15168 and 15183.3. As such, subsequent activities under the Renewal Plan are subject to requirements under each of the aforementioned CEQA Guidelines sections, which are described further in *Chapter V, CEQA Checklist*. Applicable mitigation measures identified in the 2011 Renewal Plan EIR are largely the same as those identified in the other various Program EIRs prepared after the 2011 Renewal Plan EIR, either as mitigation measures or newer SCAs, the latter of which are described below in *Chapter V*.

2011 Central District Renewal Plan EIR Environmental Effects Summary

The 2011 Renewal Plan EIR determined that development facilitated by the proposed amendments would result in impacts to the following resources that would be reduced to a less-than-significant level with the implementation of identified mitigation measures and/or SCAs: aesthetics (light/glare only); air quality (except as noted below as less than significant and significant); biological resources (except no impacts regarding wetlands or conservation plans); cultural resources (except as noted below as significant); geology and soils; greenhouse gas emissions; hazards and hazardous materials; hydrology and water quality (stormwater and 100-year flooding only); noise (exceeding standards – construction and operations only); traffic/circulation (safety and transit only); utilities and service systems (stormwater and solid waste only).

Less-than-significant impacts were identified for the following resources in the 2011 Renewal Plan EIR: aesthetics (except as noted above as less than significant with standard conditions of approval); air quality (clean air plan consistency); hydrology and water quality (except as noted above as less than significant with standard conditions of approval); land use and planning; population and housing; noise (roadway noise only); public services and recreation; traffic/ circulation (air traffic and emergency access); and utilities and service systems (except as noted above as less than significant with standard conditions of approval). No impacts were identified for agricultural or forestry resources, and mineral resources.

The 2011 Renewal Plan EIR determined that the proposed amendments combined with cumulative development would have significant unavoidable impacts on the following environmental resources: air quality (toxic air contaminant exposure and odors); cultural resources (historic); and traffic/circulation (roadway segment operations). Due to the potential for significant unavoidable impacts, a Statement of Overriding Considerations was adopted as part of the City's approvals.

The remaining impacts for applicable resource topics identified in the 2011 Renewal Plan EIR were found to have no significant impacts.

III. PURPOSE AND SUMMARY OF THIS DOCUMENT

The purpose of this CEQA document is to evaluate the potential environmental effects of the project and to determine whether such impacts were adequately covered under the Program EIRs, referenced above, such that CEQA streamlining and/or tiering provisions and exemptions could be applied. The analysis herein incorporates information from the Program EIRs. It includes a CEQA Checklist (see *Chapter V*) and supporting documentation to provide comprehensive review and public information for the basis of the CEQA determination.

Based on the environmental evaluation, and as demonstrated by the CEQA Checklist included in *Chapter V*, the project qualifies for several CEQA streamlining and/or tiering provisions and CEQA exemptions, each of which separately and independently provides a basis for CEQA compliance. These exemptions and applicable provisions of CEQA related to streamlining and/or tiering and CEQA exemptions—as well as applicable standard conditions of approval and CEQA requirements related to aesthetics and parking—are described below.

A. COMMUNITY PLAN EXEMPTION

Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183 (Projects Consistent with a Community Plan or Zoning) allow streamlined environmental review for projects that are "consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified, except as might be necessary to examine whether there are project specific significant effects which are peculiar to the project or its site." Section 15183(c) specifies that "if an impact is not peculiar to the parcel or to the project, has been addressed as a significant effect in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards…, then an EIR need not be prepared for the project solely on the basis of that impact."

This analysis considers the analysis in the 1998 LUTE EIR and 2011 Renewal Plan EIR for the overall project. This CEQA document concludes that the project would not result in significant impacts that (1) are peculiar to the project or project site; (2) were not identified as significant project-level, cumulative, or offsite effects in the Program EIRs; or (3) were previously identified as significant effects but are determined to have a more severe adverse impact than discussed in the Program EIRs. Findings regarding the project's consistency with the zoning are included as Attachment B to this document. The project meets the requirements for a community plan exemption, as it is conditionally permitted in the zoning district where the project site is located and is consistent with the land uses envisioned for the site. Thus, based on the analysis conducted

in this document and pursuant to CEQA Guidelines Section 15183, the project qualifies for a community plan exemption.

B. QUALIFIED INFILL EXEMPTION

Public Resources Code Section 21094.5 and CEQA Guidelines Section 15183.3 (Streamlining for Infill Projects) allow streamlining for certain qualified infill projects by limiting the topics subject to review at the project level if the effects of infill development have been addressed in a planning level decision, or by uniformly applicable development policies. An infill project is eligible if the project (1) is located in an urban area on a site that either has been previously developed or that adjoins existing qualified urban uses on at least 75 percent of the site's perimeter; (2) satisfies the performance standards provided in CEQA Guidelines Appendix M; and (3) is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy.

No additional environmental review is required if the infill project would not cause any new specific effects or more significant effects, or if uniformly applicable development policies or standards would substantially mitigate such effects.

The analysis conducted indicates that the project qualifies for a qualified infill exemption and, pursuant to CEQA Guidelines Section 15183.3, is generally consistent with the required performance standards provided in CEQA Guidelines Appendix M, as evaluated in Attachment C: Infill Performance Standards, Per CEQA Guidelines 15183.3, of this document. This CEQA document supports that the project would not cause any new specific effects or more significant effects than previously identified in applicable planning level EIRs, and uniformly applicable development policies or standards (referred to herein as SCAs) would substantially mitigate the project's effects. The project is proposed on a previously developed site in downtown Oakland and is surrounded by urban uses. Furthermore, the project is consistent with the land use, density, building intensity, and applicable policies for the site. The analysis herein considers the analysis in the 2011 Renewal Plan EIR and the 1998 LUTE EIR.

Cumulative level effects of infill development have been addressed in other planning level documents, such as the LUTE and 1998 LUTE EIR and Redevelopment Plan and 2011 Redevelopment Plan EIR, or by uniformly applicable development policies (SCAs) that mitigate such impacts. Based on the streamlining provisions of CEQA Guidelines Sections 15183 and 15183.3, the project's cumulative effect would be less than significant.

C. PROGRAM EIRS AND REDEVELOPMENT PROJECTS

CEQA Guidelines Section 15168 (Program EIRs) and Section 15180 (Redevelopment Projects) provide that the 1998 LUTE EIR and 2011 Renewal Plan EIR can be used as Program EIRs in support of streamlining and/or tiering provisions under CEQA. The 2011 Renewal Plan EIR is a Program EIR for streamlining and/or tiering provisions by CEQA Guidelines Section 15168. The section defines the Program EIR as one prepared on a series of actions that can be characterized as one large project and are related geographically and by other shared characteristics. Section 15168 states that "subsequent activities in the Program EIR must be examined in the light of the Program EIR to determine whether an additional environmental document must be prepared." If the agency finds that, pursuant to CEQA Guidelines Section 15162, no new effects could occur or no new mitigation measures would be required, the agency can approve the activity as being within the scope of the project covered by the Program EIR and no new environmental document would be required.

Further, CEQA Guidelines Section 15180 specifies that "if a certified redevelopment plan EIR is prepared, no subsequent EIRs are required for individual components of the redevelopment plan unless a subsequent EIR or supplement to the EIR would be required by Section 15162 or 15163." The 2011 Renewal Plan EIR is considered a certified redevelopment plan.

Overall, based on an examination of the analysis, findings, and conclusions of the 1998 LUTE EIR and the 2011 Renewal Plan EIR, all of which are summarized in the CEQA Checklist in *Chapter V* of this document, the potential environmental impacts associated with the project have been adequately analyzed and covered in the Program EIRs. This analysis demonstrates that the project would not result in substantial changes or involve new information that would warrant preparation of a subsequent EIR, per CEQA Guidelines Section 15162 or 15164, because the level of development now proposed for the site is within the broader development assumptions analyzed in the Program EIRs. Therefore, no further review or analysis under CEQA is required.

D. PREVIOUS MITIGATION MEASURES AND CURRENT STANDARD CONDITIONS OF APPROVAL

As described above, the CEQA Checklist provided in *Chapter V* of this document evaluates the potential project specific environmental effects of the project and evaluates whether such impacts were adequately covered by the Program EIRs previously described in *Chapter II, Background-Program Plans and EIRs*, to allow the above-listed provisions of CEQA to apply. The analysis conducted incorporates by reference the information contained in each of the Program EIRs. The project is legally required to incorporate and/or comply with the applicable requirements of the mitigation measures identified in the Program EIRs. Therefore, the mitigation measures are herein assumed to be included as part of the project, including those

that have been modified to reflect the City's current standard language and requirements, as discussed below.

1. Standard Conditions of Approval Application in General

The City of Oakland established its Standard Conditions of Approval (SCAs) and Uniformly Applied Development Standards after certification of the 1998 LUTE EIR. The City has also adopted an updated version of the SCAs from those included in the 2011 Renewal Plan EIR. The City's SCAs are incorporated into and applied to new and changed projects as conditions of approval, regardless of a project's environmental determination. The SCAs incorporate policies and standards from various adopted plans, policies, and ordinances (e.g., Oakland Planning Code and Municipal Code, Creek Protection Ordinance, Stormwater Water Management and Discharge Control Ordinance, Tree Protection Ordinance, Grading Regulations, National Pollutant Discharge Elimination System [NPDES] permit requirements, Housing Element-related mitigation measures, California Building Code and Uniform Fire Code). The implementation of these policies and standards have been found to substantially mitigate environmental effects. The SCAs are adopted as requirements of an individual project when it is approved by the City and are designed to, and would, substantially mitigate environmental effects.

Consistent with the requirements of CEQA, a determination of whether the project would have a significant impact was made prior to the approval of the project and, where applicable, SCAs and/or mitigation measures in the Program EIRs have been identified to mitigate those impacts. In some instances, exactly how the measures/conditions identified will be achieved awaits completion of future studies, an approach that is legally permissible where measures/conditions are known to be feasible for the impact identified; where subsequent compliance with identified federal, state, or local regulations or requirements apply; where specific performance criteria are specified and required; and where the project commits to developing measures that comply with the requirements and criteria identified.

2. Standard Conditions of Approval Application in this CEQA Document

Several SCAs would apply to the project because of its characteristics and are triggered by the City of Oakland's consideration of a discretionary action for the project. Because the SCAs are mandatory City requirements, the impact analyses for new and modified projects assumes that all applicable SCAs will be imposed and implemented by the project in question.

All mitigation measures and applicable SCAs for the project are listed in Attachment A: Standard Conditions of Approval and Reporting Plan, of this document. Some of the SCAs identified in this document apply to the project and were also identified in the 2011 Renewal Plan EIR and 1998 LUTE EIR prior to the City's application of SCAs; however, the project would be subject to the most recent version of City SCAs.

Aesthetics and Parking Analysis

CEQA Guidelines Section 21099(d) states, "Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site located within a transit priority area shall not be considered significant impacts on the environment."[9] Accordingly, aesthetics and parking, for such projects, are no longer to be considered in determining if a project has the potential to result in significant environmental effects for projects that meet all three of the following criteria:

- The project is in a transit priority area.[10]
- The project is on an infill site.[11]
- The project is residential, mixed-use residential, or an employment center.[12]

The project meets each of the above three criteria because it: (1) is located within approximately 400 feet (less than 0.1 miles) of the 19th Street Oakland Bay Area Rapid Transit District (BART) Station and the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods (Alameda County Transit Route 6 with 10-minute peak headways, Route 18 with 15 minute peak headways, Route 51A with 10-minute peak headways, and Routes 72/72M/72R with 10- to 12-minute peak headways); (2) is located on an infill site that is currently developed with a laboratory and office use, and within a developed urban area of Oakland that includes commercial, office and residential uses; and (3) would be an employment center.

Therefore, this CEQA document does not consider aesthetics and the adequacy of parking in determining the significance of project impacts under CEQA. The City of Oakland recognizes that the public and decision makers nonetheless may be interested in information pertaining to the aesthetic effects and may desire that such information be provided as part of the environmental review process. Parking is not generally considered for CEQA purposes; however, this information is provided solely for informational purposes and is not used to determine the significance of the environmental impacts of the project, pursuant to CEQA Guidelines Section 21099(d).

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[9] CEQA Guidelines Section 21099(d)(1).

[10] CEQA Guidelines Section 21099(a)(7) defines a "transit priority area" as an area within one-half mile of an existing or planned major transit stop. A "major transit stop" is defined in CEQA Guidelines Section 21064.3 as a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

[11] CEQA Guidelines Section 21099(a)(4) defines an "infill site" as a lot located within an urban area that has been previously developed, or a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses

[12] CEQA Guidelines Section 21099(a)(1) defines an "employment center" as a project located on property zoned for commercial uses with a floor area ratio (FAR) of no less than 0.75 and located within a transit priority area.

IV. PROJECT DESCRIPTION

This chapter describes the proposed 415 20th Street Project that is the subject of this CEQA document. This chapter provides a description of the project site and existing site conditions, discusses the project details and characteristics, and lists the required project approvals.

A. PROJECT SITE

A description of the project site, including its location site characteristics, surrounding land uses, and existing general plan and zoning designation, is provided below.

1. Location

The project site is in Downtown Oakland at the southwest corner of 20th Street and Franklin Street within the Uptown District. It is bounded by a 12-story office building and single-story commercial building to the west, a Kaiser Permanente employee five-level parking structure to the south, Franklin Street to the east, and 20th Street to the north. The project site is within one block of several 19th Street Bay Area Rapid Transit District (BART) station entrances, major AC Transit bus lines and approximately 0.5-mile east of Interstate 980. Figure IV-1 illustrates the location and context of the project site.

2. Existing General Plan and Zoning Designation

The City of Oakland General Plan[13] land use classification for the site, as established by the LUTE, is Central Business District (CBD). The intent of the CBD designation is to encourage, support, and enhance the downtown area as a high-density, mixed-use urban center of regional importance and a primary hub for business, communications, office, government, high technology, retail, entertainment, and transportation in Northern California. A discussion of the project's consistency with relevant land use policies is provided in *Section V.I, Land Use, Plans, and Policies*.

The majority of the project site is within the Central Business District Commercial (CBD-C) zone and a small portion of the parcel in the southwest corner of the project site is within the Central Business District Pedestrian Retail Zone (CBD-P). The CBD-C zone permits a variety of commercial and office activities at all levels of buildings, while the CBD-P zone is intended to

[13] City of Oakland, 1998, op. cit., March.

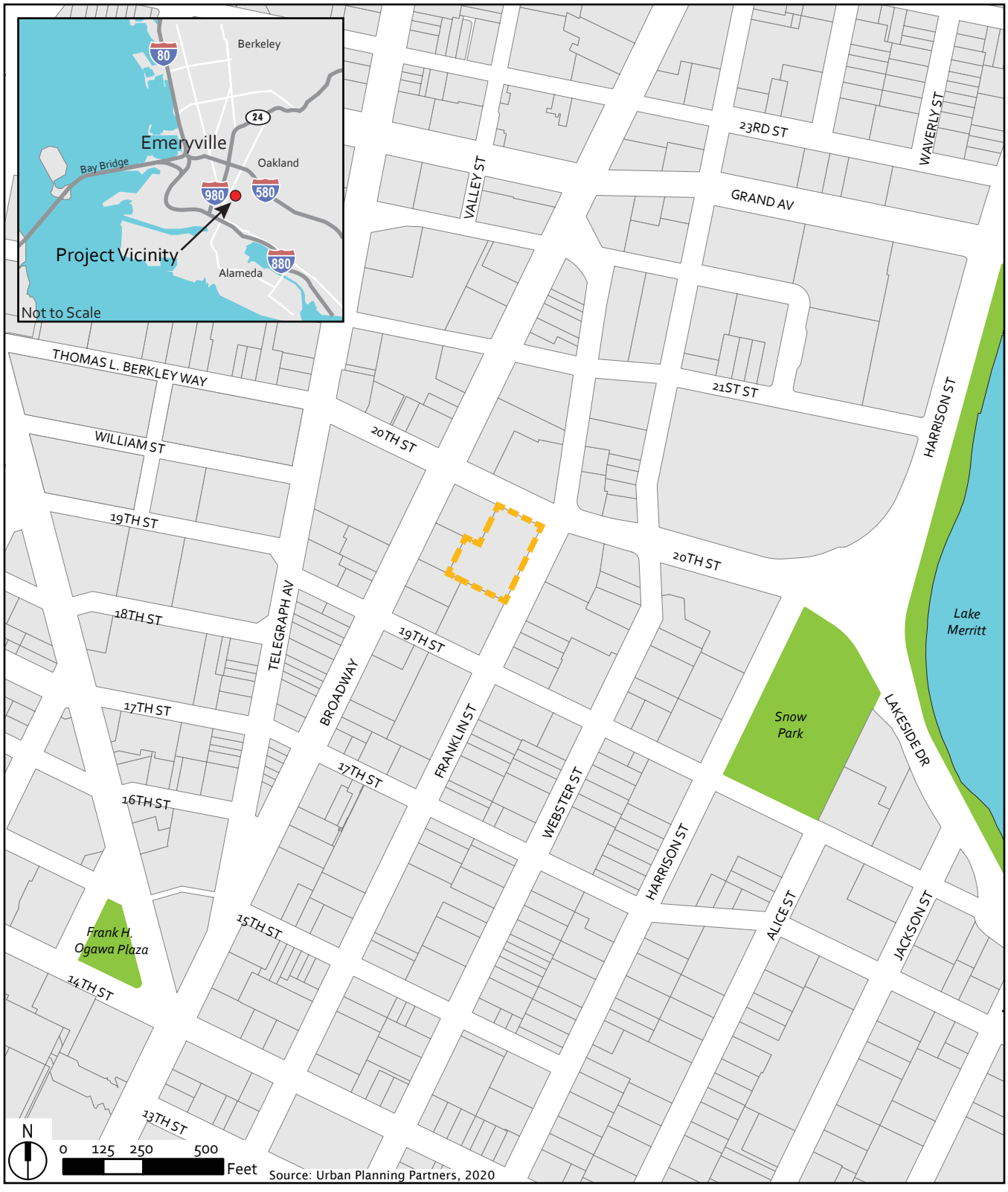


Figure IV-1
Project Location and Vicinity
415 20th Street Project

enhance the Central Business District through ground-floor pedestrian-oriented, active storefront uses. The entire parcel is within the CBD Height Area 7, which permits unlimited height and a maximum floor area ratio (FAR) of 20.0. A more detailed discussion of the project's consistency with relevant land use policies is provided in *Section V.I, Land Use, Plans, and Policies*.

3. Surrounding Land Uses

A mix of land uses surround the project site, as shown in Figure IV-2. To the north, existing uses include a bank (California Bank & Trust) and surface parking. Existing uses to the south include the Kaiser Permanente employee 612-space parking structure and the City-owned Franklin Plaza parking structure, a multi-story structure containing 482 parking spaces.[14][15] To the west is a 12-story office building (Golden West Tower at 1970 Broadway) and a single-story commercial building (which is planned for demolition as a part of another project). Existing uses to the east include a one-story bank (Union Bank), the 21-story Kaiser Permanente regional office building at 1950 Franklin Street. Existing uses to the north include two-story bank (California Bank & Trust) and a five-story Kaiser Building. Lake Merritt is approximately 1,400 feet west of the project site. A more detailed discussion of existing and planned land uses is provided in *Section V.I, Land Use, Plans, and Policies*.

The project site adjacent to any historic resources, although several exist within a one- to two-block radius, the closest being the buildings at 1904 Franklin Street (B+1+ rated) and 1900 Broadway (Cb+1+ rated). Additionally, several Areas of Primary Importance (APIs) —the Leamington Hotel Group, Uptown Commercial, and Lake Merritt APIs — are located near the project area. A more detailed discussion of historic resources is provided in *Section V.D, Cultural Resources*.

a. Site Characteristics

The project site is urban in character and is currently developed with an 82,900-square-foot, four-story office building with an accessory single-story structure, a surface parking lot containing approximately 12 parking spaces, and a variety of open and enclosed accessory structures containing electrical, building ventilation, and assorted laboratory equipment. The project site is approximately 1.03 acres (44,901 square feet) and is comprised of a single parcel:

- **415 20th Street** (Assessor's Parcel Number [APN] 008 063800711)

[14] City of Oakland & Metropolitan Transportation Commission, 2016. Downtown Oakland Parking Management Report. Prepared by Nelson Nygaard. June.

[15] City of Oakland, 2020. City-Owned Parking Garages, City of Oakland Parking Map. Available at: https://www.google.com/maps/d/u/0/viewer?hl=en&mid=1VsBdqRyskeKNkjuWU6ZYoTfIE6c&ll=37.80891903746114 5%2C-122.26654566156003&z=15, accessed May 12, 2020.

Figure IV-2
Project Site

The project site is under single, private ownership and is not on the list of hazardous waste and substance sites compiled pursuant to Government Code Section 65962.5 (Cortese list). The project site slopes downward at an approximately 3 percent gradient from south to north, with the elevation of the sidewalk along Franklin Street dropping approximately 6.5 feet. Sidewalks line the north (20th Street) and east (Franklin Street) frontages of the project site. A driveway from 20th Street provides vehicle access to the site through a single-lane access road and a driveway along Franklin Street provides vehicle access to an internal loading dock. Existing landscaping includes six street trees along the Franklin Street frontage and two street trees along the 20th Street frontage, as well as climbing vines along the Franklin Street façade of the existing building. There is a dedicated bike lane along Franklin Street. Along 20th Street, a bike lane exists in the westbound direction on the north side of the street opposite the project site and a shared bike lane in the eastbound direction.

B. PROJECT CHARACTERISTICS

A description of the project, including the proposed development characteristics, circulation and parking, landscaping and streetscape, utilities and infrastructure improvements, and demolition and site preparation, is provided below.

1. Development Characteristics

The project would involve construction of a 601-foot-tall building (plus 21-foot-tall mechanical structure), with 38 floors and approximately 1,074,000 gross square feet. The project's footprint of 41,000 square feet would cover approximately 91.3 percent of the project site's 44,901 square feet. The building would be made of two separate but connected components. The first would be a podium structure with a footprint of approximately 35,000 square feet at the ground floor and 38,000 square feet above the ground floor that would contain levels two through six of the building. The other component would be atop of the podium and would be a smaller-profile tower, with a footprint of approximately 27,000 square feet, which would contain the office uses in levels 7 through 38.

Uses on the site would include office, automobile parking, bike parking, retail and/or restaurant, office lobby, and private open space. The project's site plan is shown in Figure IV-3 and renderings of the building are shown in Figures IV-4 through IV-7. Approximately 862,048 square feet would be dedicated to office space, which would be the dominant use; approximately 2,279 square feet of ground floor space would be for retail/café space; 149,091 square feet for auto parking; 5,420 square feet for the office lobby; and the rest of the space dedicated to other auxiliary and support.

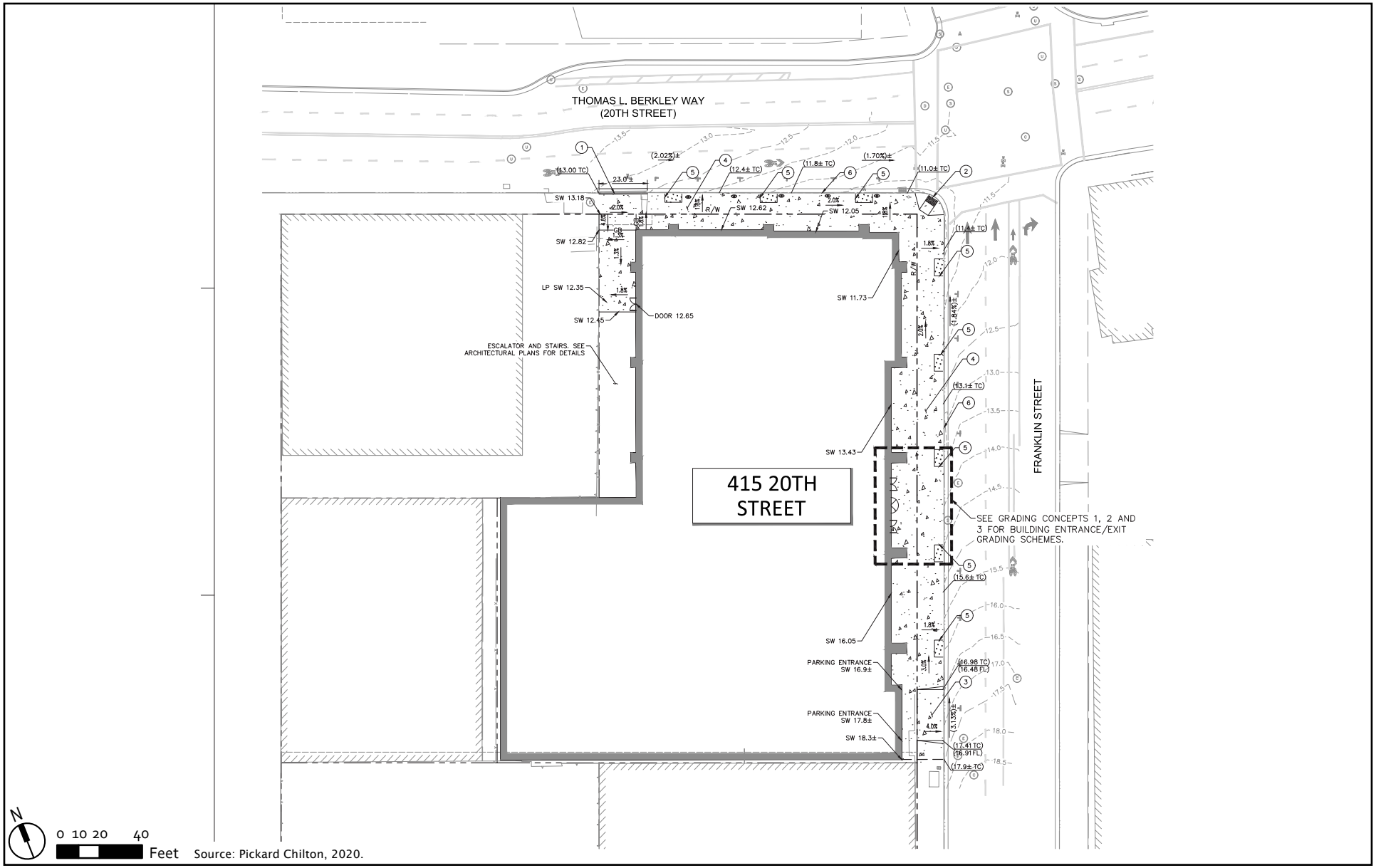
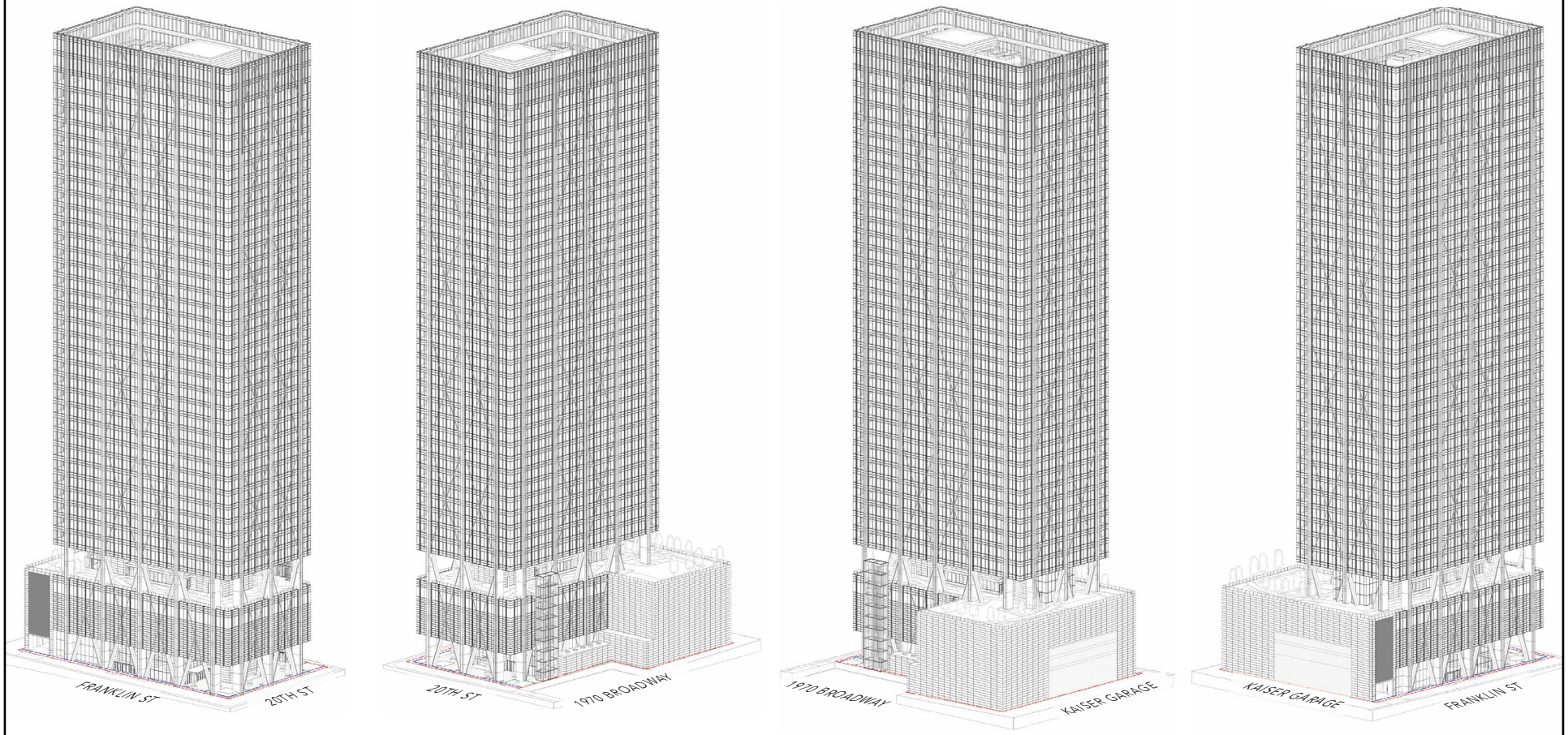


Figure IV-3
Site Plan



AXON FROM NE

AXON FROM NW

AXON FROM SW

AXON FROM SE

Source: Pickard Chilton, 2020.

Figure IV-5
Rendering - Perspectives
415 20th Street Project

Figure IV-5
Rendering - View from Franklin and 20th Street

Source: Pickard Chilton, 2020.

Figure IV-6
Rendering - Aerial View from Lake Merritt

Source: Pickard Chilton, 2020.

Figure IV-7
Rendering - View Looking South
415 20th Street Project

uses. The projects FAR would be 19.37.[16] These project characteristics are summarized below in Table IV-1.[17]

TABLE IV-1 PROJECT CHARACTERISTICS

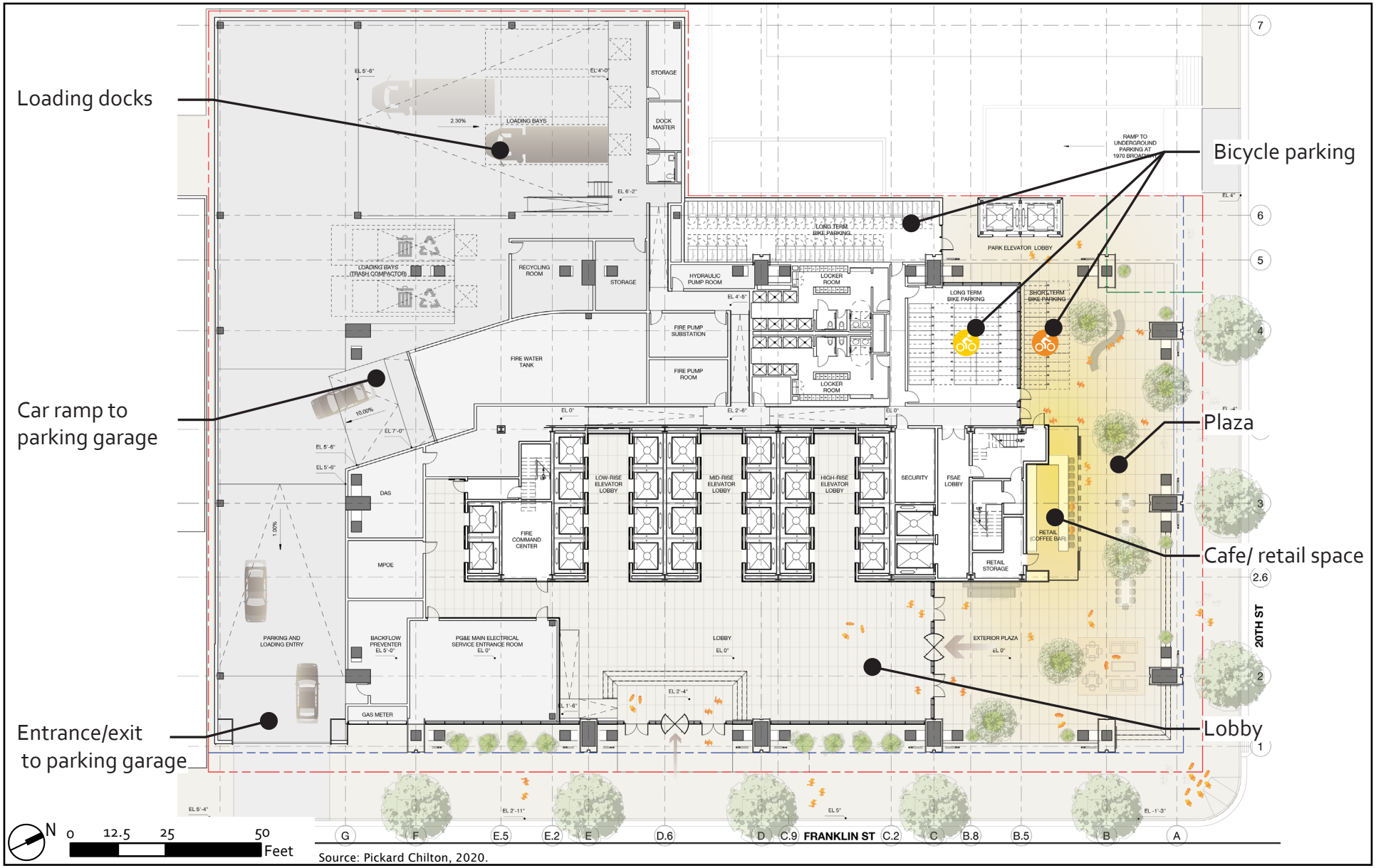
Characteristic	Existing Building	Proposed Project
Floor-Area Ratio	1.85	19.37
Height		
Floors	4	38
Height in Feet	68'	601' (at roof) / 622'6" (top of parapet)
Proposed Uses (gsf)		
Residential	N/A	N/A
Office	82,900	862,048
Lobby	N/A	5,420
Retail	N/A	2,279
Parking	N/A	149,091
Open Space	N/A	39,600
Support	N/A	54,831
Total GSF	82,900	1,073,669
Proposed Parking (number of spaces)		
Vehicle Parking Space	12	262
Bicycle Parking Spaces	N/A	156 (92 long term/46 short term)

Note: gsf = gross square feet. The total gross square feet do not include private open space totals.
Sources: Hines, 2020.

As shown in Figure IV-8, the ground floor would consist of bicycle parking, the building lobby, a retail/café space, a plaza with outdoor seating along 20th Street, vehicle circulation, and building support uses such as mechanical and electrical equipment, trash areas, and a loading dock. Floors two through five would consist entirely of vehicular parking area and are shown in Figure IV-9. An open-air podium at the sixth level of the building would contain a retail/café space, and approximately 28,200 square feet of landscaped open amenity space as shown in Figure IV-10. The outdoor space at the podium level would contain lawn areas surfaced with artificial turf, trees

[16] Per Oakland Municipal Code 17.09.040, FAR only considers office, retail, lobby, and support space uses per. FAR does not include areas used for off-street parking, loading berths, driveways, or areas which qulify as usable open space. Therefore the project's total considerable FAR total is 869,747 square feet.

[17] At the time of the publication of this CEQA Document, multiple scenarios were being contemplated for the project. The air quality and transportation analysis therefore consider the maximum development potential for the project site at the maximum allowed FAR of 20.0 in order to encapsulate a "worst-case" scenario. This worst-case scenario is described in those respective resource topic sections.



Source: Pickard Chilton, 2020.

Figure IV-8
Ground Floor Plan

Figure IV-9
Typical Parking Floor Plan (Floors 2 - 5)

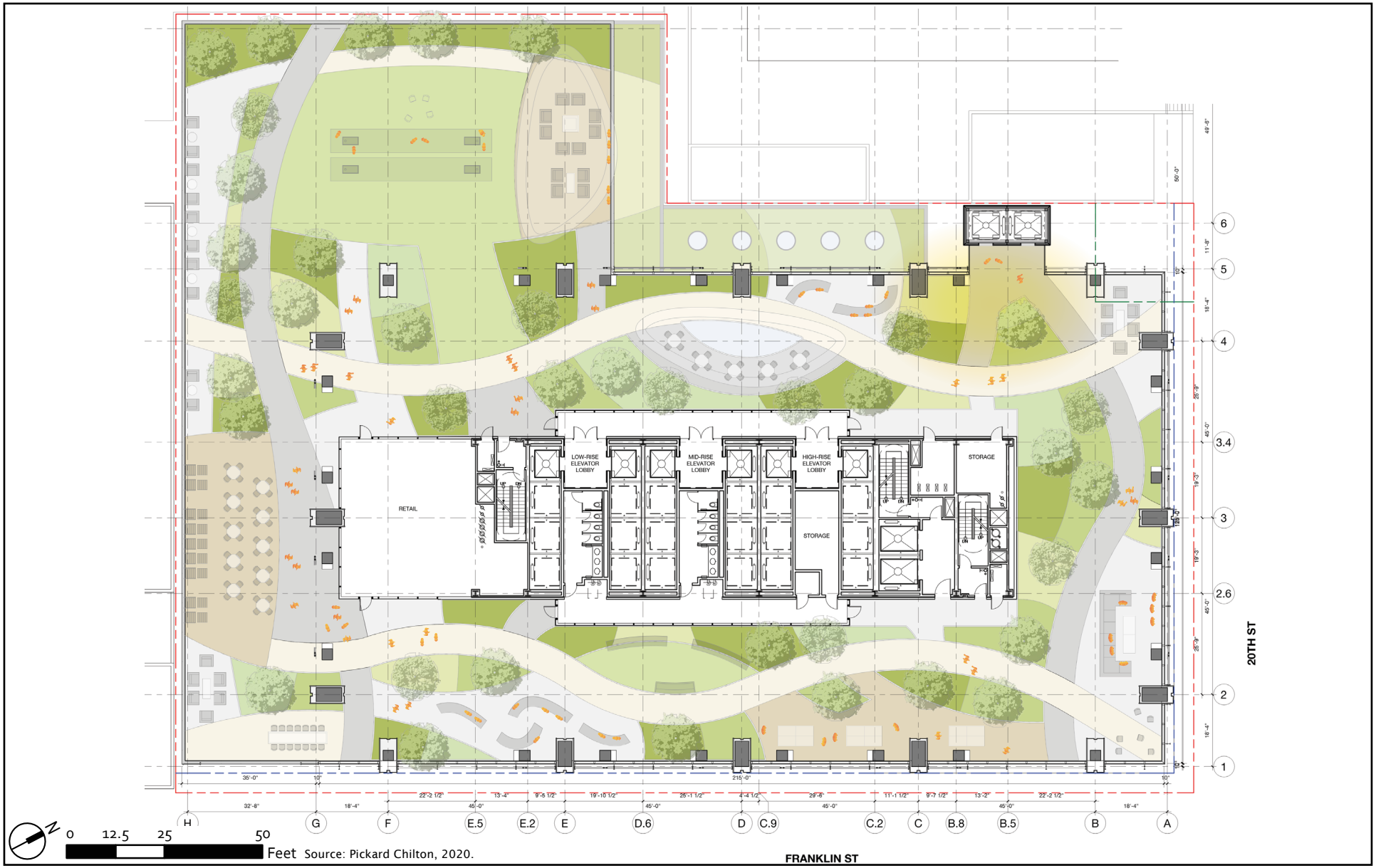


Figure IV-10
Podium Plan (Floor 6)

ornamental shrubbery in containers and planting beds, walking paths, and outdoor furniture such as tables and chairs. Above the podium, the building would contain leasable office space divided into three sections:

- Low Rise – Floors 7 through 18
- Mid Rise – Floors 19 through 29
- High Rise – Floors 30 through 38

Typical floor plans for these sections of the building are shown in Figures IV-11 through 13. The roof of the building would contain a walking path that circumnavigates the roof of the tower, with landscaped areas containing trees, turf, and planting areas at the north and south ends of the roof, as shown in Figure IV-14. Project elevations displaying these three sections are provided in Figures IV-15 through IV-16.

2. Circulation and Parking

The project site would have one vehicle access point along Franklin Street for entry and exit to the parking levels. The project includes a total of 262 automobile parking spaces on levels two through five of the podium. A total of 48 short term bicycle parking spaces would be provided in outdoor racks in the plaza along 20th Street and 108 long term bicycle parking spaces would be provided in a secure room on the ground floor of the building. Three full-truck loading bays would be located on the ground floor. No changes to the existing street parking along Franklin and 20th streets are proposed by the project at this time. Several bike lane improvements are proposed by the City and discussed in *Section V.M, Transportation and Circulation*.

The closest bus stop is located on the westbound side of 20th Street directly across from the project site and provides service for the Alameda County Transit (AC Transit) lines 33, 611, and 805. Within one block of the project site, along Broadway and 20th streets, bus stops serve the following AC Transit routes: lines 1, 18, 800, 58L, NL, 12, 51A, 651, 851, 802, 72, 805, 11, and the D and N (Free Broadway Shuttle). The 19th Street BART Station is located less than one block west of the project site, with the closest entrance at the intersection of 20th Street and Broadway.

3. Landscaping and Streetscape

The project includes a total of 39,600 square feet of open space. The ground floor level includes landscaping and approximately 4,400 square feet of public ground-floor plaza. On level six, a landscaped open space amenity space would cover the entire podium, apart from mechanical equipment and a retail/café space and would include approximately 28,200 square feet of open space. The roof would also include an observation deck totaling approximately 7,000 square feet. At the time of this document's publishing, it was undetermined whether or not the open space included in the project would be dedicated as private open space solely intended for tenant use, or if it would be privately owned public open space (often referred to as a "POPOS"). Since this

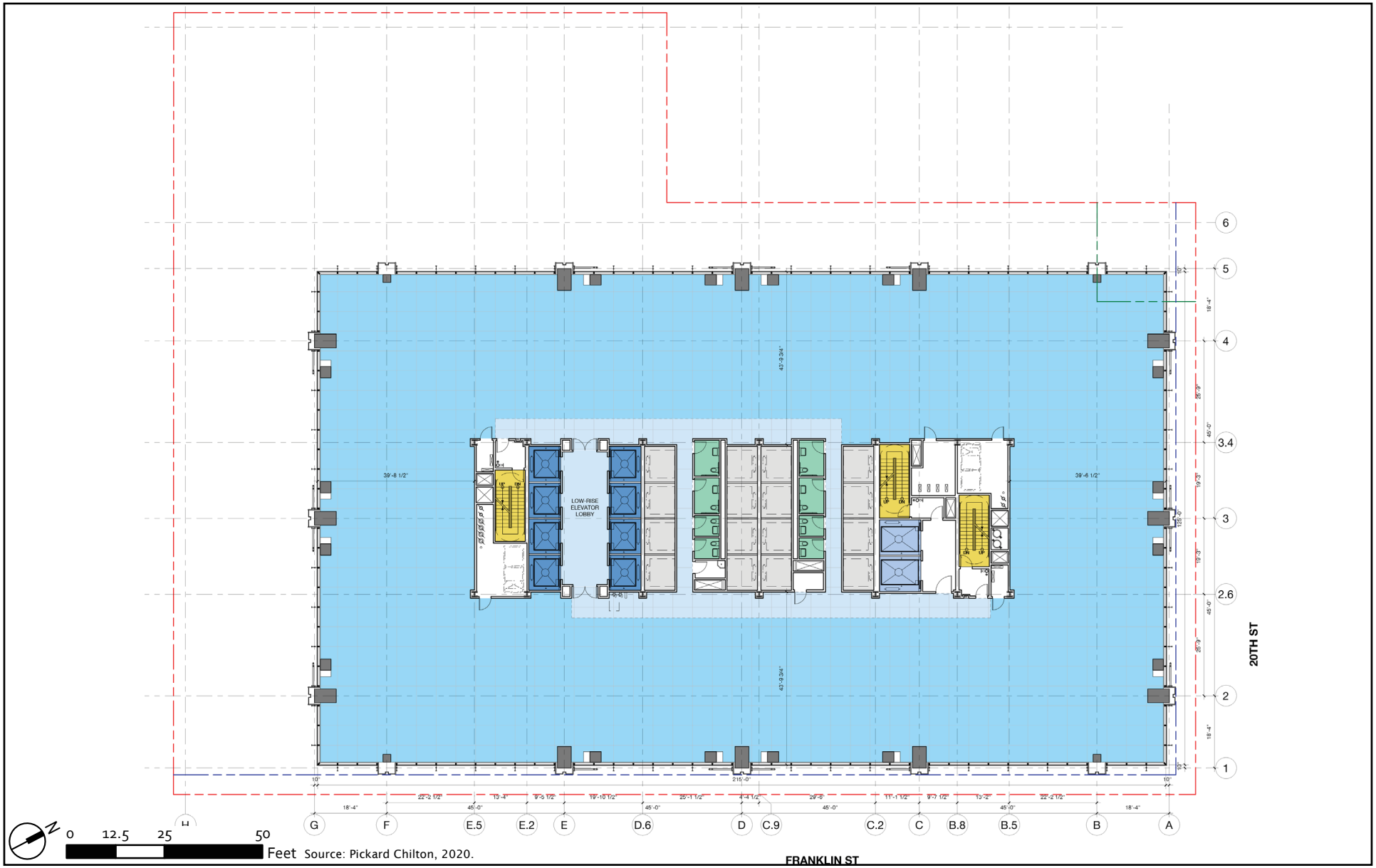


Figure IV-11
Low-Rise Plan (Floors 7 - 18)
415 20th Street Project

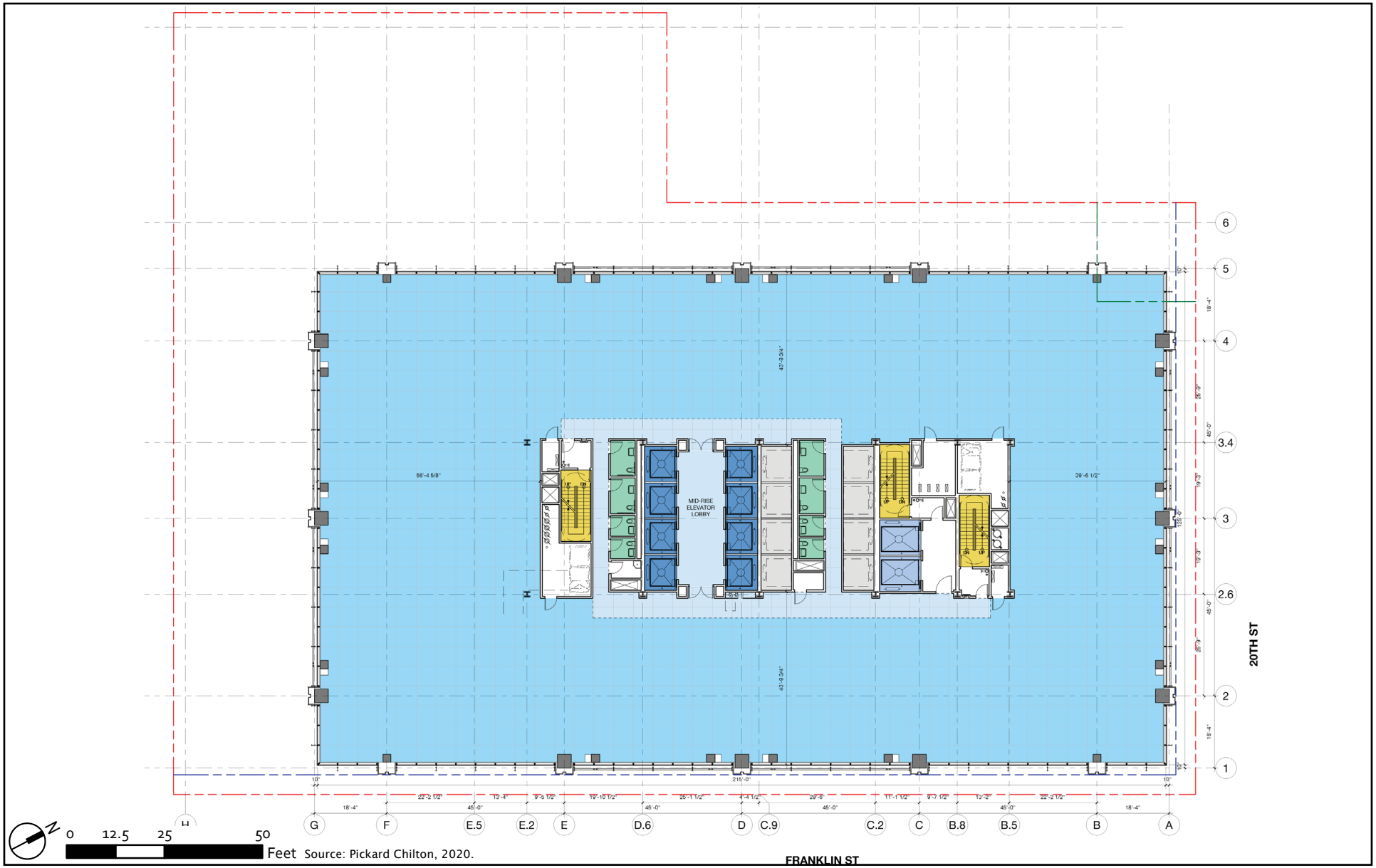


Figure IV-12
Mid-Rise Plan (Floors 19 - 29)

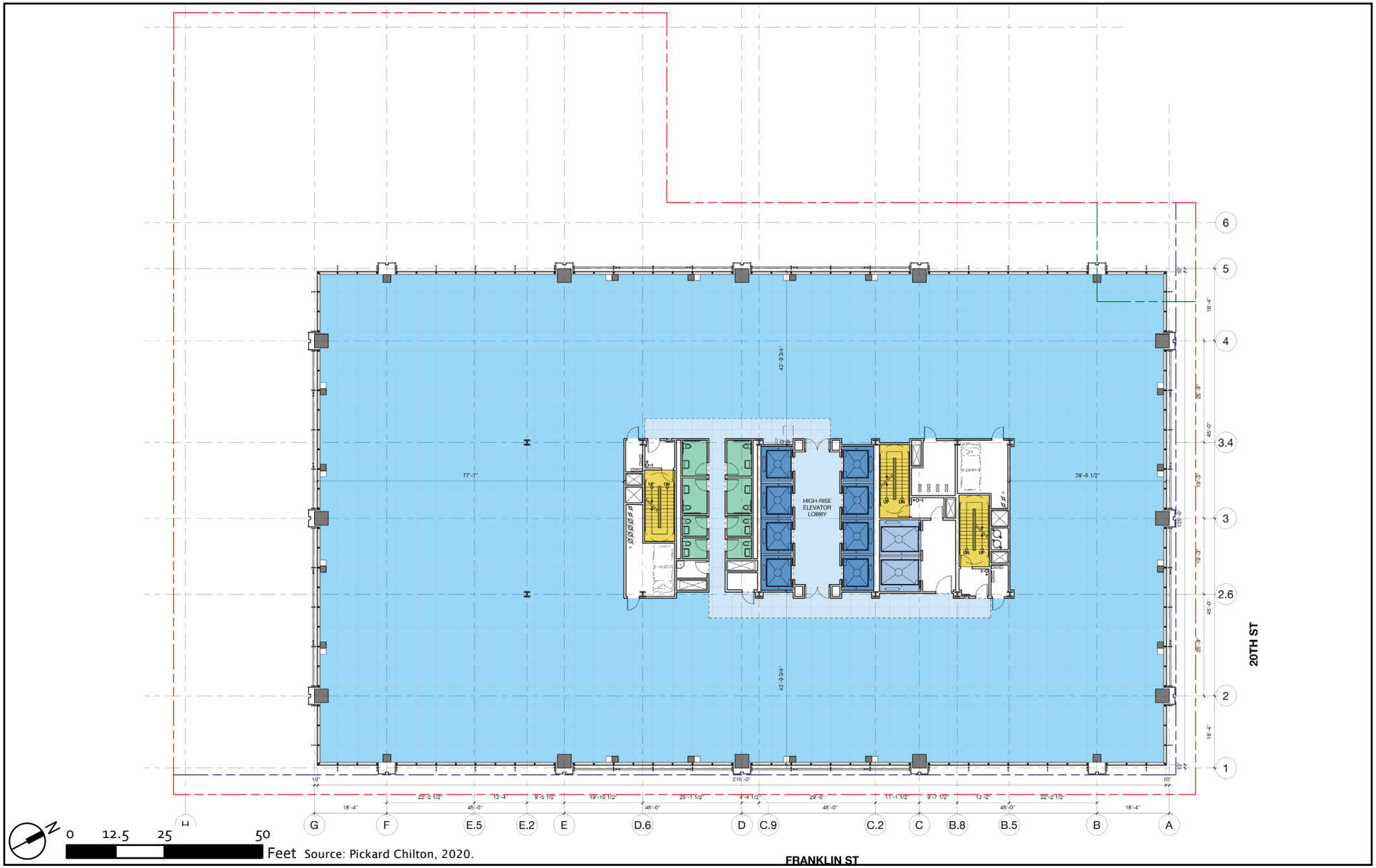


Figure IV-13
High-Rise Plan (Floors 30 - 38)

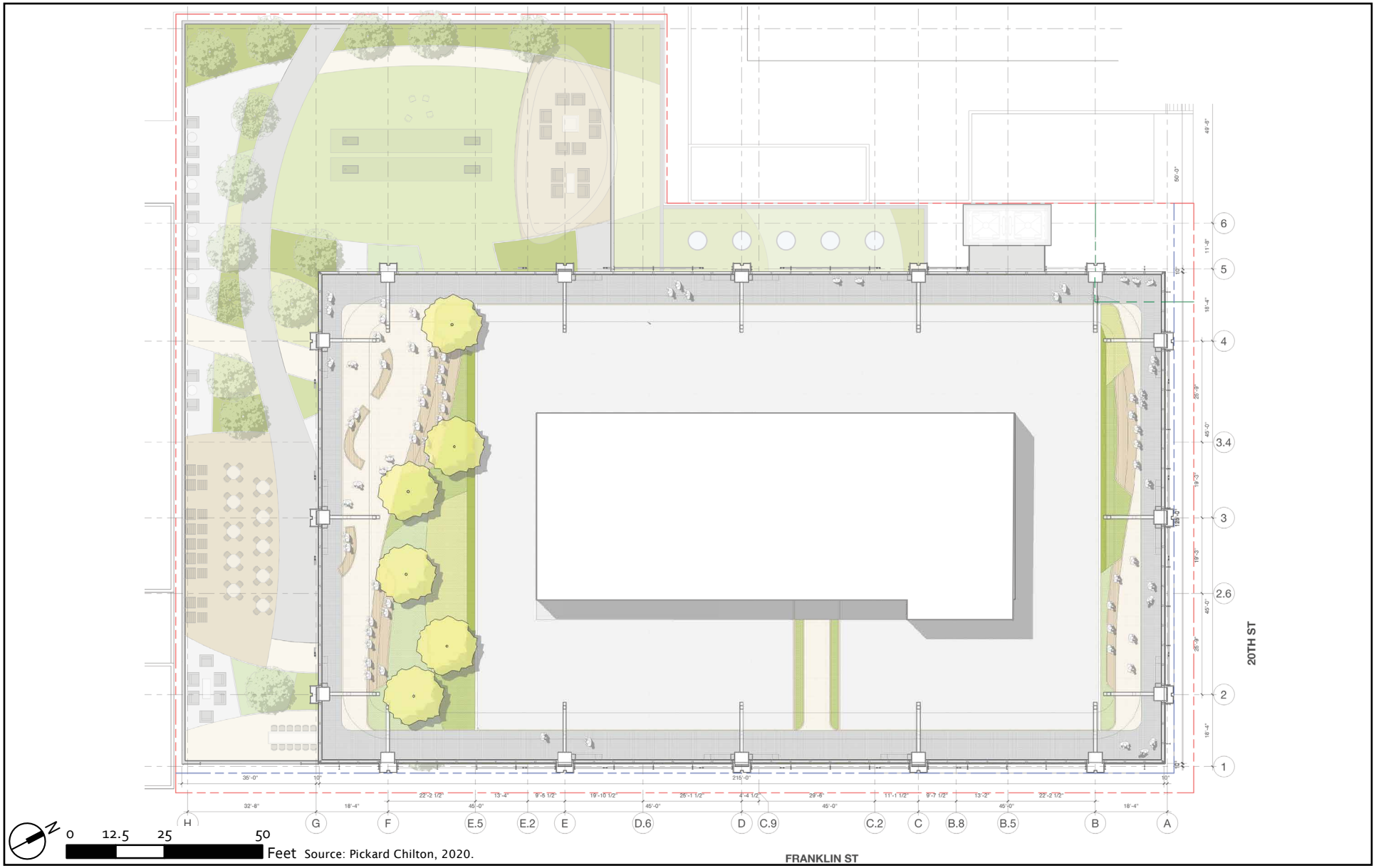


Figure IV-14
Roof Plan

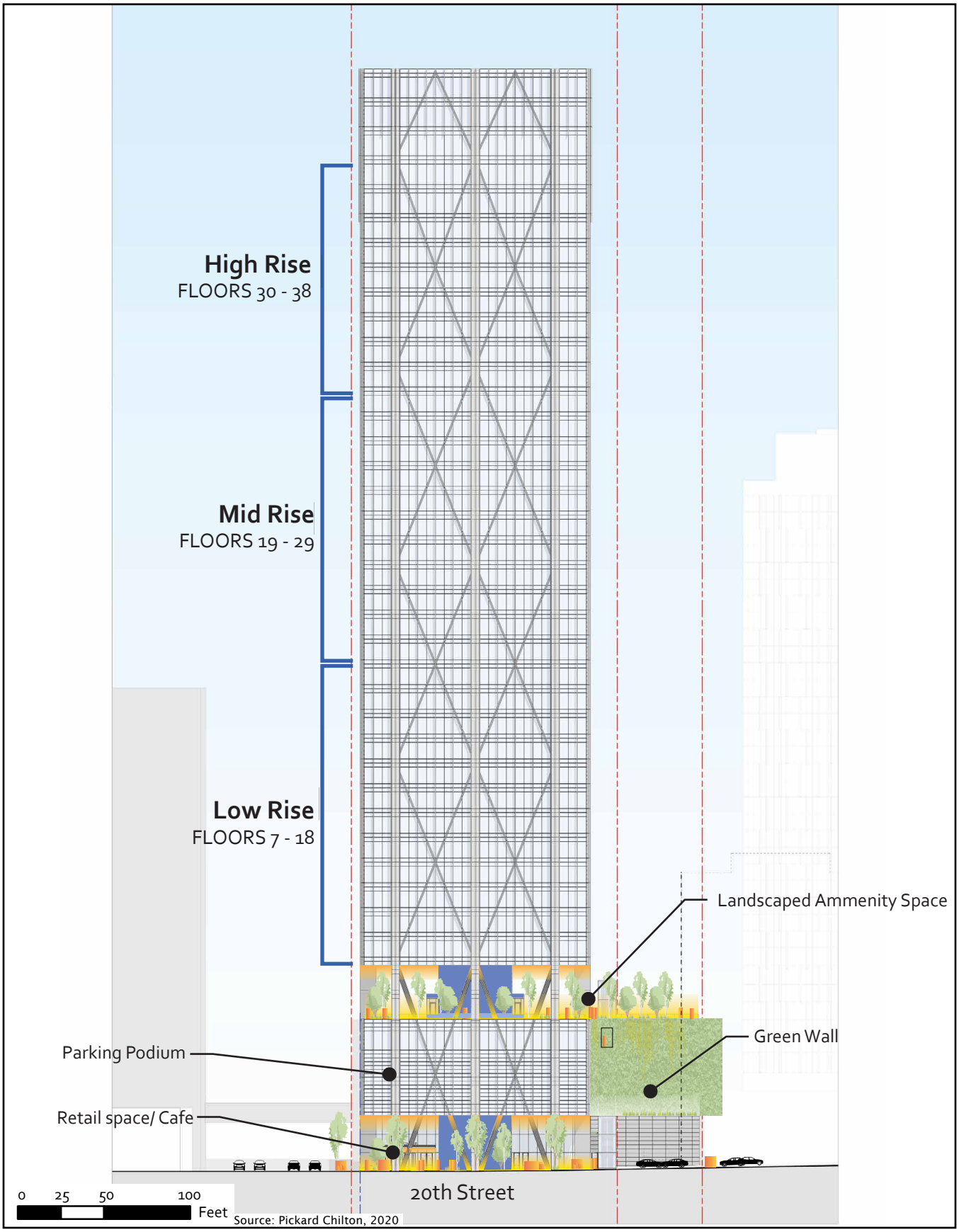
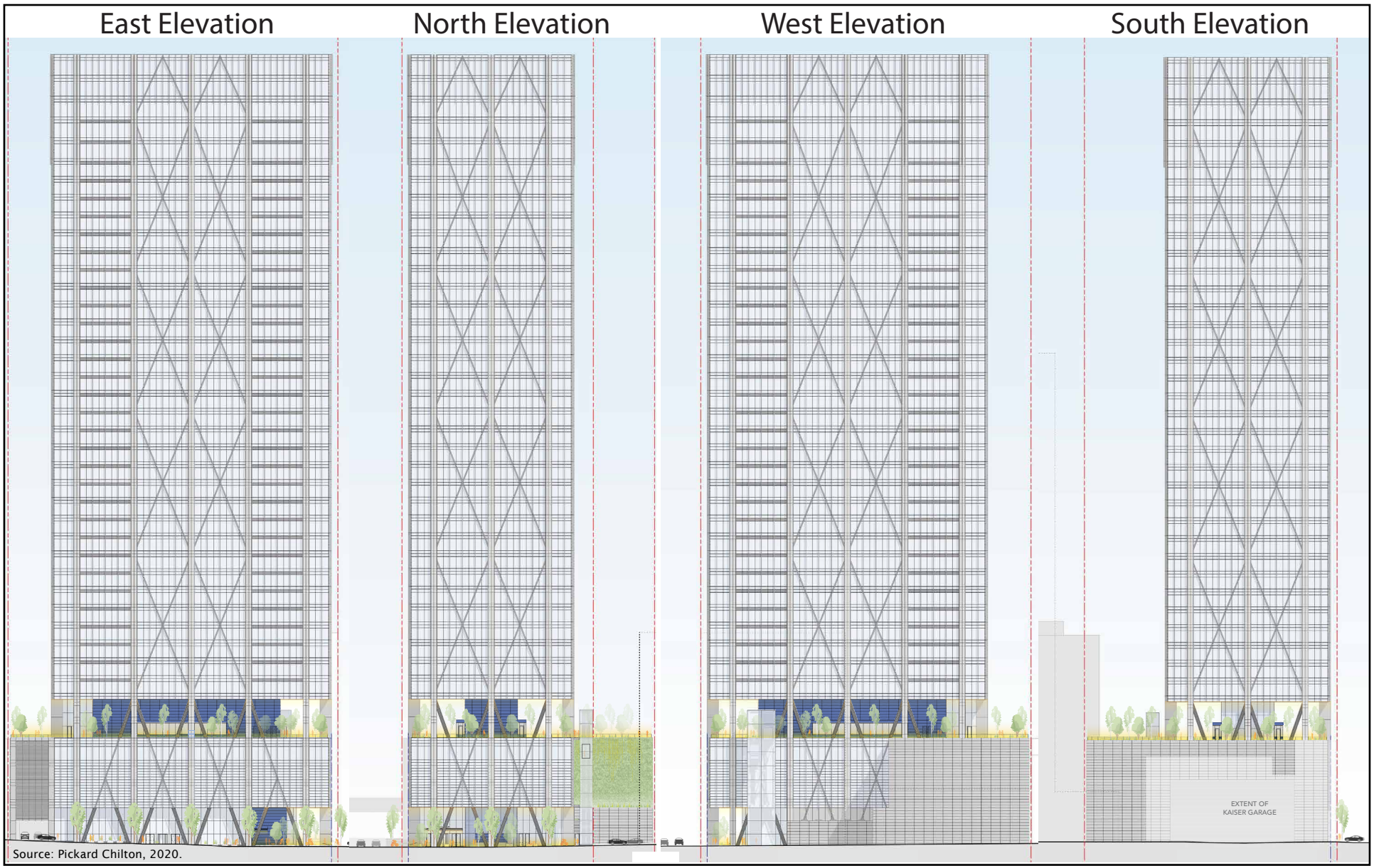


Figure IV-15
Project Elevation Overview



Source: Pickard Chilton, 2020.

Figure IV-16
Project Elevations
415 20th Street Project

has not yet been determined, this consistency analysis assumes that this space would be privately operated. Landscaping plans for the ground floor, podium, and rooftop are shown in Figures IV-17 through IV-19.

The final landscaping and open space plans would be subject to City approval.

4. Utilities and Infrastructure Improvements

Utility services are currently provided to existing buildings at and surrounding the project site and would be readily available to serve the project. Water supply and treatment, and wastewater treatment are provided to Oakland by EBMUD. The project site is currently served by sanitary sewer and water lines. Minor connections or modifications to these existing lines would be required to serve a new structure on the project site. The project applicant, the project design, and occupants of the project site would be required to comply with the waste reduction and recycling regulations outlined in Oakland Municipal Code Chapter 15.34. Impacts related to utilities is described in *Section V.N, Utilities and Service Systems*.

The project is required by City of Oakland standards to earn LEED Silver.

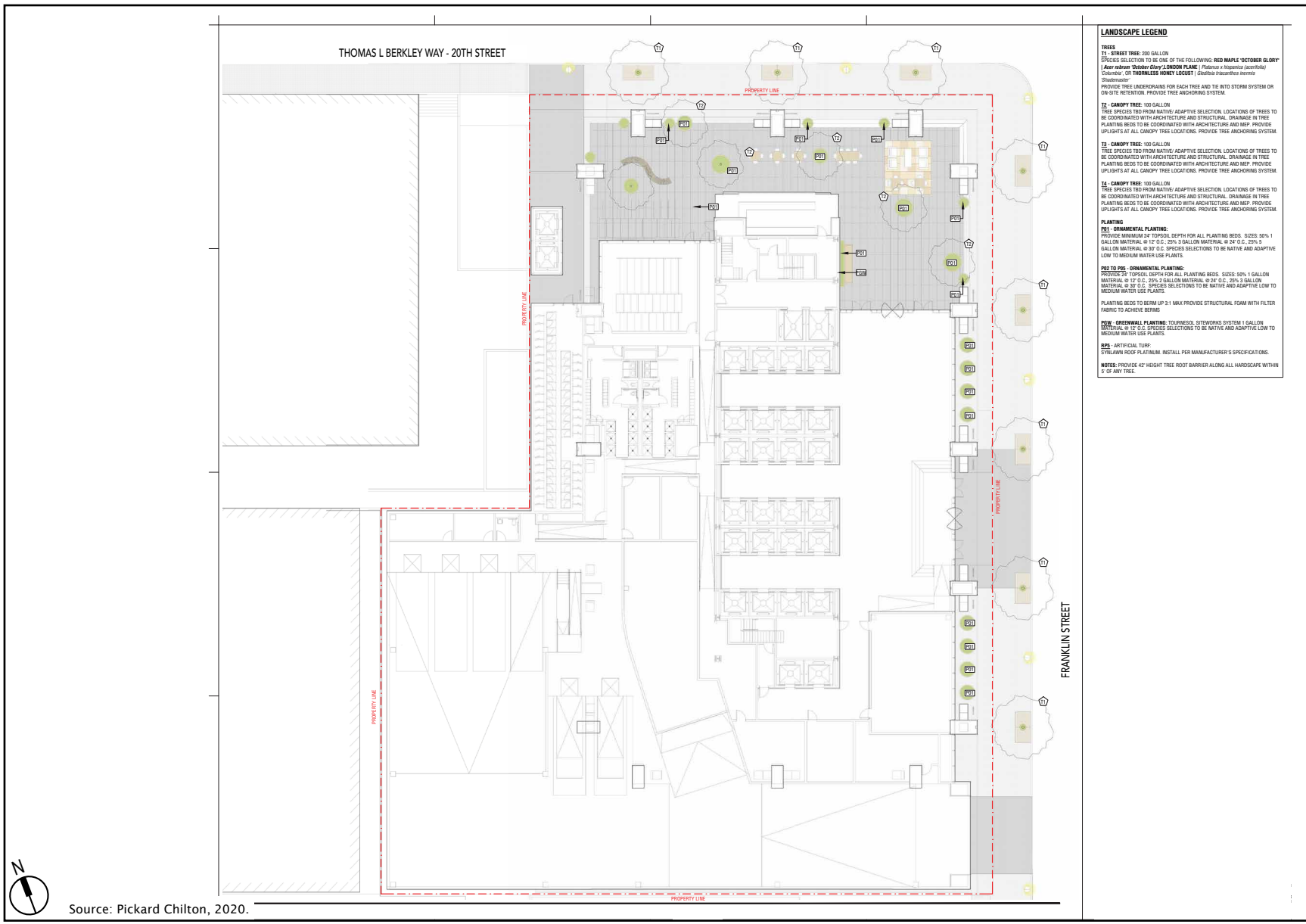
5. Demolition and Site Preparation

All existing structures, site improvements and landscaping on the project site are planned to be demolished/removed. The current structures include the 82,900 square feet of building floor area from the four-story laboratory building at the corner of Franklin Street and 20th Street and the one-story attached building south of the main laboratory building, a surface parking lot containing approximately 12 parking spaces, and a variety of open and enclosed accessory structures containing electrical, building ventilation, and assorted laboratory equipment. In addition to buildings and concrete equipment pads, the eight street trees along the project's frontage on 20th Street and Franklin Street would be removed and replaced. The City may also require removal and replacement of existing sidewalks and/or utilities within the public right of way.

Excavation for the one subterranean level of utilities and building foundations would extend to maximum of approximately 45 feet below the existing ground surface and require removal of approximately 21,000 cubic yards of soil off-site.

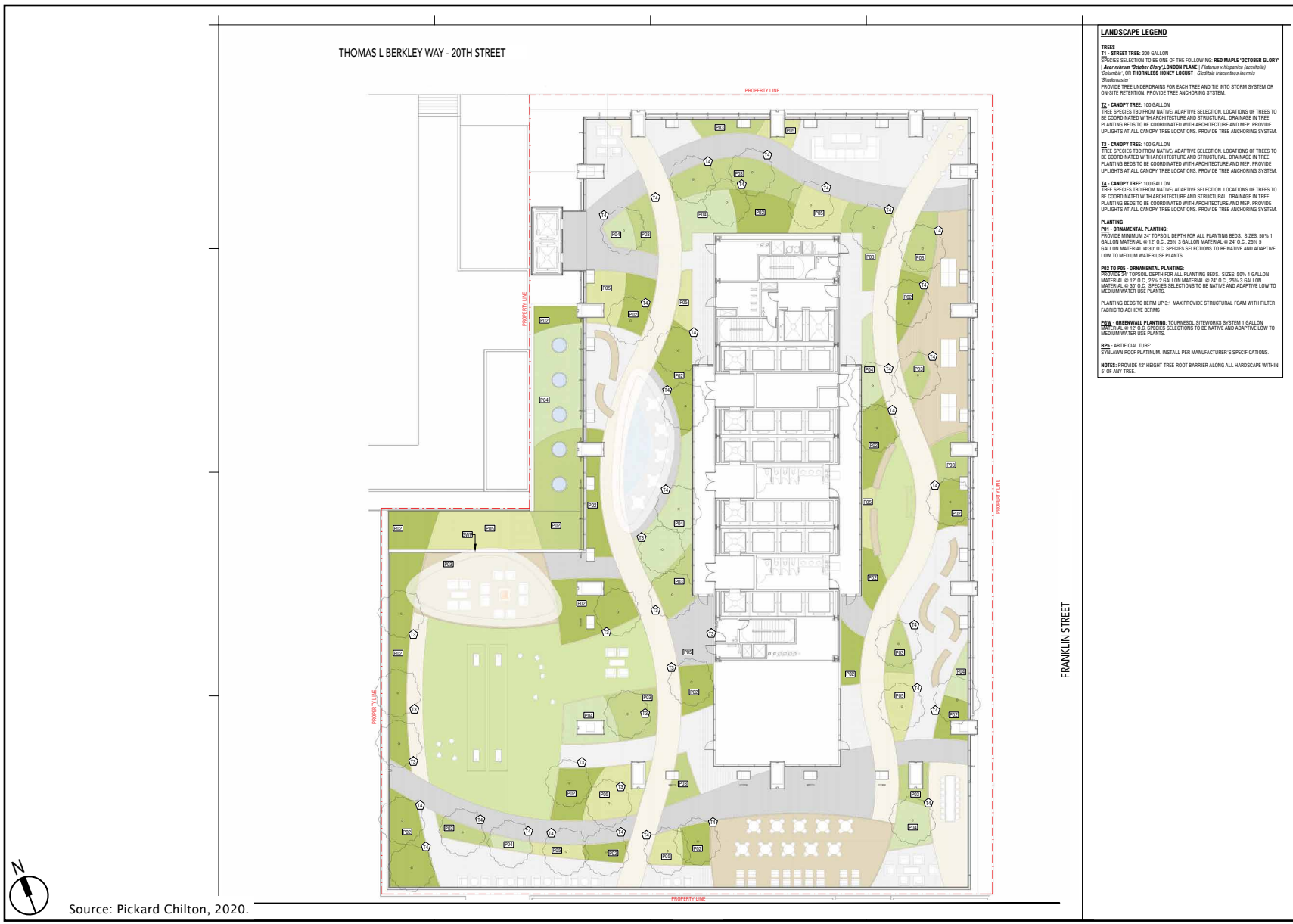
6. Construction Operations and Schedule

It is expected that project construction would begin as early as the first quarter of 2021 and last approximately 32 months, ending in the third quarter of 2023 when building occupation is anticipated. Construction equipment would include excavators, graders, rubber-tired dozers, tractors, loaders, backhoes, cranes, forklifts, tractors, loaders, drill rigs, and pumps.



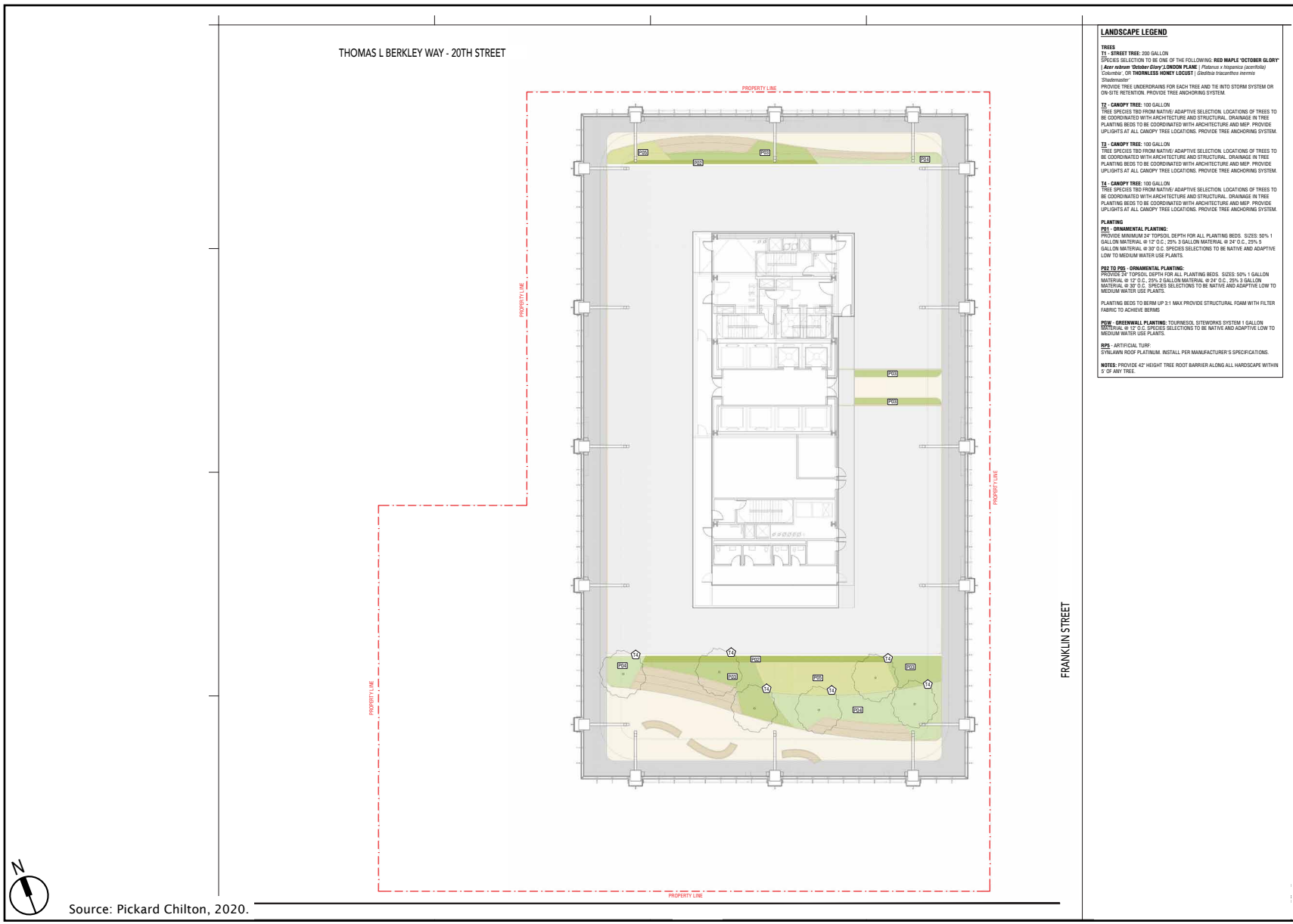
Source: Pickard Chilton, 2020.

Figure IV-17
Landscape Plan - Ground Floor



Source: Pickard Chilton, 2020.

Figure IV-18
Landscape Plan - Podium
415 20th Street Project



Source: Pickard Chilton, 2020.

Figure IV-19
Landscape Plan - Roof

C. DISCRETIONARY ACTIONS

It is anticipated that this CEQA document will provide environmental review of all discretionary approvals and actions required for the project. Several permits and approvals from other responsible agencies would be required before project development could be initiated. As lead agency for the project, the City of Oakland would be responsible for most of these approvals. The City would require a series of discretionary actions associated with approval of the project, which are described below. Other agencies would have some authority related to the project and its approvals.

1. City of Oakland

Key discretionary actions required by the City of Oakland are outlined below.

a. Planning Commission

Environmental Review and CEQA determination, Regular Design Review, Conditional Use Permit for large projects, and Variance related to setbacks.

b. Building Services Division

Demolition, Grading and Building permits including other related on- and off-site work permits. Permits would also include approval of Post-Construction Stormwater Control Plan demonstrating compliance with Provision C.3 of the National Pollutant Discharge Elimination System (NPDES) Municipal Regional Permit (MRP).

c. Oakland Department of Transportation (DOT)

Major and Minor Encroachment permits for all street improvements, and tie-backs in the public right-of-way.

d. Oakland Public Works – Tree Division

Pursuant to the City's Protected Trees Ordinance, the project applicant would be required to obtain an approved Tree Removal Permit prior to removal of (or construction activity near) a "Protected Tree," as defined in Oakland Municipal Code. Tree permits would require approval by the Public Works, Tree Division.

2. Actions by Other Agencies

Other actions that may be required by other actions are outlined below. Most or all of these actions are not discretionary and as a result not subject to CEQA but are listed for informational purposes. The list also is not inclusive of all approvals or permits that may be required.

- **Alameda County Environmental Health (ACEH)** – if determined necessary by a Phase II Environmental Site Assessment, remedial action plan and required clearances.
- **Bay Area Air Quality Management District (BAAQMD)** – permits for installation and operation of the emergency generator. Acceptance of notice of asbestos abatement and demolition activities, if any.
- **East Bay Municipal Utility District (EBMUD**) – Special Discharge Permit to discharge construction dewatering to the sanitary sewer and/or approval of new service requests and new water meter installations.
- **Federal Aviation Administration (FAA)** – determination following submittal of FAA Form 7460-1, Notice of Proposed Construction or Alteration, providing notification of the construction of a structure over 200 feet in height, that the proposed construction will not be an obstruction.
- **Other Utilities and Service Providers** – connection and new service requests for gas, electricity, and internet

V. CEQA CHECKLIST

OVERVIEW

This CEQA Checklist summarizes the potential environmental impacts that could result from approval and implementation of the project. The analysis in this CEQA Checklist also summarizes the impacts and findings of Program EIRs that covered, specifically or as part of the cumulative analyses; the environmental effects of the project and that are still applicable to the project. As previously indicated, the Program EIRs include the 1998 LUTE EIR and 2011 Renewal Plan EIR. Given the timespan between the preparations of these EIRs, there are variations in the specific environmental topics addressed and significance criteria; however, as discussed above in *Chapter III, Purpose and Summary of this Document*, and throughout this Checklist, the overall environmental effects identified in each are largely the same and any significant differences are noted.

This CEQA Checklist hereby incorporates by reference the discussion and analysis in the Program EIRs for all potential environmental impact topics; however, only those environmental topics that could have a potential project-level environmental impact are included in this document. The EIR significance criteria have been consolidated and abbreviated in this CEQA Checklist for administrative purposes; where appropriate, the significance criteria have been updated to reflect current City of Oakland significance criteria established after the Program EIRs were prepared and that now apply to the project.

This CEQA Checklist provides a determination of whether the project would result in:

- Equal or Less Severity of Impact Previously Identified in Program EIRs
- Substantial Increase in Severity of Previously Identified Significant Impact in Program EIRs
- New Significant Impact

Where the severity of the impacts of the project would be the same as or less than the severity of the impacts described in the Program EIRs, the checkbox for Equal or Less Severity of Impact Previously Identified in Program EIRs is checked. The checkboxes for Substantial Increase in Severity of Previously Identified Significant Impact in Program EIRs or New Significant Impact are checked if there are significant impacts that are one or more of the following:

- Peculiar to project or project site (per CEQA Guidelines Sections 15183 or 15183.3).
- Not identified in the previous EIR (Program EIRs) (per CEQA Guidelines Sections 15183 or 15183.3), including off-site and cumulative impacts (per CEQA Guidelines Section 15183).
- Due to substantial changes in the project (per CEQA Guidelines Section 15162 and 15168).

- Due to substantial changes in circumstances under which the project will be undertaken (per CEQA Guidelines Section 15162).
- Due to substantial new information not known at the time the Program EIRs were certified (per CEQA Guidelines Sections 15162, 15183, or 15183.3).

The project is required to comply with applicable mitigation measures identified in the Program EIRs as modified, and in some cases wholly replaced, to reflect the City's current standard language and requirements of its SCAs and with City of Oakland SCAs.[18] The project sponsor has agreed to incorporate and/or implement the required mitigation measures and/or SCAs as part of the project. This CEQA Checklist includes references to the applicable SCAs; a list of the SCAs is included in Attachment A and this list is incorporated by reference into the CEQA Checklist. If the CEQA Checklist (including Attachment A) inaccurately identifies or fails to list an SCA, the applicability of that SCA to the project is not affected. If the language describing a mitigation measure or an SCA included in the CEQA Checklist (including Attachment A) is inaccurately transcribed, the language set forth in the Program EIRs or City of Oakland SCAs shall control.

ATTACHMENTS

The following attachments are included at the end of this CEQA Checklist:

A. Mitigation Measures and Standard Conditions of Approval and Reporting Program

B. Project Consistency with Community Plan or Zoning, per CEQA Guidelines Section 15183

C. Infill Performance Standards, per CEQA Guidelines Section 15183.3

D. Shadow Study

E. Wind Study

F. Air Quality and Greenhouse Gas Emissions Estimates and Health Risk Analysis

G. Historic Resources Analysis

H. Traffic Noise Outputs

I. Transportation Demand Management Memo

[18] These are development standards that are incorporated into projects as SCAs, regardless of a project's environmental determination, pursuant, in part, to CEQA Guidelines Section 15183. As applicable, the SCAs are adopted as requirements of an individual project when it is approved by the City, and are designed to, and will, substantially mitigate environmental effects. In reviewing project applications, the City determines which of the SCAs are applied, based on the zoning district, community plan, and the type(s) of permit(s)/approvals(s) required for the project. Depending on the specific characteristics of the project type and/or project site, the City will determine which SCA applies to each project.

A. AESTHETICS, SHADOW, AND WIND

Would the project:	Equal or Less Severity of Impact Previously Identified in Program EIRs	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	New Significant Impact
a. Have a substantial adverse effect on a public scenic vista; substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, located within a state or locally designated scenic highway; substantially degrade the existing visual character or quality of the site and its surroundings; or create a new source of substantial light or glare which would substantially and adversely affect day or nighttime views in the area;	☒	☐	☐
b. Introduce landscape that would now or in the future cast substantial shadows on existing solar collectors (in conflict with California Public Resource Code Sections 25980 through 25986); or cast shadow that substantially impairs the function of a building using passive solar heat collection, solar collectors for hot water heating, or photovoltaic solar collectors;	☒	☐	☐
c. Cast shadow that substantially impairs the beneficial use of any public or quasi-public park, lawn, garden, or open space; or, cast shadow on an historical resource, as defined by CEQA Guidelines Section 15064.5(a), such that the shadow would materially impair the resource's historic significance;	☒	☐	☐
d. Require an exception (variance) to the policies and regulations in the General Plan, Planning Code, or Uniform Building Code, and the exception causes a fundamental conflict with policies and regulations in the General Plan, Planning Code, and Uniform Building Code addressing the provision of adequate light related to appropriate uses; or	☒	☐	☐
e. Create winds that exceed 36 mph for more than one hour during daylight hours during the year. The wind analysis only needs to be done if the project's height is 100 feet or greater (measured to the roof) and one of the following conditions exist: (a) the project is located adjacent to a substantial water body (i.e., Oakland Estuary, Lake Merritt, or San Francisco Bay); or (b) the project is located in Downtown.	☒	☐	☐

1. Program EIR Findings

Scenic vistas, scenic resources, visual character, light and glare, and shadow were analyzed in the Program EIRs, which found that the effects to these topics would be less than significant. The 2011 Renewal Plan EIR, which analyzed aesthetics, wind, and shadow, found all impacts to these topics to be less than significant with applicable SCAs.

The 1998 LUTE EIR identified impacts related to scenic resources as less than significant. The LUTE EIR identified potentially significant impacts to visual character by new development that could block views, cast shadows, and appear visually incongruous with adjacent low-rise development. Mitigation measures that recommended several zoning development standards were identified to reduce certain potential aesthetic effects to less-than-significant levels. The 1998 LUTE EIR also identified potentially significant and unavoidable impacts related to wind hazards. Mitigation Measure N.1 of the 1998 LUTE EIR requires site specific studies and incorporation of specific design elements to reduce impacts related to wind hazards. However, wind impacts were identified as significant and unavoidable, recognizing that in some instances wind may not be reduced to a less-than-significant level, even with implementation of feasible wind reducing design elements.

Since certification of the Program EIRs, the CEQA statutes have been amended related to assessment of aesthetics impacts. CEQA Guidelines Section 21099(d) states, "Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site located within a transit priority area shall not be considered significant impacts on the environment."[19] Accordingly, aesthetics is no longer considered in determining if a project has the potential to result in significant environmental effects for projects that meet all three of the following criteria:

a. The project is in a transit priority area.[20]
b. The project is on an infill site.[21]
c. The project is residential, mixed-use residential, or an employment center.[22]

The project meets all three criteria: (1) it is located in a transit priority area (less than 0.01 miles from the 19th Street BART Station); (2) the project site is an infill site within the urban area of the city of Oakland and is currently developed with commercial and office uses; and (3) the project is an employment center project. Thus, this CEQA document does not consider scenic resources, visual character, and the adequacy of parking in determining the significance of project impacts under CEQA. Nonetheless, the City of Oakland recognizes that the public and decision makers

[19] CEQA Guidelines Section 21099(d)(1).

[20] CEQA Guidelines Section 21099(a)(7) defines a "transit priority area" as an area within one-half mile of an existing or planned major transit stop. A "major transit stop" is defined in CEQA Guidelines Section 21064.3 as a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

[21] CEQA Guidelines Section 21099(a)(4) defines an "infill site" as a lot located within an urban area that has been previously developed, or a vacant site where at least 75 percent of the perimeter of the site adjoins or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.

[22] CEQA Guidelines Section 21099(a)(1) defines an "employment center" as a project located on property zoned for commercial uses with a FAR of no less than 0.75 and located within a transit priority area.

may be interested in information pertaining to the aesthetic effects of a project and may desire that such information be provided as part of the environmental review process.

Because the project meets these criteria as described above, the information below related to aesthetics is provided solely for informational purposes and is not used to determine the significance of the environmental impacts, pursuant to CEQA.

2. Project Analysis

Scenic Vistas, Scenic Resources, Visual Character, and Light and Glare (Criterion 1.a)

The project involves construction of a 601-foot high, 38-story-office tower on a site that is generally flat and contains limited views of Downtown Oakland and the Oakland Hills. Under current conditions (2020), the site is occupied by a four-story office building, a one-story attached building to the south of the main laboratory building, a surface parking lot containing approximately 12 parking spaces, and a variety of open and enclosed accessory structures containing electrical, building ventilation, and assorted laboratory equipment. The surrounding area is an eclectic urban environment with a combination of building types and architectural styles and a mix of old and new landscaping. Surrounding building heights significantly vary with the tallest being 21 stories, with high-rises concentrated east of Broadway and lower-rise buildings west of Telegraph Avenue.

Scenic Vistas and Resources

The Open Space, Conservation, and Recreation (OSCAR) element of the City of Oakland General Plan identifies views of Downtown and Lake Merritt, the Oakland Hills, and panoramic views from Skyline Boulevard and Grizzly Peak Road as scenic resources that need to be protected. Given the urban nature of the project's area and existing development on the project site, views through and from the project site are primarily limited to the immediate developments adjacent to the site due to the flat topography and varied heights of buildings in the area. Therefore, similar to the findings of the Program EIRs, the project would not significantly affect any scenic vistas or scenic resources.

State Scenic Highway

The project site is approximately 1 mile south of the State Scenic Highways segment of I-580 that terminates at State Route (SR) 24. Because the I-580/SR-24 interchange is elevated and the project would be one of the tallest developments in Downtown Oakland, it would be visible to motorists on the designated scenic highway. However, the project is not expected to damage view of scenic resources for motorists on I-580/SR-24 because its size and scale would not

substantially interfere with the view from the I-580/SR 24 interchange. Therefore, the project would not impact State Scenic Highways and associated resources under CEQA.

Visual Character

The project would construct a 39-story office tower, consistent with the zoning for the site that does not have a maximum height limit and with the intensity of development evaluated in the LUTE EIR. Such changes were anticipated under the LUTE EIR which found that high rise development could potentially block views, cast shadows, and appear visually incongruous with adjacent low-rise development. The recommended mitigation measures required the City to prepare and adopt development standards that support the preferred skyline design. The City has since adopted such standards as part of its zoning updates. As discussed above, the project complies with the City's development standards and zoning. As a result, the project's impacts related to visual character would not be significant.

Light and Glare

Development facilitated by the project would result in additional lighting. While new sources of light would be installed as part of new buildings and site improvements, these new lighting sources would be consistent with typical light and glare conditions for non-residential uses and would not create new sources of substantial light and glare which would substantially and adversely affect nighttime views in the area. The project would include industry standard or greater building materials intended to reduce the amount of glare generated by the building. In addition, implementation of SCA-AES-1: Lighting (#19), which would require exterior lighting fixtures to be adequately shielded to a point below the light bulb and reflector to prevent unnecessary glare onto adjacent properties, would further reduce impacts on visual quality and character associated with lighting and glare.

Shadow (Criteria 1.b through 1.d)

Overview

As described in the 2011 Renewal Plan EIR, the anticipated development in the Renewal Plan Area would not have significant impacts to shade and shadow, and thus, no mitigation measures or SCAs were required. The 1998 LUTE EIR found that high rise development could potentially cast shadows and the recommended mitigation measures required the City to prepare and adopt development standards that support the preferred skyline design. The City has since adopted such standards as part of its zoning updates. As discussed above, the project complies with the City's development standards and zoning.

To ensure the project would not result in significant impacts related to shade and shadow, an updated and site-specific shadow study was completed based on the City of Oakland's significant

threshold criteria. The shadow study is provided in Attachment D: Shadow Study and is summarized below.

Under the City of Oakland thresholds of significance, a project would have a significant shadow impact if it were to:

- Introduce landscape that would cast substantial shadows on existing solar collectors;
- Cast a shadow that substantially impairs the function of a building using passive solar heat collection, solar collectors for hot water heating, or photovoltaic solar collectors;
- Cast a shadow that substantially impairs the beneficial use of any public or quasi-public park, lawn, garden, or open space; or
- Cast a shadow on an historic resource such that the shadow would materially impair the resource's historic significance by materially altering those physical characteristics of the resource that convey its historical significance and that justify its designation as an historic resource.

The shadow analysis (see Attachment D) prepared for the project shows shadows that would be cast by the project at 9:00 a.m., 12:00 p.m., and 3:00 p.m., during the following times:

- Summer Solstice (June 21): Exhibits A1-P, A2-P, and A3-P.
- Spring/Fall Equinoxes (March 20 and September 22): Exhibits B1-P, B2-P, and B3-P.
- Winter Solstice (December 21): Exhibits C1-P, C2-P, and C3-P.

Additionally, graphics showing the extents of the net new shading that would be generated by future projects together with the project near the project sire are also presented in Attachment D (see Exhibits A1-C, A2-C, and A3-C for cumulative conditions on the Summer Solstice; Exhibits B1-C, B2-C, and B3-C for cumulative conditions on the spring/fall equinoxes; and Exhibits C1-C, C2-C, and C3-C for cumulative conditions on the winter solstice).

The shadow study shows that between the hours of 9:00 a.m. and 3:00 p.m., the project would generally cast new shadow in the westward direction near the intersection of San Pablo Avenue and 20th Street, northwest near where Grand Avenue and I-980 freeway intersect, northeast to the intersection of Waverly and 24th Street, and eastward to Webster Street.

Landscape

The project would not introduce any new shadow from landscape features that would affect any existing solar collectors or historic resources.

Solar Collectors

There are several buildings with solar collectors in vicinity of the project site, however only four (635 22nd Street, 2000 San Pablo Avenue, 618 21st Street, and 540 21st Street) would be affected by the project's associated shadow:

- 635 22nd Street: The rooftop solar collectors on the building (see number 1 on all Exhibits of Attachment D) would receive new shading on its rooftop between mid-October through early November and then again between early February through early March. This shading would generally begin at approximately 9:00 a.m. and be present for up to 30 minutes. While the project would cast new shade upon solar collectors located on this building, the shade would only affect a portion of the solar collector array. In addition, the project's shadow would only affect the solar collectors on a limited number of days throughout the year and only for a small duration during the early morning timeframe.
- 2000 San Pablo Avenue: The rooftop solar collectors on the building (see number 2 on all Exhibits of Attachment D) would receive new shading on its rooftop between mid-October and early November and again between early February and early March. This shading would generally begin at approximately 9:00 a.m. and be present for up to 15 minutes. While the project would cast new shade upon the entire solar collector array located on this building, the shadow would only affect the solar collectors on a limited number of days throughout the year and only for a small duration during the early morning timeframe.
- 618 21st Street: The rooftop solar collectors on the building (see number 3 on all Exhibits of Attachment D) would receive new shading on its rooftop for less than a week's time in late October and again for a similar number of days in mid-February. This shading would generally begin at approximately 9:00 a.m. and be present for up to 30 minutes. While the project would cast new shade upon approximately 80 percent of the solar collector array located on this building, the shadow would only affect the solar collectors on a limited number of days throughout the year and only for a small duration during the early morning timeframe.
- 540 21st Street: The rooftop solar collectors on the building (see number 4 on all Exhibits of Attachment D) would receive new shading on its rooftop for less than a week's time in late October and again for a similar number of days in mid-February. This shading would generally begin at approximately 9:00 a.m. and be present for up to 30 minutes. While the project would cast new shade upon approximately 80 percent of the solar collector array located on this building, the shadow would only affect the solar collectors on a limited number of days throughout the year and only for a small duration during the early morning timeframe.

Because the project's shadow would only affect nearby solar collectors for limited time durations, and in some instances only a few days out of the year, the presence of new shading cast by the

project would not substantially impair the functioning of nearby solar collectors and would not be a significant impact.

Parks and Open Spaces

There are several parks and open spaces in vicinity of the project site, however only three (Henry J. Kaiser Memorial Park, Franklin Plaza, and Kaiser Plaza) would be affected by the project's associated shadow:

- Henry J. Kaiser Memorial Park: The publicly accessible park (see number 1 on all Exhibits of Attachment D) would receive new shading from the project's shadows between late-July through late September. This shading would generally begin at approximately 9:00 a.m. and be present for up to 30 minutes. Project shadow during this time would affect the entire park area, with shadow primarily affecting the southern portions of the park, affecting areas containing a shaded trellis seating area, a landscape plating bed, and a sculpture area in late-July and mid-, with shadow expanding during September and March to additional affect the northern portion of the park, affecting an area with fixed benches and a small children's play area. While the project would cast new shade upon on the park at certain times, the project's shadow would only affect the park for approximately two months each year and would only last for a small duration during the early morning timeframe.
- Franklin Plaza: The publicly accessible open space (see number 2 on all Exhibits of Attachment D) would receive new shading from the project's shadows between mid-November through late January. This shading would generally begin at approximately 12:30 p.m. and be present for up to one hour. Project shadow during this time would affect the entire plaza area, with shadow moving from west to east. While the project would cast new shade upon on the plaza at certain times, the project's shadow would only affect the park for approximately 2.5 months each year during the late fall and winter and would only last for a small duration during the afternoon timeframe. In addition, the plaza also contains two large trees as well as several other trees located nearby within the public right-of-way that currently provide shading throughout the year for the plaza.
- Kaiser Plaza: The publicly accessible open space located atop a parking garage and commercial space (see number 3 on all Exhibits of Attachment D) would receive new shading from the project's shadows for approximately one week near December 21. This shading would generally begin at approximately 3:00 p.m. and be present for only a few minutes. Project shadow during this time would only affect the northwest corner of the plaza area. While the project would cast new shade upon on the plaza at certain times, the project's shadow would only affect the park for approximately for one week each year during winter and would only last for a small duration during the late-afternoon timeframe.

Because the project's shadow would only affect nearby parks and open spaces for limited time durations, and in some instances only a few days out of the year, the presence of new shading

cast by the project would not substantially impair the beneficial use of nearby parks or open spaces and would not be a significant impact.

Historic Resources

There are historic resources in vicinity of the project site; however, only two known historic resources (534 22nd Street [First Baptist Church] and 1807 Telegraph Street [Fox Theatre]) and two known historic API's (Cathedral District API and Uptown Commercial API) in the area that would be affected by the project's associated shadow.

- First Baptist Church/Cathedral District API: The church (see number 5 on all Exhibits of Attachment D) would receive new shading relative to existing conditions between early November through early February. This shading would generally begin at approximately 9:00 a.m. and be present for up to 70 minutes. The First Baptist Church, completed in 1906, includes several memorial leaded art glass windows on its south, east, and north facades that contribute to the building's National Register of Historic Places (National Register) eligibility. Installed through donations from congregants during the first two decades of the church's operation, between 1906 and 1925, these windows commemorate the contributions of local community leaders who contributed to the church's growth.[23] Their character as contributors to the building's significance is primarily visible within the church interior, as their imagery and associations with congregation members are designed to be viewed from within the sanctuary. The windows' ability to convey their historic significance relies on the presence of exterior light, and thus blockage of light through exterior shading of the building could constitute a significant impact on the windows' ability to contribute to the building's eligibility for local, state, or federal listing. New shading as a result of the project would be cast on the windows facing 22nd Street and Telegraph Avenue and would diminish direct lighting into the church for up to 70 minutes during the morning hours for approximately three winter months. The project's shadow could affect the nine windows on the southern (22nd Street) and ten windows on the eastern (Telegraph Avenue) façades, starting at approximately 9:45 a.m. and moving across the window areas on both facades over the course of up to a maximum of 70 minutes on December 21. As this cyclical shading of short duration would not, when compared to existing conditions, create new shading for the majority of each day through the year, the project-related shading would not be sufficient to constitute a significant impact on this feature of the historical resource. Further, the potential impact of project-related shading appears to be minor when considering the potential cumulative effects on the church's windows of projects planned for the vicinity of the First Baptist Church. New shading created by three multi-story projects planned for sites within a block of the church, at 2015 Telegraph Avenue, 2016 Telegraph Avenue, and 2100 Telegraph

[23] WSA/PaleoWest, Memorandum Re: Project Impact Analysis for Natural Light Impacts on North-Facing Memorial Windows, First Baptist Church by the Moxy Hotel Project, Oakland, California (Orinda, CA: Prepared for Lamphier-Gregory, May 13, 2018).

Avenue, have the potential to nearly subsume any new shadow cast by the current project. While other portions of the building would also be affected by project-related and cumulative shadow, it would not adversely affect any other character-defining features of this historic resource. Shadows generated by the project would also shade several of the other buildings listed as historically significant within the Cathedral District API (see numbers 1, 2, and 6 on all Exhibits in Attachment D for the location of these historic resource sites); however, none of these historic buildings contain elements such as art glass windows that would have their historic status affected by shadow. Thus, intermittent shadows would not change affect the historical features or the character of the district.

- Fox Theatre/Uptown Commercial: The building at 1807 Telegraph Avenue (see number 9 on all Exhibits in Attachment D) would receive new shading between mid-April through early September. This shading would generally begin at approximately 9:00 a.m. and be present for up to approximately 45 minutes. New shadow created by the project has little potential to significantly impact the character-defining features of this 1928 movie palace (rehabilitated in 2008), whose significance is associated with its distinctive architectural style and association with commercial development in Uptown Oakland. Neither its primary façade facing Telegraph Avenue, nor its extravagant interior spaces, rely on the presence of unimpeded natural light to convey their significance. One feature of the primary façade that may be more impacted by new project-related shadow than the building's other features is a small art-glass window feature atop the theater on its east, Telegraph Avenue-facing façade. The project's shadow would affect this window feature starting at approximately 9:00 a.m. and be present for up to approximately 20 minutes between mid-May through late July. Although new shading as a result of the project would be cast on the windows, this would only diminish direct lighting into the interior for 20 minutes in the morning - at a venue interior designed to be experienced, for the most part, with artificial lighting - for approximately half of the year. Unlike the case of a church's significant art glass windows, these windows access to exterior light does not appear to contribute significantly to the ability of interior spaces at the building to convey their historical significance. Shadows generated by the project would shade several of the other buildings listed as historically significant within the Uptown Commercial API; however, none of these historic buildings contain elements such as stained glass that would have their historic status affected by shadow. Thus, intermittent shadows would not affect the historical features or the character of the district.

For these reasons, the presence of new shading cast by the project would not substantially affect historical resources and would not cause a significant impact.

Cumulative Effects

The cumulative conditions in the shadow study assess the project's potential impacts, in addition to other projects in the vicinity that could cast shadow on receptor sites. The cumulative projects considered in this cumulative analysis include:

- 2015 Telegraph Avenue
- 2016 Telegraph Avenue
- 2100 Telegraph Avenue
- 2201 Valley Street
- 2044 Franklin Street
- 88 Grand Avenue
- 2270 Broadway Avenue
- 2270 Broadway
- 2305 Webster Street
- 2 Kaiser Plaza
- 24th and Waverly streets
- Kaiser Center

Relevant instances where the project's shadow would overlap with other cumulatively considerable projects includes shadow cast on the First Baptist Church, which would also be shaded by the 2015 Telegraph, 2016 Telegraph, and 2100 Telegraph projects. As mentioned above, the project would cast shadow on the First Baptist church between early November through early February. However, under the cumulative scenario, the project would only contribute to any minor amount of net new shade on the historic resource. Because the net new shadow generated by other projects would overlap with shadow of the project at certain times and dates, the project would not result in any cumulative impacts.

Shadow Summary

The project would not introduce any net new shadow from landscape features that would affect any existing solar collectors or historic resources. While the project would cast shade on solar collectors, as described above, the new shadows would not substantially or materially impair their functionality because the shade would only affect the solar collectors for very short periods of time during the mornings when solar panel efficiency is minimized due to lack of sunlight and lower solar angles. As such, on an annualized basis, the presence of new shading would not substantially impair the functioning of the solar panels. The project would cast shadows on parks and open spaces; however, the duration of shadow would be limited for a few months out of year and for short periods of time. While the project would cast shadows on historic resources, new shade would not materially affect their historical significance. As such, the project would not have any significant impacts relating to shade and shadow.

Wind (Criterion 1.e)

The 1998 LUTE EIR found that development in the Downtown Showcase District (in which the project site is located) could result in significant and unavoidable impacts to wind. The following mitigation was included to minimize wind impacts:

> **LUTE EIR Mitigation Measure N.1:** The City shall require the project sponsors to incorporate specific design elements in the final siting and designs for the high rises that could reduce ground-level winds within the Downtown Showcase District.

The LUTE EIR findings recognize that new development in this district may not be able to reduce wind impacts to below the City's thresholds. If a project would result in winds exceeding 36 miles per hour (mph) **for more than one (1) hour during daylight hours over a one-year period**, the impact is considered significant. As part of the City's approval of the LUTE EIR, a statement of overriding consideration was adopted related to wind and new development in the Downtown Showcase District.

In response to Mitigation Measures N.1 and consistent with the City of Oakland CEQA Thresholds of Significance Guidelines (requires a wind analysis if the project site is located Downtown and the proposed height exceeds 100 feet), a wind study was prepared for the project to evaluate its wind effects and is included in Attachment E. The wind study assessed the project and potential mitigating design variations at 48 locations within a 1,600-foot radius of the project site, primarily along sidewalks and public rights-of-way for the following scenarios:

- Existing Conditions,
- Existing Conditions Plus Project, and
- Cumulative Conditions Plus Project.

The results of the wind analysis are summarized in Table V.A-1 and described below. See Attachment E for the detailed analysis.

Under **Existing Conditions** without the project, wind speed does not exceed the City's hazard wind threshold.

Under **Existing Conditions Plus Project**, the project could increase wind to speeds and a duration that exceeds the City's hazardous wind threshold. Consistent with Mitigation Measure N.1 from the LUTE EIR, this scenario was rerun multiple times to incorporate wind mitigating design elements including additional landscaping on the ground floor level.

The wind study found that additional trees in the project site reduce the total number of wind hazard exceedances locations, from four to two, as well as generally reducing the wind speed of the remaining two hazard exceedances. The trees and other landscaping, if any, must be shown in the landscape plans consistent with SCA-AES-2: Landscape Plan (#18) and shall follow City of

TABLE V.A-1 SUMMARY OF WIND HAZARDS

Scenario	Number of Wind Exceedances	Sensor Locations Exceeded	City of Oakland Hazard Wind Speed Threshold (mph)[a]	Projected Wind Speed (mph)	Number of Hours in Exceedance of 1 Hour
Existing Conditions	**0**	none	36	n/a	n/a
Existing Conditions + Project	**4**	#8	36	36.01	1
		#15	36	36.82	2
		#23	36	37.21	1
		#24	36	36.81	1
Existing Conditions + Project + Ground Floor Landscaping	**2**	#23	36	36.21	1
		#24	36	36.41	1
Cumulative Conditions + Project	**1**	#34	36	36.63	1
Cumulative Conditions + Project + Ground Floor Landscaping	**1**	#34	36	36.15	1
Cumulative Conditions + Project + Ground Floor Landscaping + Podium Level Landscaping	**1**	#34	36	36.5	1
Cumulative Conditions + Project + Ground Floor Landscaping + Podium Level Landscaping + 6' Porous Wind Screen	**1**	#34	36	36.5	1
Cumulative Conditions + Project + Ground Floor Landscaping + Podium Level Landscaping + 10' Porous Wind Screen	**0**	#34	36	35.5	0

[a] Wind impacts are considered significant if it is projected that a project would exceed 36 mph for more than one (1) hour over a one-year period.
Source: RWDI, 2020.

Oakland Tree Planting Guidelines and City of Oakland Master Street Tree List. There are currently no project design features (such as an overhanging or canopy) that would be able to reduce the remaining two exceedances to a less-than-significant level because of their location off-site. Eliminating these two remaining wind hazard exceedances would require significant massing changes to the building, including reduced height, increased setbacks, and building shape, most of which would likely make the project economically and structurally unfeasible. As discussed below, in later stages of wind testing, additional landscaping and a 10-foot-tall, 35 percent porous windscreen was added to the podium-level open space to further reduce wind impacts; however, this feature was only tested for cumulative conditions and would not be expected to change the findings of the existing conditions plus project scenario.

Under **Cumulative Conditions Plus Project,** the wind study considered cumulative development project conditions within an approximately 1,500-foot radius of the project site.[24] Proposed and approved projects assumed in the cumulative wind study include:

- 2270 Broadway
- 88 Grand Avenue
- 2201 Valley Street
- 2100 Telegraph Avenue
- 2 Kaiser Plaza
- 2015 Telegraph Avenue
- 2016 Telegraph Avenue
- 2044 Franklin Street
- Kaiser Center
- 1900 Broadway
- 1750 Broadway
- 1940 Webster Street
- 1510 Webster Street

Under **Cumulative Conditions Plus Project,** the wind conditions would eliminate all of the wind hazards from the project-only conditions, but would increase wind speeds at one new sensor, sensor #34 (see Table V.A-1). The one remaining wind hazard exceedance would be less than 1 mile per hour (mph) over the threshold and only for one hour out of the year. Consistent with Mitigation Measure N.1 from the LUTE EIR, this scenario was rerun multiple times to incorporate wind mitigating design elements including additional landscaping and a windscreen:

- Cumulative Conditions + Project + Ground Floor Landscaping + Podium Level Landscaping: Under this scenario, additional landscaping was added to the podium-level open space. However, testing showed Sensor #34 would still exceed City of Oakland thresholds.
- Cumulative Conditions + Project + Ground Floor Landscaping + Podium Level Landscaping + 6' Porous Wind Screen: Under this scenario, additional landscaping and a 6-foot-tall, 35 percent porous windscreen was added to the podium-level open space. However, testing showed Sensor #34 would still exceed City of Oakland thresholds.
- Cumulative Conditions + Project + Ground Floor Landscaping + Podium Level Landscaping + 10' Porous Wind Screen: Under this scenario, additional landscaping and a 10-foot-tall, 35 percent porous windscreen was added to the podium-level open space. Under this scenario, there were no exceedances of any wind sensors.

Consistent with the findings of Impact N.1 of the 1998 LUTE EIR the project's wind impacts would be minimized by the implementation of the wind mitigating building design elements and/or the

[24] 1700 Webster Street, which is currently under construction, is included in the wind analysis as an existing building.

landscaping under cumulative conditions, but not to a less-than-significant level under project conditions. While still in exceedance of the City's wind thresholds, none of these exceedances would be more than 1 mph over and none more than for one hour a year.

While the project would result in wind impacts that would be significant and unavoidable, these findings are consistent with the conclusions of the LUTE EIR because the LUTE EIR found wind impacts to be significant an unavoidable and the project complies with Mitigation Measure N.1. In addition, all exceedances would be eliminated under cumulative conditions.

3. Conclusion

Consistent with the findings of the Program EIRs, the project would not result in any new or more severe significant impacts related to aesthetics, shadow, or wind. The project would be required to implement SCA-AES-1: Lighting (#19) and Mitigation Measure N.1 of the 1998 LUTE EIR. In addition, implementation of the following SCAs would further reduce impacts of the project to aesthetics, shadow, and wind, including: SCA-AES-2: Landscape Plan (#18), SCA-AES-3: Trash and Blight Removal (#16), SCA-AES-4: Graffiti Control (#17), SCA-AES-5: Public Art for Private Development (#74), and SCA-UTIL-5: Underground Utilities (#83). Please see Attachment A for a full description of these mitigation measures and SCAs.

B. AIR QUALITY

Would the project:	Equal or Less Severity of Impact Previously Identified in Program EIRs	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	New Significant Impact
a. During project construction result in average daily emissions of 54 pounds per day of ROG, NO_X, or $PM_{2.5}$ or 82 pounds per day of PM_{10}; during project operation result in average daily emissions of 54 pounds per day of ROG, NO_X, or $PM_{2.5}$, or 82 pounds per day of PM_{10}; result in maximum annual emissions of 10 tons per year of ROG, NO_X, or $PM_{2.5}$, or 15 tons per year of PM_{10}; or	☒	☐	☐
b. For new sources of Toxic Air Contaminants (TACs), during either project construction or project operation expose sensitive receptors to substantial levels of TACs under project conditions resulting in (a) an increase in cancer risk level greater than 10-in-1-million, (b) a noncancer risk (chronic or acute) hazard index greater than 1.0, or (c) an increase of annual average $PM_{2.5}$ of greater than 0.3 microgram per cubic meter; or, under cumulative conditions, resulting in (a) a cancer risk level greater than 100-in-1 million, (b) a noncancer risk (chronic or acute) hazard index greater than 10.0, or (c) annual average $PM_{2.5}$ of greater than 0.8 microgram per cubic meter; or expose new sensitive receptors to substantial ambient levels of Toxic Air Contaminants (TACs) resulting in (a) a cancer risk level greater than 100-in-1-million, (b) a noncancer risk (chronic or acute) hazard index greater than 10.0, or (c) annual average $PM_{2.5}$ of greater than 0.8 microgram per cubic meter.	☒	☐	☐

1. Program EIR Findings

The 2011 Renewal Plan EIR, which analyzed air quality, found most impacts to be less than significant with implementation of applicable SCAS; impacts related to exposure from diesel particulate matter (DPM) and odors were found to be significant and unavoidable, even with implementation of SCAs. The 1998 LUTE EIR identified mitigation measures to reduce the impact of criteria pollutant emissions from construction equipment and stationary sources to a less-than-significant level; however, the 1998 LUTE EIR found that increased criteria pollutant emissions from increased traffic, including reduced emissions after implementation of identified mitigation measures, would result in a significant and unavoidable impact. The 1998 LUTE EIR did not quantify or address cumulative health risks, as such analysis was not required when that EIR was prepared.

2. Project Analysis

The project is in the San Francisco Bay Area Air Basin (SFBAAB), which is under the jurisdiction of the BAAQMD. The BAAQMD adopted thresholds of significance to assist lead agencies in the evaluation and mitigation of air quality impacts under CEQA.[25] The BAAQMD's thresholds – which were utilized by the City of Oakland in establishing its own thresholds of significance – established levels at which emissions of ozone precursors (i.e., reactive organic gases [ROGs] and nitrogen oxides [NO_x]), suspended particulate matter, carbon monoxide, toxic air contaminants (TACs), and odors could cause significant air quality impacts. Two fractions of particulate matter emissions are regulated based on aerodynamic resistance: those with diameters equal to or less than 10 microns (PM_{10}) and those with diameters equal to or less than 2.5 microns ($PM_{2.5}$). The BAAQMD's thresholds of significance adopted by the City of Oakland that are used in this CEQA document are summarized in Table V.B-1 below.

At the time of the publication of this CEQA Document, multiple scenarios were being contemplated for the project. Therefore, this air quality analysis considers the maximum development potential for the project site. The maximum allowable FAR is 20.0, which allows a maximum of 898,020 gross square feet of development potential. To provide the most conservative analysis encapsulating a "worst-case" scenario, building floor space square footage is assumed to be 952,879 square feet, which includes the maximum development potential for the site of 898,020 square feet plus additional support and mechanical spaces (which do not count towards the FAR total).[26] Thus, the project as proposed at 869,747 square feet (83,132 square feet less than analyzed here) would likely have slightly reduced impacts compared to this analysis. In no case would the impacts of the project be greater than the maximum development potential scenario as proposed here.

Criteria Air Pollutants (Criterion 2.a)

The BAAQMD currently recommends using the most recent version of the California Emissions Estimator Model (CalEEMod version 2016.3.2) to estimate construction and operational emissions of criteria air pollutants and precursors for a project. CalEEMod uses widely accepted models for emission estimates combined with appropriate default data for a variety of land use projects that can be used if site-specific information is not available. The default data (e.g., type and power of construction equipment) is supported by substantial evidence provided by regulatory agencies and a combination of statewide and regional surveys of existing land uses.

[25] Bay Area Air Quality Management District (BAAQMD), 2017. CEQA Air Quality Guidelines, May.

[26] Square footage provided for office land use type includes approximately 890,321 square feet of office space, 5,420 square feet of office lobby space, and 54,831 square feet of building support and mechanical space, which is then rounded up to 950,600 total square feet.

TABLE V.B-1 CITY OF OAKLAND'S THRESHOLDS OF SIGNIFICANCE

Impact Analysis	Pollutant	Threshold of Significance
Regional Air Quality (Construction)	ROG	54 pounds/day (average daily emission)
	NO_x	54 pounds/day (average daily emission)
	Exhaust PM_{10}	82 pounds/day (average daily emission)
	Exhaust $PM_{2.5}$	54 pounds/day (average daily emission)
Regional Air Quality (Operation)	ROG	54 pounds/day (average daily emission) 10 tons/year (maximum annual emission)
	NO_x	54 pounds/day (average daily emission) 10 tons/year (maximum annual emission)
	Exhaust PM_{10}	82 pounds/day (average daily emission) 15 tons/year (maximum annual emission)
	Exhaust $PM_{2.5}$	54 pounds/day (average daily emission) 10 tons/year (maximum annual emission)
Local Community Risks and Hazards (Operation and/or Construction)	Fugitive dust (PM_{10} and $PM_{2.5}$)	Best management practices (BMPs)
	Exhaust $PM_{2.5}$ (project)	0.3 $\mu g/m^3$ (annual average)
	TACs (project)	Cancer risk increase > 10 in one million Chronic hazard index > 1.0
	Exhaust $PM_{2.5}$ (cumulative)	0.8 $\mu g/m^3$ (annual average)
	TACs (cumulative)	Cancer risk > 100 in one million Chronic hazard index > 10.0

Note: $\mu g/m^3$ = micrograms per cubic meter
Source: BAAQMD, 2017. CEQA Air Quality Guidelines, May.

The primary input data used to estimate the net increase in emissions associated with construction and operation of the project are summarized in Table V.B-2. To be conservative, pollutant emissions were estimated in CalEEMod for the maximum project development scenario. A copy of the CalEEMod report for the project, which summarizes the input parameters, assumptions, and findings, is provided in Attachment F.

Criteria Air Pollutants from Construction

Project construction activities would generate criteria air pollutant emissions that could adversely affect regional air quality. Construction activities would include demolition, site preparation, grading, building construction, paving, and applications of architectural coatings. The primary pollutant emissions of concern during project construction would be ROG, NO_x, PM_{10}, and $PM_{2.5}$ from the exhaust of off-road construction equipment and on-road vehicles related to worker vehicles, vendor trucks, and haul trucks. In addition, fugitive dust emissions of PM_{10} and $PM_{2.5}$ would be generated by soil disturbance and demolition activities and fugitive ROG emissions would result from the application of architectural coatings and paving. Emissions of ROG, NO_x,

PM_{10}, and $PM_{2.5}$ during project construction were estimated using the CalEEMod input parameters summarized in Tables V.B-2 and V.B-3.

TABLE V.B-2 SUMMARY OF CALEEMOD LAND USE INPUT PARAMETERS

Land Use Type	CalEEMod Land Use Type	Units	Unit Amount
Existing Conditions			
Office	Research and Development	Square Feet	82,900
Project			
Office	General Office Building	Square Feet	950,600
Retail	Regional Shopping Center	Square Feet	2,280
Parking Garage	Enclosed Parking with Elevator	Spaces	262

[a] Square footage provided for office land use type includes approximately 890,321 square feet of office space, 5,420 square feet of office lobby space, and 54,831 square feet of building support and mechanical space, which is then rounded up to 950,600 total square feet.
Source: Attachment F.

TABLE V.B-3 SUMMARY OF CALEEMOD CONSTRUCTION INPUT PARAMETERS

CalEEMod Input Category	Construction Assumptions and Changes to Default Data
Construction Phase	CalEEMod applies default equipment usage and construction phase lengths based on the findings of a survey of construction projects less than 5 acres. The survey results are organized in CalEEMod based on lot acreage size. While the project is approximately 1 acre, the multi-story development projects included in the construction survey were approximately 3 acres. Therefore, the default equipment usage and construction phase lengths for a 3-acre lot were used to estimate the total hours of equipment operation (and associated emissions) required to construct the project. Construction was assumed to begin in 2021.
Construction Equipment	A drill rig was added to the list because drill-shaft piles are anticipated.
Material Movement	Approximately 21,000 cubic yards of soil are expected to be cut and hauled off-site; approximately 22,750 cubic yards of fill is expected to be imported.
Demolition	The existing structure of approximately 82,900 square feet would be demolished and hauled off-site.

Notes: Demolition and material movement information provided by the project sponsor. Default CalEEMod data was used for all other parameters not described.
Source: See Attachment F.

Project construction would last approximately 32 months. The total emissions estimated during construction were averaged over the total working days (698 days) and compared to the City's thresholds of significance. As shown in Table V.B-4, the project's estimated emissions for ROG, NO_x, and exhaust PM_{10} and $PM_{2.5}$ during construction are below the applicable thresholds. Furthermore, the City's SCA-AIR-1: Criteria Air Pollutant Controls – Construction Related (#21) is also applicable to the project and requires project construction to limit engine idling time, to tune

and maintain construction equipment, to only use diesel engines when electric, propane, or natural gas alternatives are not feasible, and to use low ROG coatings on structures. Therefore, emissions of criteria air pollutants from project construction would have a less-than-significant impact on regional air quality.

TABLE V.B-4 ESTIMATED CONSTRUCTION EMISSIONS (POUNDS PER DAY)

Emissions Scenario	ROG	NO_x	Exhaust PM_{10}	Exhaust $PM_{2.5}$
Total Emissions	5.5	5.4	0.14	0.13
Thresholds of Significance	54	54	82	54
Exceed Threshold?	**No**	**No**	**No**	**No**

Source: See Attachment F.

The generation of fugitive dust PM_{10} and $PM_{2.5}$ from soil disturbance and demolition activities could adversely affect local air quality. Neither BAAQMD nor the City has a quantitative threshold of significance for fugitive dust PM_{10} and $PM_{2.5}$ emissions; however, the BAAQMD considers implementation of best management practices (BMPs) to control dust during construction sufficient to reduce potential impacts to a less-than-significant level. Because construction of the project would require a demolition permit and exceed the screening criterion for general office buildings listed in the BAAQMD's CEQA Guidelines, construction of the project would be required to implement the City's enhanced control measures for construction emissions described under SCA-AIR-2: Dust Controls – Construction Related (#20), including but not limited to, watering exposed construction areas, application of ground cover or soil stabilizers to disturbed areas, and dust control monitoring. Implementation of the enhanced dust-control measures described under SCA-AIR-2 would satisfy the BAAQMD's requirement for BMPs during construction. Because implementation of dust-control measures under SCA-AIR-2 would satisfy the BAAQMD's threshold of significance, the impact on local air quality from dust generated during project construction would be less than significant.

According to the Phase I Environmental Site Assessment[27] (ESA) for the project site, for the project site, no friable or damaged non-friable suspect asbestos-containing materials (ACMs) were visually identified during inspection of the project site. The Phase I ESA indicates that the office building built in 1965 underwent extensive renovations in 1999, and abatement of confirmed ACMs was performed prior to renovation activities. The Phase I ESA recommends that a confirmation ACM survey should be performed prior to any future renovation or demolition of the existing building. In accordance with the requirements of SCA-HAZ-1: Hazardous Building Materials and Site Contamination (#44), the project applicant must submit a comprehensive assessment report to the Bureau of Building, signed by a qualified environmental professional,

[27] Progea, Inc., 2019. Phase I Environmental Site Assessment, 415 20th Street, Oakland, California 94612, April 29.

documenting the presence or lack thereof of ACMs. If ACMs are present, the project applicant must submit specifications prepared and signed by a qualified environmental professional, for the stabilization and/or removal of the ACMs in accordance with all applicable laws and regulations. The project applicant must implement the approved recommendations and submit to the City evidence of approval for any proposed remedial action and required clearances by the applicable local, state, or federal regulatory agency. The project is subject to all applicable laws and regulations regarding demolition of asbestos-containing materials enforced through the City's SCA-AIR-3: Asbestos in Structures (#26). As described in the 2011 Renewal Plan EIR, California Health and Safety Code Section 19827.5 allows local agencies to issue demolition or alteration permits only after the applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants including asbestos. In addition, because naturally occurring asbestos has not been mapped in the vicinity of the project, the dust mitigation measures for asbestos described under the City's SCA #27: Naturally-Occurring Asbestos would not apply to the project. With implementation of SCA-AIR-1: Criteria Air Pollutant Controls – Construction Related (#21), SCA-AIR-2: Dust Controls – Construction Related (#20), and SCA-AIR-3: Asbestos in Structures (#26), construction of the project would not substantially increase the severity of significant impacts identified in the Program EIRs, nor would it result in new significant impacts related to criteria pollutant emissions from construction that were not identified in the Program EIRs.

Criteria Air Pollutants from Operations

Project operation would generate criteria air pollutant emissions that could potentially affect regional air quality. The primary pollutant emissions of concern during project operation would be ROG, NO_x, and exhaust PM_{10} and $PM_{2.5}$ from mobile sources, energy use, area sources (e.g., consumer products and architectural coatings), and stationary sources. Project emissions were estimated for 2023, which is the earliest expected year of operation. Since statewide vehicle emission standards are required to improve over time in accordance with the Pavley (Assembly Bill (AB) 1493) and Low-Emission Vehicle regulations (Title 13, California Code of Regulations, and Section 1961.2), estimating emissions for the earliest year of operation provides the maximum expected annual emissions. Additional project-specific information used to calculate operation emissions in CalEEMod, including changes to default data, is summarized in Table V.B-5.

To estimate the net increase in emissions from project operations, the estimated emissions from the existing land uses on the project site were subtracted from the estimated maximum annual and average daily emissions during project operation. The estimated net increase in the annual and average daily emissions during the operational phase of the project are compared to the City's thresholds of significance in Table V.B-6. The estimated emissions for ROG, NO_x, and exhaust PM_{10} and $PM_{2.5}$ were below the thresholds and, therefore, would have a less-than-significant impact on regional air quality. As a result, operation of the project would not substantially increase the severity of significant impacts identified in the Program EIRs, nor would

TABLE V.B-5 SUMMARY OF CALEEMOD OPERATION INPUT PARAMETERS FOR THE EXISTING CONDITIONS AND THE PROJECT

CalEEMod Input Category	Operation Assumptions and Changes to Default Data
Vehicle Trips	Daily trip rates for each type of land use were adjusted according to the project traffic analysis for both the existing conditions and the proposed project (see *Section V.M, Transportation*). These trip estimates account for a 46.9% trip reduction based on the City of Oakland's Transportation Impact Review Guidelines for development in an urban environment within 0.5-mile of a BART station.
Stationary Sources	According to the project applicant, one 1,500-kilowatt diesel generator and spaces for two future tenant generators of approximately 500-kilowatt each are proposed. It was assumed that each of the three diesel generators would be used for non-emergency operation up to 50 hours per year (for routine testing and maintenance).

Note: Default CalEEMod data used for all other parameters not described.
Source: See Attachment F.

TABLE V.B-6 ESTIMATED OPERATION EMISSIONS FOR THE EXISTING CONDITIONS AND THE PROJECT

	Maximum Annual Emissions (Tons)				Average Daily Emissions (Pounds)			
Emissions Scenario	**ROG**	**NO_x**	**Exhaust PM_{10}**	**Exhaust $PM_{2.5}$**	**ROG**	**NO_x**	**Exhaust PM_{10}**	**Exhaust $PM_{2.5}$**
Existing Operations								
Total Existing Emissions	0.47	0.68	0.01	0.01	2.59	3.74	0.06	0.06
Project Operations								
Area	4.12	<0.01	<0.01	<0.01	22.59	<0.01	<0.01	<0.01
Energy	0.10	0.90	0.07	0.07	0.54	4.94	0.38	0.38
Mobile	0.89	5.42	0.03	0.03	4.86	29.72	0.18	0.17
Generator	0.14	0.52	0.02	0.02	0.75	2.86	0.11	0.11
Total Project Emissions	5.2	6.8	0.12	0.12	28.0	34.7	0.6	0.5
Net Project Emissions	4.8	6.2	0.1	0.1	25.4	30.9	0.5	0.5
Thresholds of Significance	**10**	**10**	**15**	**10**	**54**	**54**	**82**	**54**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**	**No**	**No**

Source: See Attachment F.

it result in new significant impacts related to criteria pollutant emissions during operation that were not identified in the Program EIRs.

Toxic Air Contaminants (Criterion 2.b)

Project construction would generate DPM and $PM_{2.5}$ emissions from the exhaust of off-road diesel construction equipment and on-road vehicles (worker, vendor, and haul trucks) accessing the project site. Similarly, project operations would generate DPM and $PM_{2.5}$ emissions from testing and maintenance of an emergency generator. DPM and $PM_{2.5}$ from diesel-powered engines are a complex mixture of soot, ash particulates, metallic abrasion particles, volatile organic compounds, and other components that can contribute to a range of health problems. In 1998, the California Air Resources Board (CARB) identified DPM from diesel-powered engines as a TAC based on its potential to cause cancer and other adverse health effects.[28]

The emissions of DPM and $PM_{2.5}$ from diesel exhaust during project construction and operation could pose a health risk to nearby sensitive receptors. The term sensitive receptor refers to a location where individuals are more susceptible to poor air quality. Sensitive receptors include schools, convalescent homes, and hospitals because the very young, the old, and the infirm are more susceptible than the rest of the public to air-quality-related health problems. Residential areas are also considered sensitive to poor air quality because people are often at home for extended periods, thereby increasing the duration of exposure to potential air contaminants. The BAAQMD recommends evaluating the potential health risks to sensitive receptors within 1,000 feet of a project that could be exposed to TACs, such as DPM and $PM_{2.5}$.

Because the project would construct more than 25,000 square feet of non-residential floor area in an area identified on the BAAQMD's Healthy Places Map,[29] the project is required by SCA-AIR-4: Diesel Particulate Matter Controls – Construction Related (#22) to conduct a screening-level health risk assessment (HRA) to determine whether additional health risk reduction measures are needed. The following project-level HRA meets the requirements of SCA-AIR-4.

Generation of TAC Emissions during Construction

The annual average concentrations of DPM and exhaust $PM_{2.5}$ concentrations during project construction were estimated within 1,000 feet of the project using the U.S. Environmental Protection Agency's Industrial Source Complex Short Term (ISCST3) air dispersion model. For this analysis, emissions of exhaust PM_{10} were used as a surrogate for DPM, which is a conservative assumption because more than 90 percent of DPM is less than 1 micron in diameter. The input parameters and assumptions used for estimating emission rates of DPM and $PM_{2.5}$ from off-rod diesel construction equipment and on-road vehicles (worker, vendor, and haul trucks) accessing the project site are included in Attachment F.

[28] California Air Resources Board (CARB), 1998. Initial Statement of Reasons for Rulemaking; Proposed Identification of Diesel Exhaust as a Toxic Air Contaminant, June.

[29] Bay Area Air Quality Management District (BAAQMD), 2016. Planning Healthy Places, May.

Daily emissions from construction were assumed to occur over between 7:00 a.m. and 7:00 p.m. Monday through Friday. The exhaust from off-road equipment was represented in the ISCST3 model as a series of volume sources with a release height of 5 meters to represent the mid-range of the expected plume rise from frequently used construction equipment. Because less than 1 percent of total construction emissions of DPM and $PM_{2.5}$ would be generated by on-road vehicles accessing the project site, only the off-road diesel construction equipment was included in the analysis.

A uniform grid of receptors spaced 10 meters apart with receptor heights of 1.8 meter was placed around the project site as a means of developing isopleths (i.e., concentration contours) that illustrate the dispersion pattern from the various emissions sources. The ISCST3 model input parameters included 1 year of BAAQMD meteorological data from the Oakland Sewage Treatment Plant weather station located about 2.5 miles northwest of the project site.

The air dispersion model was used to estimate annual average concentrations of DPM and $PM_{2.5}$ at the receptors near the project site. Based on the results of the air dispersion model (Attachment F), potential health risks were evaluated for the maximally exposed individual student (MEIS) on the ground floor of a charter school serving grades 6-12 about 540 feet west of the project site, and the maximally exposed individual resident (MEIR) located at a mixed-use commercial and apartment building about 235 feet to the south of the project site. The annual average concentrations of DPM and $PM_{2.5}$ at the MEIS and MEIR are summarized in Table V.B-7.

TABLE V.B-7 ANNUAL AVERAGE TAC CONCENTRATIONS DURING PROJECT CONSTRUCTION

	Annual Average Concentration ($\mu g/m^3$)	
Sensitive Receptor	**DPM**	**Exhaust $PM_{2.5}$**
Maximally Exposed Individual Resident	0.005	0.005
Maximally Exposed Individual Student	0.002	0.001

Note: $\mu g/m^3$ = micrograms per cubic meter
Source: See Attachment F.

In accordance with guidance from the BAAQMD[30] and the Office of Environmental Health Hazard Assessment (OEHHA),[31] a health risk assessment was conducted to calculate the incremental increase in cancer risk and chronic hazard index (HI) to sensitive receptors from DPM emissions during construction. Analysis of acute non-cancer health hazards from construction activity is not recommended by BAAQMD, nor has a reference exposure level been approved by OEHHA and

[30] Bay Area Air Quality Management District (BAAQMD), 2012. Recommended Methods for Screening and Modeling Local Risks and Hazards, May.

[31] Office of Environmental Health Hazard Assessment (OEHHA), 2015. Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments, February.

CARB. The annual average concentration of DPM at the MEIR and MEIS was used to conservatively assess potential health risks to nearby sensitive receptors.

It was conservatively assumed that the MEIR and MEIS would be exposed to an annual average DPM concentration over the entire estimated duration of construction, which is about 2.8 years (32 months). At the MEIR location, the incremental increase in cancer risk from on-site DPM emissions during construction was assessed for a young child exposed to DPM for 2.8 years starting from infancy in the third trimester of pregnancy. At the MEIS location, the incremental increase in cancer risk from on-site DPM emissions during construction was assessed for a middle school child exposed to DPM for 2.8 years starting at the age of 11. These exposure scenarios represent the most sensitive individuals who could be exposed to adverse air quality conditions in the vicinity of the project site. The input parameters and results of the health risk assessment are included in Attachment F.

Estimates of the health risks at the MEIR and MEIS from exposure to DPM and $PM_{2.5}$ concentrations during project construction are summarized and compared to the City's thresholds of significance in Table V.B-8. The estimated cancer risks, chronic HIs for DPM and annual average $PM_{2.5}$ concentrations from construction emissions at both the MEIR and MEIS were below the City's thresholds. Therefore, the project's emissions of DPM and $PM_{2.5}$ during construction would have a less-than-significant impact on nearby sensitive receptors. Overall, construction of the project would not substantially increase the severity of significant impacts identified in the Program EIRs, nor would it result in new significant impacts related to the generation of TAC emissions that were not identified in the Program EIRs.

TABLE V.B-8 HEALTH RISKS FROM PROJECT CONSTRUCTION

	Diesel Particulate Matter		Exhaust $PM_{2.5}$
Sensitive Receptor	**Cancer Risk (per million)**	**Chronic Hazard Index**	**Annual Average Concentration ($\mu g/m^3$)**
Maximally Exposed Individual Resident	1.5	<0.01	<0.01
Maximally Exposed Individual Student	0.2	<0.01	<0.01
Thresholds of Significance	**10**	**1**	**0.3**
Exceed Threshold?	**No**	**No**	**No**

Note: $\mu g/m^3$ = micrograms per cubic meter
Source: See Attachment F.

Generation of TAC Emissions during Operation

To operate an emergency generator, the project would be required to comply with the BAAQMD's permit requirements for a stationary source. In accordance with BAAQMD's Regulation 2-5, New Source Review of Toxic Air Contaminants, the BAAQMD does not issue permits for generators that would result in an excess cancer risk greater than 10 in 1 million or a

chronic HI greater than 1.0. These health standards are also enforced through the City's SCA-AIR-5: Stationary Sources of Air Pollution (Toxic Air Contaminants) (#24), which requires a screening-level health risk assessment of any new stationary source of TACs to ensure the health risks are below acceptable levels. The following HRA meets the requirements of SCA-AIR-5.

Conservatively assuming the project's emergency generators would result in the BAAQMD's maximum permissible excess cancer risk of 10 in 1 million due to emissions of DPM, the BAAQMD's Risk and Hazards Emissions Screening Calculator (Beta Version 4.0)[32] was used to estimate the equivalent screening-level health risks values for chronic HI and annual average $PM_{2.5}$ concentrations. The calculator applies similar methods used to establish the emission threshold levels for TACs reported in the BAAQMD's Regulation 2-5 and includes the most recent health risk parameters recommended by OEHHA.[33] Based on the emission rate for DPM (0.0071 pounds per day) that would result in a cancer risk of 10 in 1 million, the associated fraction of $PM_{2.5}$ emissions from an emergency generator were estimated using the CARB's speciation profiles.[34] The health risk screening values from the project's emergency generators were then refined based on the distances from the generator to the MEIR using the BAAQMD's Diesel Internal Combustion Engine Distance Multiplier Tool incorporated in the BAAQMD Health Risk Calculator (Beta Version 4.0).[35] The supporting health risk calculations are included in Attachment F.

The conservative screening-level health risks to sensitive receptors associated with operation of the emergency generators are summarized and compared to the City's thresholds of significance in Table V.B-9. The estimated excess cancer risk and chronic HI for DPM and the annual average $PM_{2.5}$ concentration from operation of the emergency generators were below the City's thresholds of significance; therefore, the project's emissions of DPM and $PM_{2.5}$ during operation of an emergency generators would have a less-than-significant impact on nearby sensitive receptors and no further actions are required to address health risks under the City's SCA-AIR-5. As a result, operation of the project would not substantially increase the severity of significant impacts identified in the Program EIRs, nor would it result in new significant impacts related to the generation of TAC emissions that were not identified in the Program EIRs.

[32] Bay Area Air Quality Management District (BAAQMD), 2020a. Risk and Hazards Emissions Screening Calculator (Beta Version 4.0).

[33] Office of Environmental Health Hazard Assessment (OEHHA), 2015. Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments, February.

[34] California Air Resources Board (CARB), 2018. Speciation Profiles Used in ARB Modeling. PMPROF spreadsheet for particulate matter chemical profiles for source categories. Available at: https://www.arb.ca.gov/ei/speciate/speciate.htm#assnfrac, accessed January 29, 2018.

[35] Bay Area Air Quality Management District (BAAQMD), 2020a, op. cit.

TABLE V.B-9 HEALTH RISKS FROM OPERATION OF EMERGENCY GENERATORS AT THE PROJECT SITE

	Diesel Particulate Matter		Exhaust $PM_{2.5}$
Sensitive Receptor	**Cancer Risk (per million)**	**Chronic Hazard Index**	**Annual Average Concentration ($\mu g/m^3$)**
Maximally Exposed Individual Resident	2.5	<0.01	<0.01
Thresholds of Significance	**10**	**1.0**	**0.3**
Exceed Threshold?	**No**	**No**	**No**

Note: $\mu g/m^3$ = micrograms per cubic meter
Source: BAAQMD, 2016. Risk and Hazards Emissions Screening Calculator (Beta Version).

Cumulative TAC Emissions

In addition to a project's individual TAC emissions during construction and operation, the potential cumulative health risks to sensitive receptors from existing and reasonably foreseeable future sources of TACs were evaluated. Based on the proximity to existing and future sources of TACs, cumulative health risks were estimated at the MEIR to represent the worst-case-exposure scenario for existing sensitive receptors in the project vicinity. The BAAQMD's online screening tools were used to provide conservative estimates of how much existing and foreseeable future TAC sources would contribute to cancer risk, HI, and $PM_{2.5}$ concentrations. The individual health risks associated with each source were summed to find the cumulative health risk at the MEIR.

Based on the BAAQMD's Permitted Stationary Sources Risks and Hazards Screening Tool,[36] four existing stationary sources of TAC emissions were identified within 1,000 feet of the MEIR (Table V.B-10). The BAAQMD's Diesel Internal Combustion Engine Distance Multiplier Tool was used to refine the screening values associated with five of the existing stationary sources to represent the attenuated health risks that can be expected with increasing distance from diesel engines, respectively.

Preliminary health risk screening values at the MEIR from exposure to mobile sources of TACs were estimated based on the BAAQMD's Bay Area modeling of health risks from highways, railroads, and major roadways with an average annual daily traffic (AADT) volume greater than 30,000 vehicles per day. According to the BAAQMD's modeling of mobile sources, there is no major roadway or highway within 1,000 of the MEIR.[37] The BAAQMD also recommends using the Roadway Screening Analysis Calculator to evaluate health risks from roadways with between 10,000 and 30,000 AADT. Based on review of 2020 average annual daily traffic (AADT) volumes

[36] Bay Area Air Quality Management District (BAAQMD), 2020b. Permitted Stationary Sources Risks and Hazards Screening Tool. Available at: https://baaqmd.maps.arcgis.com/apps/webappviewer/index.html?id=2387ae674013413f987b1071715daa65. Last updated on January 2, 2020.

[37] Bay Area Air Quality Management District (BAAQMD), 2014. BAAQMD Planning Healthy Places Highway, Major Street, and Rail health risk raster files.

TABLE V.B-10 SUMMARY OF CUMULATIVE HEALTH RISKS AT THE MEIR

Sources	Source Type	Method Ref	Cancer Risk (10^{-6})	Chronic Hazard Index	$PM_{2.5}$ ($\mu g/m^3$)
Project					
Construction Emissions	Diesel Exhaust		1.5	<0.01	<0.01
Emergency Generators	Diesel Generator	1	2.5	<0.01	0.01
Existing Stationary Sources					
Weatherford BMW (Plant 5385)	NA	2	0.00	0.00	0.01
State of California Department of Transportation (Plant 14195)	NA	2	14.72	0.02	0.02
Verizon Business - OKMFCA (Plant 14711)	Diesel Generators	2,3	0.19	0.00	0.00
AT&T Corp (Plant 18668)	Diesel Generators	2,3	0.46	0.00	0.00
Oakland Center 21 (Plant 19514)	NA	2	16.69	0.02	0.08
CIM Group/Ordway (Plant 20095)		2	10.33	0.02	0.31
Satellite Central (Plant 20386)	Diesel Generators	2,3	0.09	0.00	0.00
BA1 2201 Broadway LLC (Plant 200620)	Diesel Generators	2,3	0.17	0.00	0.00
City of Oakland (Plant 201072)	Diesel Generators	2,3	0.07	0.00	0.00
Existing Mobile Sources					
Grand Avenue (18,252 AADT)	Mobile	4,5	1.32	NA	0.02
Broadway (10,664 AADT)	Mobile	4,5	10.76	NA	0.14
Future Stationary Sources					
2016 Telegraph	Diesel Generator	3	0.7	0.00	0.01
2100 Telegraph	Diesel Generator	3	0.4	0.00	0.00
2044 Franklin	Diesel Generator	3	0.4	0.00	0.00
2015 Telegraph	Diesel Generator	3	0.5	0.00	0.00
1900 Broadway	Diesel Generator	3	8.5	0.00	0.02
1940 Webster	Diesel Generator	3	0.6	0.00	0.00
522 20th Street	Diesel Generator	3	0.4	0.00	0.00
	Cumulative Health Risks		65	0.1	0.4
	Cumulative Thresholds of Significance		**100**	**10.0**	**0.8**
	Exceed Cumulative Threshold?		**No**	**No**	**No**

Notes: $\mu g/m^3$ = micrograms per cubic meter; NA = not applicable; Ref=reference; AADT=annual average daily traffic
Health risk screening values derived using the following BAAQMD tools and methodologies:
1) BAAQMD's Risk and Hazards Emissions Screening Calculator (Beta Version 4.0).
2) BAAQMD's 2018 stationary source emissions data.
3) BAAQMD's Risk and Hazards Emissions Screening Calculator (Beta Version 4.0) and Diesel Internal Combustion Engine Distance Multiplier Tool.
5) BAAQMD's Planning Healthy Places Highway, Railroad, and Major Roadway health risk raster files, 2014.
6) BAAQMD's Roadway Screening Analysis Calculator.
Source: Attachment F.

forecasted by Alameda County Transportation Commission (ACTC),[38] there are two roadways with an AADT volume between 10,000 AADT and 30,000 AADT within 1,000 feet of the project

[38] Alameda County Transportation Commission (ACTC), 2014. Countywide Travel Demand Model. Planning Area 1; 2020 Daily Model Vehicle Volumes, July.

site. The maximum potential health risks at the MEIR from mobile emissions along these roadways were estimated using the BAAQMD's Roadway Screening Analysis Calculator[39] and the cancer risks were adjusted using a factor of 1.374 to account for the most recent health risk parameters recommended by OEHHA.[40]

There are seven proposed residential and/or office developments within 1,000 feet of the MEIR. Assuming an emergency generator is required for buildings of seven or more stories high, seven of these developments could involve the operation of emergency diesel generators, as shown in Table V.B-10. The BAAQMD does not issue permits for stationary sources that result in an excess cancer risk greater than 10 in 1 million or a chronic HI greater than 1.0 at the source of emissions. Conservatively assuming each proposed generator would result in a maximum excess cancer risk of 10 in 1 million due to emissions of DPM, the BAAQMD's Risk and Hazards Emissions Screening Calculator (Beta Version 4.0) was used to estimate the equivalent screening-level health risks values for chronic HI and annual average $PM_{2.5}$ concentrations. The health risk screening values from the future generators were then refined based on the distance from each source to the MEIR using the BAAQMD's Diesel Internal Combustion Engine Distance Multiplier Tool.

Estimates of the cumulative health risks at the MEIR are summarized and compared to the City's cumulative thresholds of significance in Table V.B-10. The excess cancer risk, chronic HI, and annual average $PM_{2.5}$ concentrations at the MEIR were below the City's cumulative thresholds of significance. Therefore, the project's emissions of DPM and $PM_{2.5}$ during construction and operation would have a less-than-significant cumulative impact on nearby sensitive receptors. Overall, construction and operation of the project would not substantially increase the cumulative severity of significant impacts identified in the Program EIRs, nor would it result in new significant impacts related to the generation of TAC emissions that were not identified in the Program EIRs.

3. Conclusion

Consistent with the findings of the Program EIRs, the project would not result in any new or more severe significant impacts related to criteria air pollutants, TACs emissions, or cumulative TAC emissions. The project would be required to implement SCA-AIR-1: Criteria Air Pollutant Controls – Construction Related (#21), SCA-AIR-2: Dust Controls – Construction Related (#20), SCA-AIR-3: Asbestos in Structures (#26), SCA-HAZ—1: Hazardous Building Materials and Site Contamination (#43), SCA-AIR-4: Diesel Particulate Matter Controls – Construction Related (#22), and SCA-AIR-5: Stationary Sources of Air Pollution (Toxic Air Contaminants) (#24) to ensure impacts to air

[39] Bay Area Air Quality Management District (BAAQMD), 2015. Roadway Screening Analysis Calculator, April 16.

[40] Bay Area Air Quality Management District (BAAQMD), 2018. Personal communication between Patrick Sutton from Baseline Environmental Consulting and Areana Flores from the BAAQMD, February 5.

quality would be less than significant. Please see Attachment A for a full description of the applicable SCAs.

C. BIOLOGICAL RESOURCES

Would the project:	Equal or Less Severity of Impact Previously Identified in Program EIRs	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	New Significant Impact
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;	☒	☐	☐
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 Game or U.S. Fish and Wildlife Service;	☒	☐	☐
c. Have a substantial adverse effect on federally protected wetlands (as defined by Section 404 of the Clean Water Act) or state protected wetlands, through direct removal, filling, hydrological interruption, or other means;	☒	☐	☐
d. Substantially interfere 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;	☒	☐	☐
e. Fundamentally conflict with the City of Oakland Tree Protection Ordinance (Oakland Municipal Code [OMC] Chapter 12.36) by removal of protected trees under certain circumstances; or	☒	☐	☐
f. Fundamentally conflict with the City of Oakland Creek Protection Ordinance (OMC Chapter 13.16) intended to protect biological resources.	☒	☐	☐

1. Program EIR Findings

The 2011 Renewal Plan EIR found all biological resources topics to either have no or less than significant impacts with implementation of applicable SCAs. The 1998 LUTE EIR found all potential biological resources impacts to be less than significant and therefore no mitigation measures or SCAs were required.

2. Project Analysis

Special-Status Species, Wildlife Corridors, Riparian and Sensitive Habitat, Wetlands, Tree and Creek Protection (Criteria 3.a and 3.b)

The project site is located within a developed area, the majority of which is covered with impervious surfaces. Wildlife and botanical resources present within the project site are adapted to disturbed, urban conditions and would not be adversely affected by implementation of the project. No riparian, wetland, or creek habitat exists within or adjacent to the project site. The eight existing street trees in the public right-of-way along the project frontage, which are composed of two London plane trees and six Callery flowering pear trees, are proposed for removal. The overall retention suitability of the London plane trees is poor, while the Callery flowering pears are rated as fair for overall retention suitability.[41] The project site also contains various landscaping, all of which is planned for removal.

The project would be required to implement SCA-BIO-1: Tree Removal during Bird Breeding Season (#29) and SCA-BIO-2: Tree Permit (#30).

3. Conclusion

Consistent with the findings of the Program EIRs, implementation of the project would not result in any new or more severe significant impacts related to special-status species, wildlife corridors, riparian and sensitive habitat, wetlands, and tree and creek protection than those identified in the Program EIRs. The Program EIRs did not identify any mitigation measures related to biological resources, and none would be needed for the implementation of the project. The project would be required to implement SCA-BIO-1: Tree Removal during Bird Breeding Season (#29) and SCA-BIO-2: Tree Permit (#30). Please see Attachment A for a full description of the applicable SCAs.

[31] SBCA Tree Consulting, 2020. Tree Survey for 415 20th Street, Oakland, February 25.

D. CULTURAL RESOURCES

Would the project:	Equal or Less Severity of Impact Previously Identified in Program EIRs	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	New Significant Impact
a. Cause a substantial adverse change in the significance of an historical resource as defined in CEQA Guidelines Section 15064.5. Specifically, a substantial adverse change includes physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the historical resource would be "materially impaired." The significance of an historical resource is "materially impaired" when a project demolishes or materially alters, in an adverse manner, those physical characteristics of the resource that convey its historical significance **and** that justify its inclusion on, or eligibility for inclusion on an historical resource list (including the California Register of Historical Resources, the National Register of Historic Places, Local Register, or historical resources survey form (DPR Form 523) with a rating of 1-5);	☒	☐	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5;	☒	☐	☐
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or	☒	☐	☐
d. Disturb any human remains, including those interred outside of formal cemeteries.	☒	☐	☐

1. Program EIR Findings

The 2011 Renewal Plan EIR included an assessment of known and unknown archaeological resources, paleontological resources, and human remains and found that impacts to these topics would be less than significant with implementation of SCAs. The 2011 Renewal Plan EIR also analyzed historic resources and cumulative cultural resources impacts and found these to be significant and unavoidable, even with implementation of SCAs and Mitigation Measure CUL-1, which would require the avoidance, adaptive reuse, or appropriate relocation of historically significant structures.

The 1998 LUTE EIR, which analyzed paleontological resources and historical resources, found that impacts to these topics would be less than significant and would not require mitigation measures or SCAs. The 1998 LUTE EIR also found impacts related to archeological resources and demolition of historic resources would be less than significant implementation of mitigation measures that are functionally equivalent to current SCAs.

2. Project Analysis

Cultural resources are sites, buildings, structures, objects, and districts that may have traditional or cultural value for their historical significance. A historical resource is a resource listed in, or determined eligible for listing in, the California Register of Historical Resources, local register of historical resources, deemed significant under the criteria of Public Resources Code Section 5024.1, or formally recognized as a historical resource at the lead agency's discretion (CEQA Guidelines Section 21084.1).

To update the 2011 baseline conditions for cultural resources, staff of the Northwest Information Center (NWIC) of the California Historical Resources Information System (CHRIS) at Sonoma State University conducted a cultural resources records search, at Page & Turnbull's request, on April 2, 2020 (NWIC File No. 19-1612). The records search for previously recorded sites and studies included the project site and a 0.25-mile radius, located on the USGS Oakland West 7.5-minute quadrangle.

No previously recorded sites are located within the project site.

Forty-three previously recorded resources are located within 0.25-mile of the project site. These are summarized in Table V.D-1, with the local historic property type noted. Presence in the records search results does not indicate that a property has been found significant, only that it has been evaluated in a report submitted to the NWIC.

Historical Resources (Criterion 4.a)

Project Site

The approximately 1.03-acre project site contains one parcel currently developed with a four-story-over-basement office building; a one-story wing is located on the southeastern portion of the project site. The subject building, known as the Oakland Scientific Center, was originally constructed in 1965 as an Oakland headquarters for San Francisco-based banking company Wells Fargo. The building's date of original construction confirms the building is age-eligible for historic evaluation. Between 1999 and 2001, the building was heavily altered to accommodate occupancy by the Oakland Scientific Center of the Lawrence Berkeley Laboratory and has remained in its present-day configuration since 2001.[42] According to online parcel information provided by the City of Oakland Planning Department, the subject property has not been assigned an Oakland Cultural Heritage Survey (OCHS) rating.[43] 415 20th Street is not listed in the California Office of

[42] Progea, 415 20th Street: Phase I Environmental Assessment, April 29, 2019, iv-v andRon Kolb, "Berkeley Lab Dedicates Computing Sciences Facility in Oakland," Berkeley Lab researchNews [sic], online, May 24, 2001. Available at: https://www2.lbl.gov/Science-Articles/Archive/oak-nersc-event.html, accessed April 9, 2020.

[43] Oakland Planning and Zoning Map. Available at: http://oakgis.maps.arcgis.com/apps/webappviewer/index.html?id=3676148ea4924fc7b75e7350903c7224, accessed April 27, 2020.

TABLE V.D-1 PREVIOUSLY RECORDED RESOURCES WITHIN 0.25-MILE OF THE PROJECT SITE

Primary No.	Resource Name (Type)	Address (APN)
P-01-000307	Capwell (H.C.) – Bedell Co. store (HP07 - 3+-story commercial building)	1530-1532 Broadway (8-622-5-1)
P-01-000651	Serial No. 857 (HP06 - 1- to 3-story commercial building)	1714 Franklin St (8-624-1-201 S)
P-01-000652	McDuffie (Jean Howard) Building Serial #863 (HP06 - 1- to 3-story commercial building)	1720 Franklin St (8-624-12-01)
P-01-000653	Gorrill Estate Co. Building (HP06 - 1- to 3-story commercial building)	1724-1726 Franklin St (8-624-14)
P-01-000654	Serial No. 935 (HP08 - Industrial Building)	1922-1926 Franklin St (8-637-15)
P-01-000905	Remillard (Edward) Building (HP06 - 1- to 3-story commercial building)	1818-1824 San Pablo Ave (8-642-18)
P-01-000906	1826-30 San Pablo Ave. (HP06 - 1-3-story commercial building)	1826-30 San Pablo Ave (8-642-18)
P-01-000907	Feldstein (Sam)-Oakland Pants Factory (HP06 - 1- to 3-story commercial building)	1918-24 San Pablo Ave (8-643-06)
P-01-000908	Feldstein (Sam) - Oakland Pants Factory (HP06 - 1- to 3-story commercial building)	1928-40 San Pablo Ave (8-643-06)
P-01-000984	William (Lem) Millinery Building (HP06. 1- to 3-story commercial building)	1701-1711 Telegraph Ave (8-641 005 00)
P-01-000985	Bart's Dress Shop (HP06. 1- to 3-story commercial building)	1727 Telegraph Ave (8-641-02)
P-01-000986	Smith Building (Money Back) (HP06. 1- to 3-story commercial building)	1733-1741 Telegraph Ave (8-641-01)
P-01-000987	Fitzgerald (C.) stores - Downtown Food Mart (HP06. 1- to 3-story commercial building)	1967-1971 Telegraph Ave (8-644-01) 501 20th St
P-01-001047	Anderson (G.W.) Garage (HP06. 1- to 3-story commercial building)	1615-1619 Webster St (8-624-20)
P-01-001048	Vargas (J.C.) Garage (HP04. Ancillary Building)	1711-3179 Webster St (8-624-06)
P-01-001137	Thompson Building (HP06. 1- to 3-story commercial building)	330 15th St (8-625-31)
P-01-001138	Herrick Store Building (HP06. 1- to 3-story commercial building)	353 15th St (8-624-35)
P-01-001139	Dille Building, (Helen M.) (HP06. 1- to 3-story commercial building)	363 15th St (8-624-34)
P-01-001140	Colonial Cafeteria-Holmes Building (HP06. 1- to 3-story commercial building)	376 15th St (8-624-26-1)
P-01-003685	Lake Merritt Wild Duck Refuge (HP22. lake, river, reservoir; HP29. landscape architecture; HP30. trees / vegetation; HP31. urban open space; HP39. other)	Grand Ave 552 Bellevue 666 Bellevue Ave

TABLE V.D-1 PREVIOUSLY RECORDED RESOURCES WITHIN 0.25-MILE OF THE PROJECT SITE

Primary No.	Resource Name (Type)	Address (APN)
P-01-003857	First National Bank of Oakland Building (HP07 - 3+-story commercial building)	1401 Broadway (8-619-7) 1402-1414 San Pablo Ave (8-619-7); [actual current- 3/20/18] (8-619-8-1)
P-01-003861	Mazor Bros. Building (HP06 - 1- to 3-story commercial building)	1450 Broadway (8-621-1);
P-01-003862	Roos Brothers Store Building (HP07 - 3+-story commercial building)	1500 Broadway/448 15th St (8-622-5-1)
P-01-004159	Lakeside Apartments and Garage Annex, 244 Lakeside Apartments (HP03; HP07 - 3+-story commercial building)	244 Lakeside Dr (8-634-79)
P-01-004161	Schilling Gardens, 244 Lakeside Apartments (HP29 - landscape architecture; HP30 - trees / vegetation; HP46 - walls / gates / fences)	244 Lakeside Dr (8-634-3)
P-01-004162	Lakeside Drive Apartments (HP02; HP03; HP04 - Ancillary Building; HP29 - landscape architecture; HP30 - trees / vegetation)	244 Lakeside Dr (8-634-1); (8-634-3)
P-01-004165	Leamington Hotel and California Building (HP05; HP07 - 3+-story commercial building)	1736-1742 Franklin St (8-624-16); 1800-1826 Franklin St (8-324-1 & 2)
P-01-004324	Oakland Floral Depot Building (HP06 - 1- to 3-story commercial building)	1900 Telegraph Ave (8-639-5) 1900-32 Telegraph Ave (8-369-6) 468-498 19th St
P-01-004669	Lake Merritt Necklace of Lights (HP28 - street furniture; HP29 -landscape architecture; HP39 - other)	Grand Ave
P-01-005849	The Rotunda; Liberty House Department Store (HP07 - 3+-story commercial building)	1501 Broadway (8-619-4-1)

Note: Presence in the records search results does not indicate that a property has been found significant, only that it has been evaluated in a report submitted to the NWIC.
Source: Page & Turnbull, 2020.

Historic Preservation's Historic Property Data File for Alameda County. Therefore, the subject property does not currently have any local, State, or national historic status which indicates the property does not appear to have been surveyed or evaluated for potential historic significance.[44]

Page & Turnbull prepared a historic resource memorandum in May 2020, which found the building does not appear to be eligible for historic designation at the local, state, or national level.

[44] California Office of Historic Preservation, Historic Property Data File for Alameda County, updated March 15, 2011.

Accordingly, the subject building does not appear to be considered a historical resource under CEQA.

The proposed project would demolish the existing building and site features without reuse of any existing elements of the building. Because the building is not currently identified as a historical resource under CEQA, its demolition under the project would not result in direct impacts to historical resources.

Surrounding Historic Resources

The project site is located at the southwest corner of 20th and Franklin streets between Oakland's Uptown (west) and Lake Merritt (east) districts. The subject property is not located within the existing boundaries of any potential or formally designated historic districts, Areas of Primary Importance (API), or Areas of Secondary Importance (ASI). The closest ASI to the subject building is the Leamington Hotel Group, located one block to the southeast at 19th and Franklin streets. 415 20th Street is also not located directly adjacent to any identified historic resources, or properties that currently meet the definition of a historic resource under CEQA.

The radius of 0.25-mile was selected for listing historic districts, resources, and age-eligible properties for the current project site as the irregular shape of many blocks between San Pablo Avenue, Telegraph Avenue, and Broadway could not provide a consistent distance if using the more typical two-block radius.

Areas of Primary Importance (API) within 0.25-Mile Radius

Uptown Commercial Historic District

The Uptown Commercial District API is located north of Downtown Oakland and west of the subject property along Broadway and Telegraph Avenue. The district is bounded on the north by 21st Street, on the east by Broadway, on the south by 17th Street, and on the west by Telegraph Avenue. The core of the district is located between the intersections of 19th and 20th streets on Broadway, one block southwest of the subject property.[45] The district contains 20 buildings, 13 of which are contributing elements. The district developed in the 1920s and 1930s with shopping and entertainment uses, often housed in Classical Revival, Beaux Arts, or Art Deco style buildings, representing an expansion of the central business district with luxury shopping, led by establishment of the Capwell Store building in 1928 (currently known as Uptown Station).[46] The district includes the Fox and Paramount Theaters, both designated as City Landmarks, among

[45] Uptown Shopping/Entertainment District – Historic Resources Inventory, 1985b. On file at Oakland Cultural Heritage Survey, Oakland, California.

[46] Ibid.

other similarly distinguished historic buildings. The Paramount Theater is the northernmost building in the district.

Downtown Historic District

The Downtown Historic District API is located southwest of the project site and is centered on the intersection of 14th Street and Broadway. The district was a hub of commerce throughout the 20th century and occupies parts of 17 blocks. Notable buildings within the district include City Hall and its plaza, and several early 20th century buildings ranging in height from 7 to 18 stories between 11th and 17th streets on Broadway, interspersed with some smaller commercial buildings. The downtown area developed historically with most of its banks and tall office buildings on the east side of Broadway, and retailers on the west side. The taller buildings noted above intersperse smaller commercial buildings. Most of the district's buildings occupy the entirety of their parcels.[47]

Many, but not all, of the properties within the Downtown Historic District API were listed on the National Register of Historic Places in 1998 as contributing buildings within the Downtown Oakland National Register Historic District. The majority of the contributing buildings in the district were built between 1901 and 1929 and feature brick or masonry exteriors, two- or three-part vertical composition, classical ornamentation—often employing terracotta.[48] The National Register District's period of significance is 1900-1948, and the district is significant under Criterion A (Events) and Criterion 3 (Architecture).

Buildings located within the boundary of the API, but not included in the boundary of the National Register-listed district include: 510 17th Street (Local Register), 519 17th Street (not locally listed), and 529 17th Street (vacant lot). Each of which is categorized as a Potential Designated Historic Property (PDHP) by the City of Oakland Planning Department.

Recent construction of mid- and high-rise towers along the east side of Broadway has followed a trend of office tower construction in downtown Oakland. The new towers are typically situated at corner locations, feature rectangular massing and glazed facades that contrast with the early masonry buildings that contribute to the district, and are taller than most contributing buildings.

17th Street Commercial District API

This API occupies both sides of the block between Franklin and Webster streets, in addition to the Howden Tile building on the southeast corner of Webster and 17th streets. This grouping of

[47] Landmarks Preservation Advisory Board Staff Report, March 14, 2016, Case File Number: SP16001. Available at: http://www2.oaklandnet.com/oakca1/groups/ceda/documents/agenda/oak057568.pdf, accessed April 22 2020.

[48] Prepared by City of Oakland Cultural Heritage Survey, National Register of Historic Places Nomination Form: Downtown Oakland Historic District, Entered into the National Register July 1, 1998. Available at National Park Service website: https://npgallery.nps.gov/GetAsset/2538c7d9-b7e6-47f7-8584-5533520ad02b, accessed , April 22, 2020.

buildings consists of 1920s commercial buildings with long, low massing situated on shallow lots. Most buildings are two stories with a mezzanine and of brick or concrete construction with abundant glazing at the primary façade. The district features streetscaping with street trees and period light standards. This block of 17th Street was developed with smaller parcels than those found in nearby downtown blocks during the downtown's eastward expansion toward Lake Merritt, cutting through formerly residential neighborhoods.[49]

Cathedral Historic District API

The Cathedral District is an API that extends from near the juncture of San Pablo Avenue and Martin Luther King Jr. Way to Telegraph Avenue between 21st and 22nd streets and along part of West Grand Avenue.[50] The Cathedral District was named for the Cathedral of St. Francis de Sales (2100 Grove Street / Martin Luther King Jr. Way), which was the western "anchor" of the District but sustained heavy damage during the 1989 Loma Prieta Earthquake and subsequently demolished in 1993. The Cathedral District includes buildings located in the Tuttle Homestead Tract and the Jones Tract. The District began developing slowly and was sparsely populated by 1882. The Cathedral of St. Francis De Sales was built in 1893 along with residential development nearby.

The district contains 32 remaining contributors, mostly one and two-story residential buildings of Queen Anne, Stick, and Colonial Revival architectural styles dating from 1872-1916, as well as the Oakland First Baptist Church at 534 22nd Street. Following the 1906 earthquake, several homes in the District were altered with additional floors or internally partitioned and converted to multi-family housing. The district is notable for its representation of architectural styles of the era as adapted to residences standing on narrow lots.

Leamington Hotel Group API

The Leamington Hotel Group API includes two adjoining reinforced-concrete buildings located at 1800-26 Franklin Street/365-89 19th Street, the southeast corner of 19th and Franklin streets, within the block to the immediate southwest of the subject property. The Leamington Hotel and its adjoined annex containing office and assembly spaces was designated as an Oakland Landmark in 1987.[51]

[49] Landmarks Preservation Advisory Board Staff Report, March 14, 2016, Case File Number: SP16001. Available at: http://www2.oaklandnet.com/oakca1/groups/ceda/documents/agenda/oak057568.pdf, accessed April 22 2020.

[50] Cathedral District – Historic Resources Inventory, 1985a. On file at Oakland Cultural Heritage Survey, Oakland, California. Architecture + History, LLC, 2017. Historic Resources Evaluation Report for 1711-1739 Webster Street, Oakland, California, March 15.

[51] Oakland General Plan, Historic Preservation Element, Appendix B, September 1993, B-1.

The hotel opened in 1926 and was designed by prominent architect William H. Weeks, blending popular Spanish Baroque Revival and Art Deco styles.[52] The nine-story buildings feature a three-part composition of base with mezzanine, shaft, and a capital level above the cornice line and are clad in glazed terra cotta and cement plaster with elaborate cast stone ornament. The group, along with the 1928 Capwell store at 20th Street and Broadway—one block west of the subject property—were significant in the development of Oakland's Uptown area as a luxury commercial district.[53]

Lake Merritt API

The Lake Merritt API encompasses the entirety of Lake Merritt and extends one parcel deep around the lake's perimeter, capturing properties that face the lake, and recognizing the importance to Oakland of Lake Merritt and its views. The district is significant for both the landscape architecture of the lake and park, and for the high architectural quality of the many apartment and civic buildings constructed around the shore of the lake. Additionally, the API contains the Lake Merritt Wild Duck Refuge, listed on the National Register of Historic Places as a National Historic Landmark since 1963. The majority of the API is outside of a two-block radius of the project site, however, properties including Kaiser Center at 300 Lakeshore Drive and Snow Park at 19th and Harrison streets are located within a two-block radius of the project site.

Kaiser Center – 300 Lakeshore Drive

The Kaiser Center at 300 Lakeshore Drive is located within the Lake Merritt API, one block northeast of the subject property. The modern office building was built between 1958 and 1959 and was designed by the prominent Los Angeles-based architectural firm of Welton Becket & Associates as a headquarters for Kaiser Industries. The 28-story tower connects to the Kaiser Garden, located atop an adjacent five-story parking garage. Both the Kaiser Center building and the Kaiser Garden are located within the Lake Merritt API boundary.

Snow Park

Snow Park is a 4.2-acre urban open space located west of Lake Merritt on the block bound by 19th Street to the south, Harrison Street to the west, and Lakeshore Drive to the north. The park consists of grass lawn, several mature trees, a public restroom building, and planters. The site served as Oakland's second cemetery between 1857 and ca. 1865, a residential property until 1922, and as a museum site between 1922 and 1967. In 1970, the former residence and museum was demolished. The site is identified as a contributing resource to the National Register- and

[52] Leamington Hotel, OaklandWiki. Available at: https://localwiki.org/oakland/Leamington_Hotel, accessed August 14, 2020.

[53] Oakland Cultural Heritage Survey, State of California Historic Resources Inventory Form: Uptown, May 31, 1984. On file at Oakland Cultural Heritage Survey.

California Register-eligible Lake Merritt District, but is not considered an individually eligible historic resource.[54]

244 Lakeside Drive Group API

The 244 Lakeside Drive Group API consists of a 12-story apartment building and a two-story garage, set in a large garden on 19th Street. The garden is a partially intact remnant from the August Schilling estate. The complex faces Lake Merritt and Snow Park and exemplifies 1920s luxury apartment buildings and the garden settings often found at 19th century upper-class homes. The complex's scale, distinctive design with a large forecourt, and prominent location provide a familiar visual landmark in Oakland.[55]

Areas of Secondary Importance (ASI) within a 0.25-Mile Radius

15th and Webster Street ASI

The 15th and Webster Street ASI includes eight buildings, six of which are located within a 0.25-mile radius of the project site, including the Landmark YWCA Building at 1515 Webster Street, 389 Webster Street (Local Register), and four additional properties categorized as PDHPs at 336, 359, 363, and 369 15th Street. The Landmark White Building at 1464 Webster Street is in the ASI, but not within the 0.25-mile radius of the project site. Buildings in this ASI are typically approximately two stories in height, except the YWCA Building, which is five stories.

17th and Webster Street Group ASI

This ASI consists of two adjacent properties, 1608 and 1614 Webster Street, located on the east side of Webster Street between 16th and 17th streets. 1608 Webster Street, a two-story, Colonial Revival building Street, is listed on the Local Register, while 1614 is a three-story building categorized as a PDHP.

Monumental Power Stations ASI

This ASI consists of two properties containing monumental, neoclassical buildings that were originally designed as power station plants. 520 Thomas L. Berkley Way, formerly the Great Western Power Company and a Pacific Gas & Electric Company substation at (APN 008 064503601) are located on the north side of Thomas L. Berkley Way (also known as 20th Street) and have occupied their sites since ca. 1920s.

[54] V. Beard, Tom Origer & Associates, State of California Department of Parks and Recreation Primary Record and Building Structure and Object Record: Snow Park, Primary # P-01-011569, August 2014.

[55] Landmarks Preservation Advisory Board Staff Report, March 14, 2016, Case File Number: SP16001. Available at: http://www2.oaklandnet.com/oakca1/groups/ceda/documents/agenda/oak057568.pdf, accessed April 22 2020.

Reed & Corlett/Grand Avenue ASI

The Reed & Corlett/Grand Avenue ASI contains three properties addressed 2228 Broadway, 37 Grand Avenue, and 55 Grand Avenue. The three buildings were constructed between 1920 and 1926 and each features a similar one-story-plus mezzanine height, forming a cohesive block face of early 1920s commercial buildings. Each building is categorized as a PDHP; however, none are locally designated.

Individual Age-Eligible Properties within a 0.25-Mile Radius

The buildings 45 years of age or older within a 0.25-mile radius of the project site vary in height from 1 to 8 stories. There is a variety of building heights throughout the Downtown and Uptown areas to the west of Lake Merritt, including the Paramount Theater, the I. Magnin building, the Breuner building, the old YMCA building, the former Emporium Capwell building (now Uptown Station), and 2101 Webster. The buildings within a two-block radius of the project site range in date of construction from circa 1899 to 1987 (see Table V.D-1). The general character-defining features of buildings in the project vicinity include boxy, rectangular massing; Art Deco, Romanesque Revival, Vernacular, Georgian Revival, and Modern architectural styles; masonry, terra cotta, and granite cladding with repetitive, uniform fenestration. Age-eligible properties in the vicinity of the project site are listed in Table V.D-2.

Potential Historic Districts

The project site is located at the southwest corner of 20th and Franklin streets between Oakland's Uptown (west) and Lake Merritt (east) districts. 20th Street serves as a major connector between Lakeside Drive at east, and Telegraph Avenue and Broadway to the west. Most of the buildings in the immediate vicinity of the project site range in height from two to five stories and appear to have been built between the early 1960s and mid-1970s. These include several buildings that were originally designed as bank branches or banking institution office buildings, forming a cluster of financial industry buildings that was and remains primarily concentrated at the intersection of 20th and Franklin streets, but which spreads over roughly 10 blocks in the vicinity.

The closest such buildings to the project site include a two-story bank branch at 1970 Franklin Street (built 1967), a four-story office building at 2000 Franklin Street (built 1967-1968), a two-story bank branch at 400 20th/2001 Franklin 20th Street (built 1964), and the four-story office building at 350-60 20th Street (built 1968). These buildings are representative of the construction of modern banking-related facilities between 1960 and 1975, when several banking institutions established headquarters or branch locations in downtown Oakland. This trend coincided with the development of the Bay Area Rapid Transit District (BART) system, which extended through downtown Oakland in the early 1970s. Bank branches located within a short distance of the system's 19th Street station were constructed in the 1960s and into the 1970s, forming a cluster in the vicinity of the subject site, with approximately 13 bank-related buildings constructed between

TABLE V.D-2 SUMMARY OF BUILDINGS 45 YEARS OF AGE OR OLDER WITHIN A TWO-BLOCK RADIUS

Address	APN	LR or PDHP[a]	API or ASI	OCHS Rating	Year Built	Other Historic Status[b]	CHRIS Primary #	CEQA Resource
336 15th St	8-625-31	PDHP	ASI 15th and Webster St	D2+	1929	N/A	P-01-001137	
363 15th St	8-624-34	PDHP	ASI 15th and Webster St	Dc2+	1929	N/A	P-01-001139	
369 15th St	8-624-33	PDHP	ASI 15th and Webster St	D2+	1937	N/A		
389 15th St	8-624-32	LR	ASI 15th and Webster St	B+2+	1923	N/A		Yes
401 15th St	8-621-06	LR	API Downtown Historic	A1+	1921-22	L: Oakland Title Ins. Co. Bldg		Yes
405 15th St	8-621-05	PDHP	API Downtown Historic	C1+	1922	N/A		Yes
417 15th St	8-621-03	PDHP	API Downtown Historic	C1+	1903	N/A		Yes
421 15th St	8-621-02	LR	API Downtown Historic	Cb+1+	1924	N/A		Yes
425 15th St	8-621-08-04	PDHP	API Downtown Historic	Ec1*	1919	N/A		
422 15th St	8-622-04	PDHP	API Downtown Historic	Db+1*	1924	N/A		
422 15th St	8-622-03	PDHP	N/A	Cb-1+	1922	N/A		
449 15th St	8-621-01	LR	API Downtown Historic	*b+1+	1947-48	N/A		Yes
510 16th St	8-620-06	LR	API Downtown Historic	B+a1+	1919	M: 2011		Yes
278 17th St	8-626-07	PDHP	N/A	Ec3	1945-46	N/A		
300 17th St	8-625-09	PDHP	API 17th St Commercial	Cb-1+	1924	N/A		
333 17th St	8-625-19	LR	API 17th St Commercial	A1+	1925	L: Robt. A Howden Bldg		Yes
359 17th St	8-624-18	PDHP	API 17th St Commercial	C1+	1924	N/A		
378 17th St	8-624-09	PDHP	API 17th St Commercial	C1+	1927	N/A		
394 17th St	8-624-10	LR	API 17th St Commercial	B+1+	1923	N/A		Yes
457 17th St	8-640-12	PDHP	API Downtown Historic	Cb-1+	1922-23	N/A		
222 19th St	8-634-3	LR	API 244 Lakeside Dr Group	A1+	1894	N/A	P-01-00461	Yes
274 19th St	8-635-02-01	PDHP	API Lake Merritt	C1+	1922	N/A	P-01-011569	
464 19th St	8-639-04	LR	API Uptown Commercial	B*1+	1923-24	N/A		Yes

TABLE V.D-2 SUMMARY OF BUILDINGS 45 YEARS OF AGE OR OLDER WITHIN A TWO-BLOCK RADIUS

Address	APN	LR or PDHP[a]	API or ASI	OCHS Rating	Year Built	Other Historic Status[b]	CHRIS Primary #	CEQA Resource
570 21st St	8-647-58	PDHP	API Cathedral	C1+	1889-91	N/A		
495 22nd St	8-648-11-03	N/A	N/A	*3	1960	N/A		
517 22nd St	8-647-40	PDHP	API Cathedral	C1+	1898-99	N/A		Yes
525 22nd St	8-647-39	PDHP	API Cathedral	C1+	1908	N/A		Yes
529 22nd St	8-647-38	PDHP	API Cathedral	C1+	1905-06	N/A		Yes
533 22nd St	8-647-37	PDHP	API Cathedral	C1+	1888-89	N/A		Yes
537 22nd St	8-647-36	PDHP	API Cathedral	C1+	1906-07	N/A		Yes
551 22nd St	8-647-33	PDHP	API Cathedral	C1+	1895	N/A		Yes
561 22nd St	8-647-31	PDHP	API Cathedral	C1+	1888-89	N/A		
567 22nd St	8-647-30	PDHP	API Cathedral	C1+	1889-90	N/A		
1500 Broadway	8-622-0501	LR	API Downtown Historic	B+a1+	1922-23	L: Roos Bros. Store Bldg	P-01-003862	Yes
1544 Broadway	8-622-07	PDHP	N/A	Ec3	1911	N/A		
1615 Broadway	8-731-1	LR	API Downtown Historic	A1+	1913-14	L: Fed. Realty Co Pierce Bldg M: 2010		Yes
1617 Broadway	8-640-16	PDHP	API Downtown Historic	Dc1+	1928	N/A		
1628 Broadway	8-640-15	PDHP	API Downtown Historic	C1+	1924	N/A		
1634 Broadway	8-640-14	PDHP	API Downtown Historic	Ec1*	1924	N/A		
1636 Broadway	8-640-13	PDHP	API Downtown Historic	Cb-1+	1923	N/A		
1700 Broadway	8-623-14	PDHP	N/A	Da3	1913	N/A		
1724 Broadway	8-623-12	PDHP	N/A	C3	1907	N/A		
1741 Broadway	8-640-06	PDHP	API Uptown Commercial	C1+	1930	N/A		
1715 Broadway	8-640-10	PDHP	API Uptown Commercial	Cb+1+	1931	N/A		
1755 Broadway	8-740-07	PDHP	API Uptown Commercial	C1+	1923-24	N/A		

TABLE V.D-2 SUMMARY OF BUILDINGS 45 YEARS OF AGE OR OLDER WITHIN A TWO-BLOCK RADIUS

Address	APN	LR or PDHP[a]	API or ASI	OCHS Rating	Year Built	Other Historic Status[b]	CHRIS Primary #	CEQA Resource
1759 Broadway	8-640-04	PDHP	API Uptown Commercial	Ca1+	1928	N/A		
1763 Broadway	8-640-03	LR	API Uptown Commercial	B-1+	1941	N/A		Yes
1770 Broadway	8-6231	LR	API Uptown Commercial	B-1+	1911	N/A		Yes
1775 Broadway	8-640-02	PDHP	API Uptown Commercial	Ec1*	1932	N/A		
1900 Broadway	8-638-05-02	LR	API Uptown Commercial	Cb+1+	1922-23	N/A		Yes
1915 Broadway	8-639-03	PDHP	API Uptown Commercial	*d1+	1945	N/A		
1933 Broadway	8-639-02-01	LR	API Uptown Commercial	1	N/A	N/A		Yes
2015 Broadway	8-649-07	LR	API Uptown Commercial	A1+	1930-31	N/A		Yes
2025 Broadway	8-649-05	LR	API Uptown Commercial	A1+	1930-31	L: Paramount Theatre		Yes
2147 Broadway	8-648-01	PDHP	N/A	Ec3	1917	N/A		
2148 Broadway	8-650-01	PDHP	N/A	C3	1923	N/A		
2201 Broadway	8-657-01-2	LR	N/A	A3	1931	N/A		Yes
2228 Broadway	8-568-1	PDHP	ASI Reed Corlett/Grand Ave	C2+	1920-22	N/A		
150 Frank H Ogawa Plaza	8-6198-1	LR	API Downtown Historic	A1+	1907-08	N/A		Yes
300 Frank H Ogawa Plaza	8-619-04-01	LR	API Downtown Historic	A1+	1913-14	L: Rotunda Bldg	P-01-005849	Yes
350 Frank H Ogawa Plaza	8-619-01-01	LR	API Downtown Historic	A1+	1913-14	N/A		Yes
1511 Franklin St	8-622-02	PDHP	API Downtown Historic	Ec1*	1915	N/A		
1521 Franklin St	8-622-13	LR	N/A	B+1+	1918	N/A		Yes
1618 Franklin St	8-624-30	PDHP	N/A	Dc3	1921	N/A		
1624 Franklin St	8-624-31	LR	API 17th St Commercial	B+3	1927	N/A		Yes
1720 Franklin St	8-624-12-01	PDHP	N/A	Ec3	1924	N/A	P-01-000652	
1736 Franklin St	8-624-16	PDHP	API Leamington Hotel Group	Cb+1+	1926	N/A	P-01-004165	
1814 Franklin St	8-624-01-01	LR	API Leamington Hotel Group	A1+	1925-26	L: Leamington Hotel and Annex	P-01-004165	Yes

TABLE V.D-2 SUMMARY OF BUILDINGS 45 YEARS OF AGE OR OLDER WITHIN A TWO-BLOCK RADIUS

Address	APN	LR or PDHP[a]	API or ASI	OCHS Rating	Year Built	Other Historic Status[b]	CHRIS Primary #	CEQA Resource
1904 Franklin St	8-637-13-01	LR	API Leamington Hotel Group	B+1+	1922-23	N/A		Yes
2150 Franklin St	8-717-01	PDHP	N/A	*c3	1955-63	N/A		
37 Grand Ave	8-656-10	PDHP	ASI Reed Corlett/Grand Ave	D2+	1926	N/A		
55 Grand Ave	8-656-05	PDHP	ASI Reed Corlett/Grand Ave	C2+	1922	N/A		
1535 Harrison St	8-625-38-01	PDHP	N/A	Dc3	1921	N/A		
1622 Harrison St	8-626-33	PDHP	N/A	C3	1910-11	N/A		
244 Lakeside Dr	8-634-76	LR	API 244 Lakeside Dr Group	A1+	1924-25	N/A	P-01-004159, P-01-004161, P-01-004162	Yes
300 Lakeside Dr	8-652-01-05	LR	API Lake Merritt	A1+	1958-59	N/A	P-01-011041	Yes
1631 Telegraph Ave	8-620-03	PDHP	API Downtown Historic	Dc1+	1892-93	N/A		
1611 Telegraph Ave	8-620-05	LR	API Downtown Historic	B+a1+	1925-26	N/A		Yes
1627 Telegraph Ave	8-620-04	PDHP	API Downtown Historic	C1+	1924	N/A		
1635-1637 Telegraph Ave	8-620-02	PDHP	API Downtown Historic	Ec1+	1922	N/A		
1645 Telegraph Ave	8-620-01	PDHP	API Downtown Historic	Dc1+	1922	N/A		
1701 Telegraph Ave	8-641-05	PDHP	N/A	Ec3	1921	N/A	P-01-000984	
1727 Telegraph Ave	8-641-02	PDHP	N/A	*C3	1947	N/A	P-01-000985	
1741 Telegraph Ave	8-641-01	PDHP	N/A	*C3	1947	N/A	P-01-000987	
1807 Telegraph Ave	8-642-16	LR	API Uptown Commercial	A1+	1927-28	L: Fox West Coast Oakland Theater		
1816 Telegraph Ave	8-640-01	PDHP	API Uptown Commercial	Ec1*	1914	N/A		
1916 Telegraph Ave	8-639-05	LR	API Uptown Commercial	A1+	1931	N/A	P-01-004324	Yes
1932 Telegraph Ave	8-639-06-02	LR	API Uptown Commercial	1	N/A	N/A	P-01-004324	Yes
1954 Telegraph Ave	8-639-01	LR	API Uptown Commercial	B-a1*	1928-29	N/A		Yes
2201 Telegraph Ave	8-659-03-02	LR	API Cathedral	A1+	1903	N/A		Yes

TABLE V.D-2 SUMMARY OF BUILDINGS 45 YEARS OF AGE OR OLDER WITHIN A TWO-BLOCK RADIUS

Address	APN	LR or PDHP[a]	API or ASI	OCHS Rating	Year Built	Other Historic Status[b]	CHRIS Primary #	CEQA Resource
Thomas L Berkley Way	8-645-36-01	PDHP	ASI Monumental Power Stations	D2+	1924	N/A		
466 Thomas L Berkley Way	8-649-08-0	PDHP	API Uptown Commercial	*c3	1950	N/A		
520 Thomas L Berkley Way	8-645-35	LR	ASI Monumental Power Stations	B+2+	1924	N/A		Yes
1515 Webster St	8-624-47	LR	ASI 15th and Webster St	A2+	N/A	L: YWCA Bldg		Yes
1608 Webster St	8-625-30	LR	ASI 17th and Webster St Group	B+a2+	1924	N/A		Yes
1614 Webster St	8-625-40	PDHP	ASI 17th and Webster St Group	C2+	1906	N/A		
1709 Webster St	8-624-08	PDHP	API 17th St Commercial	Cb-1+	1926	N/A		
1734 Webster St	8-625-15	LR	N/A	B+3	1926-27	N/A		Yes
1830 Webster St	8-625-01-01	PDHP	N/A	Dc3	1928	N/A		
415 W Grand Ave	8-657-11	PDHP	N/A	Dc3	1933	N/A		
521 W Grand Ave	8-659-44	PDHP	N/A	C3	1916	N/A		

[a] LR indicates listed on Local historic register; PDHP = Potential Designated Historic Property

[b] This column indicates whether the property is designated as an Oakland City Landmark (L), as a Heritage property (H), or has a Mills Act contract (M, year of contract).
Source: Page & Turnbull, 2020.

1960 and 1975.[56] Of these 13 buildings, 10 remain and appear to retain varying degrees of integrity, including the subject building, which was heavily altered between 1998 and 2000. None of these buildings is listed in the most recent, March 3, 2020 version of the California Office of Historic Preservation (OHP) Built Environment Resource Database (BERD), and none appear to have OCHS survey ratings that would relate to potentially eligibility as historical resources as of 2020.

Previous findings from the Eastline Project – 2100 Telegraph EIR determined:

> Given that the geographic area is fairly substantial, roughly ten blocks, there does not appear to be a significant enough concentration or continuity of resources linked physically by plan or geographic area to be considered an historic district. While they maybe be linked historically in use, function, date of construction and style of architecture their ability to convey potential historic significance as a grouping, is impaired by previous demolition and alteration and by the nature of their layout in the neighborhood.[57]

Taller buildings including the 12-story 1970 Broadway (built 1969) to the immediate west of the project site, and the 21-story 1950 Franklin Street to the southeast (built 1975). Overall, the vicinity of the project site features a varied architectural character given the project site's location to the east of the Broadway and Telegraph Avenue corridors and the Lake Merritt area to the east. Individual buildings' settings vary from property to property, with some buildings occupying nearly the entire parcel, and others features more generous setbacks and being sited adjacent to parking lots, creating a feeling of less density relative to further surrounding areas. This lack of cohesion, and despite the presence of several banking-related buildings of contemporaneous construction in proximity, does not provide for a consistency of setting required to be considered a historic district.

The subject property, therefore, does not appear located within, or to contribute to, a potential historic district related to the development of banking facilities within the immediate vicinity of the project site between the early 1960s and mid-1970s.

Project Discussion

The project would include new construction located near, but not directly adjacent to, individually significant historical resources and near, but not within, the boundaries of APIs and ASIs. The project is located approximately two blocks west of Lake Merritt, and as proposed would be taller than any existing building in Oakland and would be highly visible from the vicinity of Lake Merritt, and when looking eastward from the nearby Uptown API. However, the building's location does not place it along the immediate block surrounding Lake Merritt, and also separates it from the

[56] Eastline Project – 2100 Telegraph EIR: Appendix B – Cultural and Historical Ressource Analysis, p. 26.

[57] Ibid.

core of the Uptown and Downtown APIs along Broadway. The building is also separated from the Leamington Group API and further distant APIs by at least one block. Accordingly, the integrity of setting, feeling, and association of each district would not be significantly impacted beyond that caused by previous projects over past decades. On the whole, the areas between each API and ASI are defined by a variety of building types, styles, and land uses. The historical architectural resources in the project vicinity generally have retained their integrity of location, despite recent construction in the downtown.

Material impairment is defined as any project that may cause a "substantial change in the significance of a historical resource through physical demolition, destruction, relocation, or alteration of the resources or its immediate surroundings." The significance of a historical resource is materially impaired if a project demolishes or materially alters the character-defining features of the building that account for the building's inclusion on the California Registry of Historic Resources, local register of historic resources, or historical resources survey.

Although the project would impact integrity of setting of the immediate project area, the degree of impact would not result in a significant impact to the integrity of location, design, materials, or workmanship of the individual resources in the project vicinity. The historical resources adjacent to and near the project site would not be demolished, physically altered, or materially changed. The project at 415 20th Street would alter the setting of the neighborhood but would represent a less than significant level of impact as the project would not result in demolition of any contributing elements to any APIs, ASIs, or any formally designated historic districts. The subject area is located between the Uptown API and the Lake Merritt API, in an area featuring a cluster of modern bank and office buildings typically 1 to 4 stories in height. The subject property remains separated from identified historic resources in the neighboring Leamington Hotel Group, Uptown, and Lake Merritt APIs such that, despite the proposed building's notably taller height, it would be setback from the primary streets of Broadway (Uptown API) and Lakeside Drive (Lake Merritt API), and from the hotel and annex within the Leamington Group API, such that identified historic resources in each API would retain their historic integrity.

The project would cause new shadows to be cast on the following historic resources:

- The Fox Theater during around 9:00 a.m. during summer months.
- The First Baptist Church First Baptist around 9:00 a.m. during winter months.
- The façade of Paramount Theater at 12:00 p.m. during spring and autumn months. The rear of theater would be slightly shadowed at 12:00 p.m. during winter months.

Any shadows cast by the project on nearby historical resources would not render those historical resources ineligible for inclusion in any federal, State, or local registers. Shadows would appear on the exteriors for relatively short durations. Lastly, minimal new net shadow would be cast on each building. Therefore, new project shading would not affect the historic-defining character

element of this resource (see *Section V.A, Aesthetics, Shadow, and Wind*, for further information about shadows and shading).

As part of the City's design review of the project, the City must find that the project will be consistent with Oakland Municipal Code 17.136.050(B), which requires the project's design to harmonize with the surrounding area and community character. Such findings, as made by the Planning Commission, will further ensure that the project's design will not negatively affect nearby historic resources. As a result, the project would not significantly alter the historic character of any surrounding historic resources.

Summary

The project would not directly cause an adverse material change to a historical resource, as there are no historic resources within the project site.

The project would not result in the removal of any character-defining features of the nearby historic districts/APIs and would not materially impair any of the adjacent historical resources within adjacent blocks. As a result, the project would not impair the significance of historical resources surrounding the site.

Archaeological and Paleontological Resources and Human Remains (Criteria 4.b, 4.c, and 4.d)

The proposed project would entail excavation to a depth of approximately 45 feet below grade. An April 2019 Geotechnical Site Assessment prepared by Langan for the property reports that the parcel overlaps an area of marsh soil associated with a former channel of San Antonio Creek, overlain by fill. Excavation for the basement of the original four-story building at 415 20th Street resulted in the removal of preexisting fill, though marsh deposits likely remain beneath the existing building. The one-story addition to the southwest of the original building is built upon 10 to 12 feet of fill, underlain by "stiff to hard clay with interbedded layers of medium dense to very dense sand" to the maximum depth of testing at 71.5 feet.[58] No previously recorded prehistoric archaeological sites are located within a 0.25-mile radius of the project site. Prior to construction of the current four-story building and one-story addition, the project site was developed beginning by at least 1889 with up to six residential and one light industrial properties.[59] All residential buildings had been demolished by 1950.

[58] Langan, Geotechnical Site Assessment: 415 20th Street, Oakland, California (San Jose: Prepared for Hines, April 30, 2019), page 2.

[59] Sanborn Map Company Fire Insurance Maps for Oakland, California, 1889 (Sheet 9a), 1903 (Sheet 142), 1911 (Sheet 155), and 1950 (Sheet 155).

Though subsurface conditions have been disturbed by the excavation of the basement for the four-story building at 415 20th Street, the project would include mass excavation to a maximum depth of 45 feet, below the level of previous disturbance. As such, there exists the potential to encounter historic-period archaeological deposits related to the early residential occupation of the site in the southwestern portion of the parcel, and the potential to encounter prehistoric archaeological deposits or human remains in previously undisturbed sediments across the project site.

The project would be required to implement thy City's SCAs related to the discovery of archaeological resources, paleontological resources, and human remains during construction, including: SCA-CUL-1: Archaeological and Paleontological Resources – Discovery During Construction (#32) and SCA-CUL-2: Human Remains – Discovery During Construction (#34). Implementation of these SCAs would reduce potential adverse effects that could result from project activities to a less-than-significant level. Therefore, the project would have a less-than-significant impact to previously unrecorded archaeological or paleontological resources.

3. Conclusion

Consistent with the findings of the Program EIRs, implementation of the project would not result in any new or more severe significant impacts related to historical resources or archaeological and paleontological resources than those identified in the Program EIRs. In addition, the project would not demolish any built environment historical resources. Implementation of SCA-CUL-1: Archaeological and Paleontological Resources – Discovery During Construction (#32), and SCA-CUL-2: Human Remains – Discovery During Construction (#34), would ensure impacts to cultural resources would be less than significant. Please see Attachment A for a full description of the applicable SCAs.

E. GEOLOGY, SOILS, AND GEOHAZARDS

Would the project:	Equal or Less Severity of Impact Previously Identified in Program EIRs	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	New Significant Impact
a. Expose people or structures to substantial risk of loss, injury, or death involving: i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map or Seismic Hazards Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; ii. Strong seismic ground shaking; iii. Seismic-related ground failure, including liquefaction, lateral spreading, subsidence, collapse; or iv. Landslides;	☒	☐	☐
b. Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007, as it may be revised), creating substantial risks to life or property; result in substantial soil erosion or loss of topsoil, creating substantial risks to life, property, or creeks/waterways.	☒	☐	☐

1. Program EIR Findings

The 2011 Renewal Plan EIR included an analysis of geology, soils, and geohazards and found that impacts to these topics would be less than significant with implementation of SCAs.

The 1998 LUTE EIR included an analysis of geology, soils, and geohazards and found that impacts to these topics would be less than significant and would not require mitigation measures or SCAs.

2. Project Analysis

Exposure to Risk of Loss, Injury, or Death Involving Fault Rupture, Seismic-Related Shaking, Liquefaction, Lateral Spreading, Subsidence, or Collapse, or Landslides (Criterion 5.a)

The project site is in a seismically active region, and the nearest active fault is the Hayward Fault, which is located approximately 3 miles northeast of the project site.[60] The project site would

[60] California Geological Survey (CGS), 2010. Fault Activity Map of California (2010). Available at: http://maps.conservation.ca.gov/cgs/fam/, accessed February 28, 2020.

experience strong to very strong shaking in the event of a major earthquake on a nearby active fault.[61]

The project site is not located within or adjacent to an Alquist-Priolo Earthquake Fault Zone.[62] Therefore, the project would not result in significant impacts with respect to rupture of a known earthquake fault. The project site is also not within an earthquake-induced landslides hazard zone mapped by the California Geological Survey (CGS).[63] Based on the relatively flat topography of the project site and surrounding area, landslides would not pose a risk to the project. The northern half of the project site is within a liquefaction hazard zone as designated on a Seismic Hazards Zone map prepared by CGS;[64] therefore, a geotechnical report must be prepared, and appropriate mitigation measures incorporated into the project design, as required by California Code of Regulations Title 14, Article 10.

A Geotechnical Site Assessment[65] was prepared for the project using data previously collected from the site vicinity to evaluate the potential for earthquake-induced geologic hazards including liquefaction, lateral spreading, and cyclic densification (also referred to as seismic densification) in the vicinity of the project site. The findings of Geotechnical Site Assessment are summarized below.

An arm of San Antonio Creek once extended along 20th Street and soft marsh soil was deposited in the creek and surrounding area. Prior to construction of the existing four-story building in the northern portion of the project site, the area was underlain by fill overlying marsh deposits, which were underlain by stiff to hard clay and dense to very dense sand of the San Antonio and Alameda formations. Construction of the basement for the four-story building likely removed most or all of the fill beneath the footprint of the structure. Three borings were drilled as part of a previous geotechnical investigation for the one-story addition in the southern portion of the project site. The southern portion of the project site was found to be underlain by about 10 to 12 feet of fill, underlain by stiff to hard clay with interbedded layers of medium dense to very dense sand to the maximum depth explored of 71.5 feet. groundwater was measured in the vicinity of the project site at depths of approximately 6 to 18 feet below ground surface (bgs); these depths to groundwater were recorded during and immediately after exploration and may not represent stabilized levels.[66]

The Geotechnical Site Assessment indicated that it is not clear if liquefiable soil is present beneath the existing four-story building on the project site, as geotechnical borings were not

[61] Langan, 2019. Geotechnical Site Assessment, 415 20th Street, Oakland, California, April 30.

[62] California Department of Conservation, 1982. Special Studies Zones, Oakland West, January 1.

[63] California Geological Survey (CGS), 2003. State of California Seismic Hazard Zones, Oakland West Quadrangle Official Map, February 14.

[64] Ibid.

[65] Langan, 2019, op. cit.

[66] Ibid.

installed in that area, and excavation for the basement of the existing building likely removed some or all potentially liquefiable fill; however, loose to medium dense cohesionless layers may be present in the marsh deposits that could potentially be liquefiable. The Geotechnical Site Assessment indicated that the potential for liquefaction is limited in the area of the one-story addition in the southern portion of the project site. Most of the sand layers are either sufficiently dense or have sufficient cohesion to resist liquefaction. A thin layer of medium dense sand was encountered at a depth of about 28 feet that could potentially liquefy during a major earthquake; however, the manifestations of liquefaction were estimated to be limited to ground surface settlement on the order of 0.75-inch or less.[67]

The Geotechnical Site Assessment indicated that the potential for lateral spreading to occur in the vicinity of the project site is low because the area of the project site is fairly level, Lake Merritt (the nearest free face that could be susceptible to lateral spreading) is approximately 1,200 feet east of the project site, and lateral spreading has not been observed within about 0.5-mile of the project site during previous earthquakes. The Geotechnical Site Assessment also indicated that the soil deposits above the water table at the project site are generally sufficiently dense such that the potential for seismic densification to occur is low. [68] Therefore, potential impacts related to lateral spreading and seismic densification would be less than significant.

The Geotechnical Site Assessment concluded that the primary geotechnical issues for the project are: 1) the presence of a former arm of San Antonio Creek, which once extended along the alignment of 20th Street; 2) potential for liquefaction in the former creek area; and 3) the presence of fill beneath the one-story addition on the project site. The Geotechnical Site Assessment included the following preliminary recommendations: [69]

- A final geotechnical investigation that includes field exploration (borings, test pits, Cone Penetration Tests (CPTs), and laboratory testing) should be performed to evaluate the subsurface characteristics and develop final geotechnical recommendations for any proposed improvements. The number and depth of borings and CPTs would depend upon on the size and location of the proposed improvements and should be performed to determine the presence of fill and expansive soil, estimates of total and differential settlements from static loads and seismically induced settlements, evaluate potential variations of near surface soil characteristics beneath proposed improvements, and provide design level geotechnical recommendations.
- Due to the presence of undocumented fill and soft compressible marsh soil, a deep foundation (pile system) is warranted for the project.

[67] Ibid.

[68] Ibid.

[69] Ibid.

- Final design capacities and lengths for the selected pile system should be determined after a geotechnical investigation is performed in conjunction with consultation by pile and drilled shafts installation contractors.
- Once the foundation pile system is designed, an indicator program should be established, and the piles/drilled shafts load tested to confirm the design parameters used and estimated pile capacities. The load tests should be performed on the indicator piles/shafts to confirm the axial compressive capacity. The number of load tests would depend on the proposed number of pile/shafts. For the selected foundation type, a minimum of two compression load tests should be performed for each proposed production installation methodology (i.e., rig type, predrilling depth and diameter, pile length, etc.).
- The contractor should be prepared to dewater excavations deeper than 6 feet bgs to install utilities or construct elevator pits, if needed. Waterproofing of new floor slabs or slab depressions might be required if the intended use or proposed equipment will be sensitive to moisture.

The Geotechnical Site Assessment also provided preliminary recommendations regarding seismic design criteria, including using Site Class D (stiff soil).[70]

The project would be required to comply with the City's SCAs related to geology and soils prior to approval of construction-related permits. This includes SCA-GEO-1: Construction-Related Permit(s) (#36) which would require the project to comply with all standards, requirements and conditions contained in construction-related codes, including but not limited to the Oakland Building Code and the Oakland Grading Regulations, to ensure structural integrity and safe construction. The project would also be required to comply with SCA-GEO-2: Seismic Hazards Zone (Landslide/Liquefaction) (#39) which requires a site-specific geotechnical report to be prepared for the project by a registered geotechnical engineer and submitted to the City for review and approval. The report must be consistent with CGS Special Publication 117[71] (as amended) and contain, at a minimum, a description of the geological and geotechnical conditions at the site, an evaluation of site-specific seismic hazards based on geological and geotechnical conditions, and recommended measures to reduce potential impacts related to liquefaction hazards. The recommendations contained in the approved report must be implemented during project design and construction.

CGS Special Publication 117 requires evaluation and mitigation of potential localized ground failures that could occur including loss of bearing strength, settlement, and lateral movement.[72] In order to address the requirements of Special Publication 117, the site-specific geotechnical

[70] Ibid.

[71] California Geological Survey (CGS), 2008. Special Publication 117A, Guidelines for Evaluating and Mitigating Seismic Hazards in California. Revised and Re-adopted September 11.

[72] Ibid.

report to be prepared for the project would need to address both static settlement (settlement induced by new loads and not seismic activity) as well as potential seismically induced settlement (i.e., liquefaction and seismic densification) so that the project could be designed based on the estimated total and differential settlements that could result from both static and seismic settlement. The site-specific geotechnical report would be required to include recommendations to mitigate potential impacts related to settlement including potential settlement of surrounding structures/improvements and potential impacts to utility connections.

Compliance with the SCAs, as discussed above, would ensure that the project would be designed and constructed to account for and withstand seismic and geologic hazards which could have adverse effects on the project and adjacent properties, thereby minimizing exposure of people and structures to substantial risk of loss, injury, or death during a large regional earthquake. Therefore, the project would not result in significant impacts with respect to ground shaking and seismic-related ground failure.

Expansive Soil, Erosion or Loss of Topsoil, Creating Substantial Risks to Life, Property, or Creeks/Waterways. (Criterion 5.b)

The Geotechnical Site Assessment [73] indicated that the project site is underlain by fill materials, marsh deposits, stiff to hard clay, and dense to very dense sand. Soils that are clayey could have expansive soils. Therefore, expansive soils may present a potential geologic hazard for the project site. However, if the site-specific geotechnical report (as required by SCA-GEO-2 identifies expansive soils beneath the project site, implementation of the recommendations in the geotechnical report would ensure that potential hazards associated with expansive soils would be mitigated to a less-than-significant level through appropriate design and construction practices (e.g., removal of the expansive soils and placement of non-expansive of engineered fill, treatment of the expansive soils, and/or appropriate drainage).

As discussed in detail in *Section V.H, Hydrology and Water Quality*, of this document, soil erosion could occur during project grading and construction. However, as described in *Section V.H*, compliance with the Construction General Permit, including the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP), would reduce the potential impacts related to erosion of topsoil to a less-than-significant level.

3. Conclusion

Consistent with the findings of the Program EIRs, implementation of the project would not result in any new or more severe significant impacts related to geology, soils, and geohazards than those identified in the Program EIRs. Implementation of SCA-GEO-1: Construction-Related Permit[s] (#36) and SCA-GEO-2: Seismic Hazards Zone (Landslide/Liquefaction) (#39), would

[73] Langan, 2019, op. cit.

ensure impacts to geology, soils, and geohazards would be less than significant. The project would also be required to comply with existing regulations (the Construction General Permit) regarding erosion and sedimentation control. Please see Attachment A for a full description of the applicable SCAs.

F. GREENHOUSE GAS AND CLIMATE CHANGE

Would the project:	Equal or Less Severity of Impact Previously Identified in Program EIRs	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	New Significant Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	☒	☐	☐
b. Fundamentally conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing greenhouse gas emissions.	☒	☐	☐

1. Program EIR Findings

The 2011 Renewal Plan EIR found all impacts to greenhouse gas (GHG) emissions and climate change to be less than significant with implementation of applicable SCAs.

Climate change and GHG emissions were not expressly addressed in the 1998 LUTE EIR. Since information on climate change and GHG emissions was known, or could have been known, when the Program EIR was certified, it is not actually new information as specifically defined under CEQA. This is consistent with the First District Court of Appeal's ruling in Concerned Dublin Citizens v. City of Dublin, 214 Cal.App.4th 1301 (2013).

The project under the 1998 LUTE EIR and the 2011 Renewal Plan EIR is not required to evaluate impacts related to GHG emissions from construction and operation. The BAAQMD's CEQA Guidelines recommend that project-level GHG emissions be analyzed and disclosed for the purpose of providing more information to the lead agency and the public. The project would be subject to the City of Oakland's SCAs.

2. Project Analysis

Greenhouse Gas Emissions Generation (Criterion 6.a)

In December 2020, the City of Oakland adopted a threshold of significance based on a project's consistency with the City's 2030 Equitable Climate Action Plan (ECAP), pursuant to CEQA Guidelines Section 15064.7. The goal of the ECAP is to identify an equitable path toward cost-effectively reducing the City's local climate emissions a minimum of 56 percent below the 2005 level by 2030, transitioning away from fossil fuel dependence, and ensuring that all of the City's communities are resilient to the foreseeable impacts of climate change. The actions and strategies identified by the ECAP were designed to meet five criteria related to the goal: equitable, realistic, ambitious, balanced, and adaptive. The ECAP provides updated actions and

strategies to bridge the gaps between the business-as-usual GHG emissions and the City's 2030 and 2050 GHG reduction goals. The ECAP, as a policy roadmap for the City's transition to a low-carbon economy, addresses potential GHG reductions in the following sectors: Transportation and Land Use, Buildings, Material Consumption and Waste, Adaptation, Carbon Removal, City Leadership, and Port of Oakland.

The City's threshold of significance determines whether a development project complies with the ECAP and the City's GHG emissions reduction targets using the ECAP Consistency Review Checklist (the ECAP Checklist). A project's impact related to GHG emissions generation is considered less than significant if the project completes the Checklist and can qualitatively demonstrate compliance with the Checklist items.

The project's ECAP Checklist indicates that the project's design would meet all the applicable requirements for Transportation and Land Use, Buildings, Material Consumption and Waste, and Carbon Removal.[74] Specific project design features consistent with the ECAP include, but are not limited to, provision of bicycle parking and less than half of the maximum allowable parking, compliance with the Transportation Demand Management plan, certification of Leadership in Energy and Environmental Design (LEED) Silver rating, and exclusion of any natural gas hook-ups. The ECAP Checklist's requirements related to City Leadership and Adaptation are not applicable to the project. Therefore, the project would be consistent with the City's 2030 ECAP and would have a less-than-significant impact related to GHG emissions generation.

The BAAQMD CEQA Guidelines recommend that the GHG emissions from a project's stationary sources be analyzed separately and compared to the BAAQMD's threshold of significance for stationary sources of 10,000 metric tons of carbon dioxide equivalent (MTCO2e) per year. The project would be required to operate an emergency generator for the elevator system, which must comply with the BAAQMD's permit requirements for a stationary source. It was assumed that one 1,500-kilowatt diesel generator and two 500-kilowatt diesel generators would be used for non-emergency operation up to 50 hours per year per engine (for routine testing and maintenance). As shown in Table V.F-1, the annual emissions of 64 metric tons CO2e from the emergency diesel generator are below the BAAQMD's threshold of 10,000 MTCO2e for stationary sources. Therefore, routine testing and maintenance of the emergency generator would have a less-than-significant impact on global climate change.

TABLE V.F-1 SUMMARY OF AVERAGE GHG EMISSIONS FROM EMERGENCY GENERATOR

Stationary Source	CO2e (MT/year)
Emergency Generator	64
Threshold of Significance	10,000
Exceed Threshold?	**No**

Note: MT = metric tons
Source: See Attachment F.

[74] Hines, 2021. City of Oakland, Equitable Climate Action Plan Consistency Checklist, 415 20th Street. Completed on April 5.

Based on the findings described above, the land-based and stationary source operations of the project would not substantially increase the severity of significant impacts identified in the Program EIRs, nor would it result in new significant impacts related to GHG emissions that were not identified in the Program EIRs.

Consistency with GHG Emissions and Policies (Criteria 6.b)

The City's 2030 GHG reduction goal was designed to ensure compliance with the State's AB 32 and SB 32 GHG reduction goals, which are set forth in the California Air Resources Board's (CARB's) Climate Change Scoping Plan. Since the project is consistent with the City's 2030 ECAP, it can be assumed that the project is consistent, and not in fundamental conflict, with the CARB's Scoping Plan.

The adopted Plan Bay Area[75] serves as the Sustainable Community Strategy for the Bay Area. Because the project is a transit priority project that would support the needs of residents and workers in a pedestrian-friendly environment served by transit, the project furthers, and is not in conflict with, Plan Bay Area's GHG reduction targets.

The project would also be required to comply with the City's Green Building Ordinance and SCAs (described further below), which support the goals, policies, and actions of the ECAP and General Plan. Therefore, the project is consistent with, and would not hinder, the GHG reduction goals set forth in the ECAP and the green planning policies of the General Plan.

The project is required to implement all the measures in the ECAP Checklist in accordance with the City's SCA-GHG-1: Project Compliance with the Equitable Climate Action Plan (ECAP) Consistency Checklist (#41). As demonstrated above, because the project commits to all applicable GHG emissions reductions strategies described in the ECAP Checklist and would not involve a stationary source of GHG that would produce more than 10,000 MTCO2e annually, the City's SCA #42, GHG Reduction Plan, is not applicable to the project.

Other SCAS required by the City could also reduce GHG emissions further. These include but are not limited to preparation and implementation of a Transportation and Parking Demand Management (TDM) Plan under SCA-TRANS-1: Transportation and Parking Demand Management (#78); compliance with green building requirements under SCA-UTIL-6: Green Building Requirements (#85); and Construction and Demolition Waste Reduction and Recycling Plan under SCA-UTIL-4: Construction and Demolition Waste Reduction and Recycling (#82).

[75] Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG), 2017, op.cit.

Overall, the project would not conflict with applicable GHG plans, policies or regulations and this impact would be less than significant. Furthermore, the project would not substantially increase the severity of significant impacts identified in the Program EIRs, nor would it result in new significant impacts related to GHG emissions that were not identified in the Program EIRs.

3. Conclusion

Consistent with the findings of the Program EIRs, implementation of the project would not result in any new or more severe significant impacts related GHG emissions or consistency with GHG emissions policies than those identified in the Program EIRs. Implementation of SCA-GHG-1: Project Compliance with the Equitable Climate Action Plan (ECAP) Consistency Checklist (#41), SCA-TRANS-1: Transportation and Parking Demand Management (#78), SCA-UTIL-6: Green Building Requirements (#85) and SCA-UTIL-4: Construction and Demolition Waste Reduction and Recycling (#82) (discussed further in *Section V.N, Utilities*), would ensure impacts to GHG and climate change would be less than significant. Please see Attachment A for a full description of the applicable SCAs.

G. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Equal or Less Severity of Impact Previously Identified in Program EIRs	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	New Significant Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;	☒	☐	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;	☒	☐	☐
c. Create a significant hazard to the public through the storage or use of acutely hazardous materials near sensitive receptors;	☒	☐	☐
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (i.e., the Cortese List) and, as a result, would create a significant hazard to the public or the environment;	☒	☐	☐
e. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25-mile of an existing or proposed school;	☒	☐	☐
f. Result in less than two emergency access routes for streets exceeding 600 feet in length unless otherwise determined to be acceptable by the Fire Chief, or his/her designee, in specific instances due to climatic, geographic, topographic, or other conditions; or	☒	☐	☐
g. Fundamentally impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	☒	☐	☐

1. Program EIR Findings

The 2011 Renewal Plan EIR found that all impacts to hazards and hazardous materials would be less than significant with implementation of applicable SCAs.

The 1998 LUTE EIR found all impacts to hazardous materials handling, potential release of hazardous materials, hazardous materials related to construction and demolition, and contamination of soils or groundwater, would be less than significant and would not require mitigation measures or SCAs. The 1998 LUTE EIR also found that impacts related to exposure of construction workers to hazardous materials would be less than significant with implementation of Mitigation Measure M.5, which requires the preparation and implementation of site-specific health and safety plans as recommended by the California Division of Occupational Safety and

Health Administration (Cal/OSHA). Mitigation Measure M.5 is functionally equivalent to current SCAs which reduce potential hazardous materials impacts to less-than-significant levels.

2. Project Analysis

Hazardous Materials Use, Storage and Disposal and Hazardous Building Materials (Criterion 7.a, 7.b, and 7.c)

Operation of the project would not involve the use, storage, or disposal of significant quantities of hazardous materials. The proposed retail, office, and open space uses would involve the use of only small quantities of commercially available hazardous materials (e.g., paint and cleaning supplies).

Construction of the project would involve demolition of the existing structures on the project site. A Phase I Environmental Site Assessment (ESA)[76] prepared for the project site in 2019 indicates that no friable or damaged non-friable suspect ACMs were visually identified during inspection of the project site. The Phase I ESA indicates that the office building built in 1965 underwent extensive renovations in 1999, and abatement of confirmed ACMs was performed prior to renovation activities. The Phase I ESA recommends that a confirmation ACM survey should be performed prior to any future renovation or demolition of the on-site buildings. The Phase I ESA also indicates that no electrical or hydraulic equipment that would be suspected of containing polychlorinated biphenyls (PCBs) was observed at the project site. The Phase I ESA indicated that no areas of significant peeling or flaking paint were observed at the project site; however, the Phase I ESA did not include a lead paint survey. [77]

There is the possibility of hazardous building materials being present in the structures on the project site. If present and not appropriately removed and disposed of, hazardous building materials could be released into the environment during demolition activities, which may adversely affect construction workers, the public, and/or the environment.

In accordance with the requirements of SCA-HAZ-1: Hazardous Building Materials and Site Contamination (#44), the project applicant must submit a comprehensive assessment report to the Bureau of Building, signed by a qualified environmental professional, documenting the presence or lack thereof of ACMs, lead-based paint, PCBs, and any other building materials or stored materials classified as hazardous materials by State or federal law. If lead-based paint, ACMs, PCBs, or any other building materials or stored materials classified as hazardous materials are present, the project applicant must submit specifications prepared and signed by a qualified environmental professional, for the stabilization and/or removal of the identified hazardous materials in accordance with all applicable laws and regulations. The project applicant must

[76] Progea, 2019. Phase I Environmental Site Assessment, 415 20th Street, Oakland, California, April 29.

[77] Ibid.

implement the approved recommendations and submit to the City evidence of approval for any proposed remedial action and required clearances by the applicable local, state, or federal regulatory agency.

As described in the 2011 Renewal Plan EIR, California Health and Safety Code Section 19827.5 allows local agencies to issue demolition or alteration permits only after the applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants including asbestos. The project would be required to comply with SCA-AIR-3: Asbestos in Structures (#26), which requires the project applicant to comply with all applicable laws and regulations regarding demolition and renovation of ACMs, including but not limited to California Code of Regulations Title 8; California Business and Professions Code Division 3; California Health and Safety Code Sections 25915-25919.7; and BAAQMD Regulation 11, Rule 2, as may be amended. Evidence of compliance must be submitted to the City upon request. The project would also be required to comply with SCA-HAZ-2: Hazardous Materials Related to Construction (#43), which requires implementation of lead-safe work practices and compliance with all local, regional, state, and federal requirements concerning lead.

In addition, consistent with the findings of the Program EIRs, the project would be required to properly handle and dispose of electrical equipment, lighting ballasts and other building materials that may be identified to contain PCBs in accordance with the Toxic Substances Control Act and other federal and State regulations.

Construction of the project would involve the use and transport of hazardous materials. These materials could include fuels, oils, paints, and other chemicals used during construction activities. Handling and transportation of hazardous materials could result in accidental releases or spills and associated health risks to workers, the public, and environment. The project would be required to comply with SCA-HAZ-2: Hazardous Materials Related to Construction (#43), which requires that BMPs are implemented by the contractor during construction to minimize potential negative effects on groundwater, soils, and human health which could occur as a result of hazardous materials handling and storage.

Because the project would result in land disturbance greater than 1 acre, management of hazardous materials during construction activities would be subject to the requirements of the Stormwater Construction General Permit (described in detail under *Section V.H, Hydrology and Water Quality)*, which requires preparation and implementation of a SWPPP that includes hazardous materials storage requirements. For example, construction site operators must store chemicals in watertight containers (with appropriate secondary containment to prevent any spillage or leakage) or in a storage shed (completely enclosed).

The transportation of hazardous materials is subject to United States Department of Transportation (DOT), Resource Conservation and Recovery Act (RCRA), and state regulations. In 1990 and 1994, the federal Hazardous Material Transportation Act was amended to improve the

protection of life, property, and the environment from the inherent risks of transporting hazardous material in all major modes of commerce. The USDOT developed hazardous materials regulations, which govern the classification, packaging, communication, transportation, and handling of hazardous materials, as well as employee training and incident reporting. The California Highway Patrol, the California Department of Transportation (Caltrans), and the California Environmental Protection Agency (Cal/EPA) Department of Toxic Substances Control (DTSC) are responsible for enforcing federal and State regulations pertaining to the transportation of hazardous materials. If a discharge or spill of hazardous materials occurs during transportation, the transporter is required to take appropriate immediate action to protect human health and the environment (e.g., notify local authorities and contain the spill), and is responsible for the spill cleanup. Construction of the proposed project would result in the generation of various waste materials that would require recycling and/or disposal, including some waste materials that may be classified as hazardous waste. Hazardous wastes would be required to be transported by a licensed hazardous waste hauler and disposed of at facilities that are permitted to accept such materials as required by DOT, RCRA, and state regulations.

Compliance with SCA-HAZ-1: Hazardous Building Materials and Site Contamination (#44), SCA-HAZ-2: Hazardous Materials Related to Construction (#43), SCA-AIR-3: Asbestos in Structures (#26), and existing regulations as described above would minimize the potential for accidental releases of hazardous materials used during construction and ensure that potential impacts of the project associated with routine transport, use, disposal of hazardous materials, or hazardous building materials would be less than significant.

Exposure to Hazardous Materials in the Subsurface, Cortese List (Criterion 7.a and 7.d)

The project site is not included on any of the lists of hazardous materials release sites compiled in accordance with Government Code Section 65962.5, also known as the "Cortese List."[78]

The following information is based on the review of information presented in the 2019 Phase I ESA[79] prepared for the project site, which included excerpts from Phase I ESAs previously prepared for the project site in 2010[80] and 2018.[81] A gas station was located on the northeastern corner of the project site from the early-1930s through 1953, an automotive repair business and auto washing facility were present on the northwestern corner of the property from the late-

[78] California Environmental Protection Agency (Cal/EPA). Cortese List Data Resources. Available at: https://calepa.ca.gov/sitecleanup/corteselist/, accessed March 2, 2020.

[79] Progea, 2019, op. cit.

[80] University of California Office of the President – Environmental Protection Services, 2010. Phase 1 Preliminary Site Assessment Due Diligence Report for the Acquisition of University Property, August 11.

[81] AllWest Environmental, 2018. Environmental Site Assessment, 415 20th Street, Oakland, CA 94612, September 28.

1930s through 1963, and another gas station was located near the middle of the property from 1957 through at least 1964.[82] The existing building located on the northeastern portion of the project site was constructed in 1965, and the area of the former gas station on the northeastern corner of the project site was excavated for construction of the building's basement. Consequently, any underground storage tanks (USTs) associated with the former gas station would have been removed from the project site if encountered.

The single-story building located in the southeastern portion of the project site was completed by 2001, and no subsurface structures (including USTs) were found in the vicinity of the former gas station located on the central portion of the project site during underground utility locating and utility excavation trenching activities. Approximately 900 to 1,000 cubic yards of soil were excavated from the project site during construction and no contaminated soil was identified. The 2019 Phase I ESA indicates that based on the time that has passed since the former gas stations operated on the project site, potential contaminant concentrations, if any, are expected to have been significantly reduced through natural biodegradation processes and would not be present at concentrations of potential concern. The 2019 Phase I ESA did not recommend further investigation of the project site.[83]

While any former USTs would have been removed from the northeast portion of the project site, there is the potential that contaminated soil/groundwater could remain below or surrounding the basement of the existing four-story building (despite the conclusion of the 2019 Phase I ESA, petroleum hydrocarbons can persist in fine-grained soils for decades). In addition, it is possible that USTs and contaminated soil/groundwater could be present in the area of the former gas station located in the central portion of the project site, as utility locating activities may not necessarily identify USTs depending on the depth at which USTs are buried and the type of utility locating equipment used, and utility trenching/soil excavation may not have occurred in the specific area of potential USTs or contaminated soil (which is often present below the depth of USTs and associated piping). Additionally, fill material of unknown quality was historically placed in the area of the project site to fill a low-lying marsh area along a former arm of San Antonio Creek.[84] Fill materials that were historically placed in urban areas often contain debris (e.g., bricks, concrete rubble, wood) and contaminants such as heavy metals (e.g., lead) and petroleum hydrocarbons. Fill materials containing debris and soil and groundwater impacts from heavy metals, petroleum hydrocarbons (diesel and motor oil), and volatile organic compounds (VOCs) have been identified at the property located adjacent to the southwest of the project site.[85]

[82] Ibid.

[83] Progea, 2019, op. cit.

[84] Langan, 2019, op. cit.

[85] Alameda County Department of Environmental Health, 2020. Fact Sheet on Environmental Investigations & Corrective Actions,1901 Franklin and 1930 Broadway, Oakland, California, February 14.

Excavation into contaminated soil/groundwater can expose construction workers to hazardous materials and can result in emissions of hazardous materials in dust and vapors that can affect the environment and surrounding public. Placing structures over contaminated soil/groundwater can also result in impacts to indoor air quality from soil vapor intrusion. Therefore, performing a Phase II ESA for the project site is warranted and must be completed (in accordance with SCA-HAZ-1) to evaluate potential subsurface contamination and ensure that appropriate soil and groundwater management is performed during construction to prevent potential impacts to the public and the environment and to ensure that vapor intrusion mitigation systems are included in the building design, if appropriate. In accordance with the requirements of SCA-HAZ-1: Hazardous Building Materials and Site Contamination (#44), the applicant would be required to prepare a Phase II ESA report (i.e., a soil or groundwater testing report) for the project site for review and approval by the City because it is warranted by the findings of the Phase I ESA. The Phase II ESA report must be prepared by a qualified environmental assessment professional and include recommendations for remedial action, as appropriate, for hazardous materials. The project applicant must implement the approved recommendations and submit to the City evidence of approval for any proposed remedial action and required clearances by the applicable local, state, or federal regulatory agency.

The project would be required to comply with SCA-HAZ-2: Hazardous Materials Related to Construction (#43), which requires that if soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any USTs, abandoned drums or other hazardous materials or wastes are encountered), the project applicant must cease work in the vicinity of the suspect material, the area must be secured as necessary, and the applicant must take all appropriate measures to protect human health and the environment. Appropriate measures would include notifying the City and applicable regulatory agency(ies) and implementation of the actions described in the City's Standard Conditions of Approval, as necessary, to identify the nature and extent of contamination. Work would not resume in the area(s) affected until the measures have been implemented under the oversight of the City or regulatory agency, as appropriate. Compliance with SCA-HAZ-2 would ensure that unexpected contamination would be dealt with during construction in a manner that would be protective of human health and the environment.

Implementation of SCA-HAZ-1: Hazardous Building Materials and Site Contamination (#44) would replace the requirement for implementation of 1998 LUTE EIR Mitigation Measure M.5, and would require the project applicant to submit a Health and Safety Plan for the review and approval by the City and implement the approved plan to protect project construction workers from risks associated with hazardous materials and ensure that BMPs are implemented by the contractor during construction to minimize potential hazards related to contaminated soil and groundwater.

Implementation of SCA-HAZ-1: Hazardous Building Materials and Site Contamination (#44) and SCA-HAZ-2: Hazardous Materials Related to Construction (#43) would ensure that potential impacts from the project related to potential hazardous materials in the subsurface of the project site would be less than significant.

Hazardous Materials within a 0.25-Mile of a School (Criterion 7.e)

Envision Academy for Arts & Technology, a public middle and high school, is located approximately 1,100 feet south of the project site at 1515 Webster Street. Oakland School for the Arts, a public K-12 school, is located approximately 800 feet west of the project site at 530 18th Street.[86] New Day Preschool & Learning Center, a private preschool/daycare, is located at 460 West Grand Avenue, approximately 1,200 feet north of the project site. No other schools were identified within 0.25-mile of the project site. The project would not involve the handling of acutely hazardous materials. Consistent with the findings of the 2011 Renewal Plan EIR, compliance with SCAs described above that address potential emissions of hazardous materials during construction and would reduce potential impacts from the project related to hazardous emissions or the handling of hazardous materials, substances, or waste within 0.25-mile of a school to a less-than-significant level.

Emergency Access Routes (Criterion 7.f and 7.g)

The project would not permanently alter any existing streets. During construction, the project may require temporary closure of portions of adjacent streets which include 20th Street and Franklin Street. The Safety Element of the City of Oakland General Plan[87] indicates that the emergency evacuation routes in the vicinity of the project site include West Grand Avenue, Telegraph Avenue, Broadway, Harrison Street, and 14th Street. Construction of the project would not impact these nearby designated evacuation routes. Consistent with the findings of the 2011 Renewal Plan EIR, compliance with traffic control requirements imposed by the City for the permitting of temporary closure of street areas would ensure that appropriate emergency access is maintained at all times during construction activities. Therefore, the project would have a less-than-significant impact related to emergency access and evacuation.

3. Conclusion

Consistent with the findings of the Program EIRs, implementation of the project would not result in any new or more severe significant impacts related to hazardous materials, exposure, or emergency access routes than those identified in the Program EIRs. Required compliance with

[86] California Department of Education, 2020. California School Directory. Available at: https://www.cde.ca.gov/schooldirectory/, accessed March 5.

[87] City of Oakland, 2004. General Plan, Safety Element, Figure 7.2. Amended 2012. Available at: http://www2.oaklandnet.com/government/o/PBN/OurServices/GeneralPlan/DOWD009020, accessed March 5, 2020.

the Construction General Permit and implementation of SCA-HAZ-1: Hazardous Building Materials and Site Contamination (#44), SCA-HAZ-2: Hazardous Materials Related to Construction (#43), and SCA-AIR-3: Asbestos in Structures (#26) would ensure that potential impacts related to hazards and hazardous materials would be less than significant. Please see Attachment A for a full description of the applicable SCAs.

H. HYDROLOGY AND WATER QUALITY

Would the project:	Equal or Less Severity of Impact Previously Identified in Program EIRs	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	New Significant Impact
a. Violate any water quality standards or waste discharge requirements;	☒	☐	☐
b. Result in substantial erosion or siltation on- or off site that would affect the quality of receiving waters;	☒	☐	☐
c. Create or contribute substantial runoff which would be an additional source of polluted runoff;	☒	☐	☐
d. Otherwise substantially degrade water quality;	☒	☐	☐
e. Fundamentally conflict with the City of Oakland Creek Protection Ordinance (OMC Chapter 13.16) intended to protect hydrologic resources;	☒	☐	☐
f. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or proposed uses for which permits have been granted);	☒	☐	☐
g. Create or contribute substantial runoff which would exceed the capacity of existing or planned stormwater drainage systems;	☒	☐	☐
h. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course, or increasing the rate or amount of flow, of a creek, river, or stream in a manner that would result in substantial erosion, siltation, or flooding, both on- or off-site;	☒	☐	☐
i. Result in substantial flooding on- or off-site;	☒	☐	☐
j. Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, that would impede or redirect flood flows;	☒	☐	☐
k. Place within a 100-year flood hazard area structures which would impede or redirect flood flows; or	☒	☐	☐
l. Expose people or structures to a substantial risk of loss, injury, or death involving flooding.	☒	☐	☐

1. Program EIR Findings

The 2011 Renewal Plan EIR found all impacts related to hydrology and water quality to be less than significant with implementation of applicable SCAs.

The 1998 LUTE EIR found all hydrology and water quality impacts to be less than significant and therefore no mitigation measures or SCAs were required.

2. Project Analysis

Water Quality and Creek Protection (Criterion 8.a, 8.b, 8.c, 8.d, and 8.e)

The project is located within a highly urbanized environment and there are no lakes, creeks, or other surface waters in the immediate proximity. Lake Merritt, which is the nearest surface water body, is approximately 1,200 feet to the east and is separated from the project site by urban development. Stormwater runoff from the project site is conveyed to Lake Merritt via underground storm drains and culverts.

Construction of the project would involve demolition, grading, and construction, all of which could, if not properly managed, result in degradation of the quality of stormwater runoff, erosion and/or sedimentation, and adverse effects on downstream receiving waters. Additionally, potential discharge of contaminated dewatering effluent during construction could result in impacts to the environment from the discharge of sediment and chemical compounds to receiving waters. As discussed under *Section V.G, Hazards and Hazardous Materials*, the project would be required to comply with SCA-HAZ-1: Hazardous Building Materials and Site Contamination (#44) and SCA-HAZ-2: Hazardous Materials Related to Construction (#43) which require BMPs to be implemented during construction to minimize potential negative effects on groundwater and receiving waters which could result from inappropriate handling of construction-related hazardous materials (e.g., fuels, oils, and paints) and contaminated soil and groundwater during construction.

Any groundwater dewatering would be subject to permits from East Bay Municipal Utility District (EBMUD) or the Regional Water Quality Control Board (RWQCB), depending on if the discharge were to the sanitary or storm sewer system, respectively. If the water is not suitable for discharge to the storm drain (receiving water), dewatering effluent may be discharged to EBMUD's sanitary sewer system if special discharge criteria are met. These include, but are not limited to, application of treatment technologies or BMPs which would result in achieving compliance with the wastewater discharge water quality limits. Discharges to EBMUD's facilities must occur under a Special Discharge Permit. In addition, per the EBMUD Wastewater Ordinance, "all dischargers, other than residential, whose wastewater requires special regulation or contains industrial wastes requiring source control shall secure a wastewater discharge permit" (Title IV, Section 1). EBMUD also operates its wastewater treatment facilities in accordance with Waste Discharge Requirements issued by the RWQCB, which require rigorous monitoring of effluent to ensure discharges do not adversely impact receiving water quality.

The project would result in land disturbance greater than 1 acre and therefore would be required to comply with the Construction General Permit[88] issued by the State Water Board. On-site construction activities subject to the Construction General Permit include clearing, grading, excavation, and stockpiling of soil. The Construction General Permit also requires the development of a SWPPP by a certified Qualified SWPPP Developer. A SWPPP identifies all potential pollutants and their sources, including soil erosion and exposed construction materials and includes a list of BMPs to reduce discharges of construction-related stormwater pollutants. A SWPPP includes a detailed description of controls to reduce pollutants and outlines maintenance and inspection procedures and is kept onsite for ongoing monitoring requirements. Typical sediment and erosion BMPs include protecting storm drain inlets, establishing and maintaining construction exists, and perimeter controls. A SWPPP also defines proper building material staging areas, paint, and concrete washout areas, outlines proper equipment/vehicle fueling and maintenance practices, controls equipment/vehicle washing and allowable non-stormwater discharges, and includes a spill prevention and response plan. Under existing programs, the project applicant must submit evidence of compliance with Construction General Permit requirements to the City, in accordance with SCA-HYD-1: State Construction General Permit (#50).

In addition, because the project would involve replacement of over 10,000 square feet of impervious surfaces, the project would be required to comply with Provision C.3 of the National Pollutant Discharge Elimination System (NPDES) Municipal Regional Permit (MRP).[89] Regulated projects are required to incorporate post-construction stormwater management measures to reduce stormwater pollution from all new and replaced impervious surfaces. The project is a Category "B" Special Project which is qualified for 100 percent Low Impact Development (LID) treatment reduction credits based on the density achieved by the project (expressed as FAR and dwelling units per acre). This means up to 100 percent of the amount of runoff for the project's drainage area may be treated with either one or a combination of the two types of non-LID treatment systems: (1) tree-box-type high flowrate biofilters, and (2) vault-based high flowrate media filters.

The project would be required to comply with SCA-HYD-2: NPDES C.3 Stormwater Requirements for Regulated Projects (#54), which requires compliance with provision C.3 of the MRP, and the preparation and implementation of a Post-Construction Stormwater Management Plan, which would include and identify stormwater control and treatment systems. Compliance with SCA-HYD-2 also requires the project applicant to enter into a maintenance agreement with the City, to

[88] State Water Resources Control Board Division of Water Quality, 2009. Construction General Permit Fact Sheet. 2009-0009-DWQ amended by 2010-0014-DWQ & 2012-0006-DWQ.

[89] San Francisco Bay Regional Water Quality Control Board (RWQCB), 2015. San Francisco Bay Region Municipal Regional Stormwater NPDES Permit, Order No. R2-2015-0049, NPDES Permit No. CAS612008, November 19.

ensure adequate installation/construction, operation, maintenance, inspection, and reporting of any on-site stormwater treatment measures.

Use of Groundwater (Criterion 8.f)

As indicated in an initial Geotechnical Site Assessment[90] prepared for the project, groundwater may be as shallow as 6 feet bgs in the area of the project site. Dewatering could be necessary during demolition of the existing four-story building's basement and during excavation and construction of subsurface utilities and foundation features for the proposed new building. However, dewatering during construction would be temporary and have only a localized and short-term effect on groundwater levels. Therefore, depletion of groundwater resources associated with construction-period dewatering would be less than significant. Operation of the project would not involve dewatering or the use of groundwater, as potable water is supplied to the project site by EBMUD.

Stormwater Drainage and Drainage Patterns (Criterion 8.g and 8.h)

The project site is currently entirely covered with impervious surfaces, totaling approximately 1.03 acres. No increase in impervious surfaces would occur under the project. As described above, stormwater runoff from the project site is currently conveyed to Lake Merritt via underground storm drains and culverts. Stormwater would continue to be conveyed through these same storm drains and culverts as part of the project. Therefore, the project would not increase runoff that could exceed the capacity of existing storm water drainage systems and would not substantially alter the existing drainage pattern of the site or increase the risk of flooding, erosion, or sedimentation.

Flooding and Substantial Risks from Flooding (Criterion 8.i, 8.j, 8.k, and 8.l)

Current floodplain mapping prepared by the Federal Emergency Management Agency (FEMA) indicates that the project site is located outside the 100-year and 500-year flood hazard areas.[91] Therefore, development of the project would not be subject to significant impacts with respect to storm-related flooding.

3. Conclusion

Consistent with the findings of the Program EIRs, implementation of the project would not result in any new or more severe significant impacts related water quality and creek protection, use of groundwater, stormwater drainage, or flooding than those identified in the Program EIRs.

[90] Langan, 2019, op. cit.

[91] Federal Emergency Management Agency (FEMA), 2018. Flood Insurance Rate Map, Alameda County, California and Incorporated Areas, Panel 67 of 725, Map Number 06001C0067H, December 21.

Implementation of SCA-HAZ-1: Hazardous Building Materials and Site Contamination (#44), SCA-HAZ-2: Hazardous Materials Related to Construction (#43), SCA-HYD-1: State Construction General Permit (#50), and SCA-HYD-2: NPDES C.3 Stormwater Requirements for Regulated Projects (#54), would ensure impacts to hydrology and water quality would be less than significant. Please see Attachment A for a full description of the applicable SCAs.

I. LAND USE, PLANS, AND POLICIES

Would the project:	Equal or Less Severity of Impact Previously Identified in Program EIRs	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	New Significant Impact
a. Physically divide an established community;	☒	☐	☐
b. Result in a fundamental conflict between adjacent or nearby land uses; or	☒	☐	☐
c. Fundamentally conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect and actually result in a physical change in the environment.	☒	☐	☐

1. Program EIR Findings

The 2011 Renewal Plan EIR found all land use or policy impacts to be less than significant and therefore no mitigation measures or SCAs were required.

The 1998 LUTE EIR analyzed land use compatibility between existing uses and zoning and found that these impacts to be less than significant with implementation of a number of mitigation measures, which have largely been implemented into the City of Oakland Municipal Code (OMC) or as SCAs. The 1998 LUTE EIR also found a significant and unavoidable effect associated with policy inconsistencies with the Clean Air Plan (resulting from significant and unavoidable increases in criteria pollutants from increased traffic regionally). It identified mitigation measures, which largely align with current City of Oakland SCAs involving TDM and which apply to all projects within the City of Oakland.

2. Project Analysis

Division of Existing Community, Conflict with Land Uses, or Land Use Plans (Criteria 9.a through 9.c)

General Plan and Zoning Designation

The City of Oakland General Plan LUTE designates the project site as Central Business District (CBD) which is intended to encourage, support, and enhance the downtown area as a high-density, mixed-use urban center of regional importance, and a primary hub for business, communications, office, government, high technology, retail, entertainment, and transportation.

The majority of the project site is within the Central Business District Commercial (CBD-C) zone and a small portion of the parcel in the southwest corner of the project site is within the Central Business District Pedestrian Retail Zone (CBD-P). The CBD-C zone permits a variety of commercial and office activities at all levels of buildings, while the CBD-P zone is intended to enhance the Central Business District through ground-floor pedestrian-oriented, active storefront uses.

The project is consistent with both the General Plan and Zoning as it would develop a high-rise mixed-use commercial tower that would help the City further establish the area as a high-density, mixed-use urban center of regional importance, and a primary hub for business.

Development Standards

The project site is within Height Area 7, which has no height limit. However, towers above 250 feet in height require a Conditional Use Permit. In Height Area 7, the maximum building base height is 85 feet, and the minimum principal building height is 45 feet. The project would result in the development of a 601-foot-high, 39-story building with a base height of 85 feet, placing the project within the development envelope permitted in Height Area 7.

Within Height Area 7, the maximum non-residential FAR is 20.0. Based on the maximum FAR, up to 898,020 square feet of non-residential uses are allowed on the 44,901 square- foot project site. The project would consist of 869,747 square feet of non-residential area, and thus would have a non-residential FAR of 19.37.[92]

The project sponsor is seeking minor variances for exceeding maximum front street setbacks. Under CBD-C zoning, the project site has a 5-foot maximum setback for front and street side setback at the first story. Also, under CBD-C zoning, the project site has a 5-foot maximum setback for maximum front and street side setback for the second story and third stories or 35 feet building height. However, to ensure that the minimum sidewalk width (for pedestrian safety) is maintained, the design assumed the primary bracing structure would need to be behind the 5-foot setback, which will in some areas, create a 7-foot 6-inch setback. The alignment as proposed will achieve the minimum requirements for sidewalks for more pedestrians, furthering the goal of the CBD-P zone.

Division of Existing Communities

Consistent with the findings of the Program EIRs, the project would increase office and commercial space in the Downtown Oakland area, specifically within the CBD. Furthermore, the project's land uses are consistent and compatible with nearby existing and planned commercial, office, and residential land uses. Lastly, the project would be built on land that is already

[92] Non-residential FAR calculations include square footage totals from office, commercial, and lobby uses.

developed, and thus would not create a new physical barrier. For these reasons, the project would not create a division of existing communities and would be consistent with existing uses.

3. Conclusion

Consistent with the findings of the Program EIRs, implementation of the project would not result in any new or more severe significant impacts related to land use, plans, or policies than those identified in the Program EIRs. The Program EIRs did not identify any applicable mitigation measures related to land use, and no City SCAs have been identified for the implementation of the project.

J. NOISE

Would the project:	Equal or Less Severity of Impact Previously Identified in Program EIRs	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	New Significant Impact
a. Generate noise in violation of the City of Oakland Noise Ordinance (Oakland Planning Code Section 17.120.050) regarding construction noise, except if an acoustical analysis is performed that identifies recommend measures to reduce potential impacts. During the hours of 7:00 p.m. to 7:00 a.m. on weekdays and 8:00 p.m. to 9:00 a.m. on weekends and federal holidays, noise levels received by any land use from construction or demolition shall not exceed the applicable nighttime operational noise level standard;	☒	☐	☐
b. Generate noise in violation of the City of Oakland nuisance standards (Oakland Municipal Code Section 8.18.020) regarding persistent construction-related noise;	☒	☐	☐
c. Generate noise in violation of the City of Oakland Noise Ordinance (Oakland Planning Code Section 17.120.050) regarding operational noise;	☒	☐	☐
d. Generate noise resulting in a 5 dBA permanent increase in ambient noise levels in the project vicinity above levels existing without the project; or, if under a cumulative scenario where the cumulative increase results in a 5 dBA permanent increase in ambient noise levels in the project vicinity without the project (i.e., the cumulative condition including the project compared to the existing conditions) and a 3-dBA permanent increase is attributable to the project (i.e., the cumulative condition including the project compared to the cumulative baseline condition without the project);	☒	☐	☐
e. Expose persons to interior L_{dn} or CNEL greater than 45 dBA for multi-family dwellings, hotels, motels, dormitories, and long-term care facilities (and may be extended by local legislative action to include single-family dwellings) per California Noise Insulation Standards (CCR Part 2, Title 24);	☒	☐	☐
f. Expose the project to community noise in conflict with the land use compatibility guidelines of the Oakland General Plan after incorporation of all applicable Standard Conditions of Approval (see Figure 1);	☒	☐	☐
g. Expose persons to or generate noise levels in excess of applicable standards established by a regulatory agency (e.g., occupational noise standards of the Occupational Safety and Health Administration [OSHA]); or	☒	☐	☐

Would the project:	Equal or Less Severity of Impact Previously Identified in Program EIRs	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	New Significant Impact
h. during either project construction or project operation expose persons to or generate ground-borne vibration that exceeds the criteria established by the Federal Transit Administration (FTA).	☒	☐	☐

1. Program EIR Findings

The 2011 Renewal Plan EIR found that impacts related to construction noise, special events operational noise, and traffic noise would be significant and unavoidable for the development of the Victory Court Ballpark, even with implementation of applicable SCAs. Noise and vibration impacts associated with other development in the project area would be less than significant with implementation of applicable SCAs.

The 1998 LUTE EIR found that noise impacts associated with traffic noise increase, changes in map designations, mixed use development, noise compatibility within residential areas, live-work noise compatibility, and transportation improvements would be less than significant with implementation of Mitigation Measures L.3, L.4, L.5, and L.7. These mitigation measures are functionally equivalent to the latest City SCAs (#67 and #68). In addition, the 1998 LUTE EIR found that impacts related to short-term increases in noise and vibration due to construction for the Downtown Showcase District and Coliseum Showcase District would be significant and unavoidable, even with implementation of Mitigation L.8 and L.11.

2. Project Analysis

Ambient Noise Environment

The primary sources of noise in the vicinity of the project site are traffic on Interstate 980 (I-980) and along major roadways near the project site. Sources of noise from major roadways include: (1) traffic on 20th Street (Thomas L Berkley Way), which runs east to west adjacent to the northern border of the project site; (2) traffic on Franklin Street, which runs north to south adjacent to the eastern border of the project site; and (3) traffic on Broadway, which runs north to south 120 feet west of the project site. Based on the roadway noise contours for 2025 in the City

of Oakland General Plan, traffic noise levels range from 60 to 65 dBA[93] L_{dn}[94] at the project site and vicinity.[95,96]

Regulatory Background

Chapter 17.120.050 of the Municipal Code establishes performance standards to control dangerous or objectionable environmental effects of noise. The operational noise level standards for residential and commercial zones are presented in Table V.J-1. The construction and demolition noise level standards for residential, commercial/industrial land uses are presented in Table V.J-2. Noise from mechanical heating, ventilation, and air conditioning (HVAC) systems, which are required to be housed within an enclosure within if located within 200 feet of a residential zone, are prohibited from exceeding the nighttime noise levels presented in Table V.J-2. Chapter 17.120.060 of the Oakland Municipal Code prohibits activities from generating vibration that is perceptible without instruments by the average person at or beyond the lot line of the lot containing such activities. Vibration generated by motor vehicles, trains, and temporary construction or demolition work is exempt from this standard.

Chapter 8.18.010 of the Municipal Code defines nuisance noises and establishes noise enforcement procedures and penalties for excessive and annoying noises. Noise that conflicts with the performance standards established in Chapter 17.120.050 is considered a nuisance noise. Chapter 8.18.020 prohibits noises that would disturb the peace and comfort of any person from between the hours of 9:00 p.m. and 7:00 a.m. Additionally, the following construction noise control measures are required:

1. All construction equipment powered by internal combustion engines shall be properly muffled and maintained.
2. Unnecessary idling of internal combustion engines is prohibited.
3. All stationery noise-generating construction equipment such as tree grinders and air compressors are to be located as far as is practical from existing residences.

[93] dBA is an A-weighted sound level. The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise. All sound levels in this report are A-weighted.

[94] L_{dn} = day/night noise level. The average A-weighted noise level during a 24-hour day, obtained after addition of 10 decibels to levels measured during the night between 10:00 p.m. and 7:00 a.m.

[95] City of Oakland, 2005. City of Oakland General Plan, Noise Element, March.

[96] The City of Oakland General Plan notes that existing traffic noise levels are not expected to change substantially over the 20-year period between 2005 and 2025 (i.e., changes in noise levels would not be distinguishable) given the minor changes expected to occur in traffic levels. Therefore, existing noise levels at the project site and its vicinity are assumed to be the same as what is indicated in the 2025 noise contours.

TABLE V.J-1 CITY OF OAKLAND OPERATIONAL NOISE STANDARDS AT RECEIVING PROPERTY LINE, DBA

Receiving Land Use	Cumulative Number of Minutes in a 1-Hour Period	Maximum Allowable Noise Level (dBA)[a,b] Daytime 7:00 a.m.–10:00 p.m.	Maximum Allowable Noise Level (dBA)[a,b] Nighttime 10:00 p.m.–7:00 a.m.
Residential and Civic[c]	20	60	45
	10	65	50
	5	70	55
	1	75	60
	0 (L_{max}[d])	80	65
		Anytime	
Commercial	20	65	
	10	70	
	5	75	
	1	80	
	0 (L_{max}[d])	85	
Industrial	20	70	
	10	75	
	5	80	
	1	85	
	0 (L_{max}[d])	90	

[a] These standards are reduced 5 dBA for simple tone noise, noise consisting primarily of speech or music, or recurring impact noise.
[b] If the ambient noise level exceeds these standards, the standard shall be adjusted to equal the ambient noise level.
[c] Legal residences, schools and childcare facilities, health care or nursing home, public open space, or similarly sensitive land uses.
[d] L_{max} is the maximum instantaneous noise level.
Source: City of Oakland Municipal Code Section 17.120.050 Noise.

4. Quiet construction equipment, particularly air compressors, are to be selected whenever possible.
5. Use of pile drivers and jack hammers shall be prohibited on Sundays and holidays, except for emergencies and as approved in advance by the Building Official.

Temporary Construction Noise Impact (Criteria 10.a and 10.b)

The project would result in a significant impact if it were to generate construction noise in violation of the City of Oakland Noise Ordinance (Oakland Planning Code Section 17.120.050) or City of Oakland nuisance standards (Oakland Municipal Code Section 8.18.020).

TABLE V.J-2 CITY OF OAKLAND CONSTRUCTION NOISE STANDARDS AT RECEIVING PROPERTY LINE, DBA

	Daily 7:00 a.m. to 7:00 p.m.	Weekends 9:00 a.m. to 8:00 p.m.
Short-Term Operation[a]		
Residential	80	65
Commercial, Industrial	85	70
Long-Term Operation[b]		
Residential	65	55
Commercial, Industrial	70	60

Notes: If the ambient noise level exceeds these standards, the standard shall be adjusted to equal the ambient noise level.
Nighttime noise levels from construction and demolition between the hours of 7:00 p.m. to 7:00 a.m. on weekdays and 8:00 p.m. to 9:00 a.m. on weekends and federal holidays are prohibited from exceeding the applicable nighttime operational noise level standards (see Table V.J-1).
[a] Short-term construction or demolition operation is less than 10 days.
[b] Long-term construction or demolition operation is 10 days or more.
Source: City of Oakland Municipal Code Section 17.120.050 Noise.

The primary noise impacts from construction of the project would occur from noise generated by the operation of construction equipment on the project site. Secondary sources of noise during construction would include increased traffic flow from the transport of workers, equipment, and materials to the project site.

Noise from Construction Equipment

Construction is expected to occur over a period of approximately 32 months and would temporarily increase noise levels in the vicinity of the project site. Construction noise levels would vary from day to day, depending on a number of factors, including the quantity and condition of the equipment being used, the types and duration of activity being performed, the distance between the noise source and the receptor, and the presence or absence of barriers, if any, between the noise source and receptor. Demolition, excavation/grading, and foundation work are typically the noisiest phases of construction and would occur during the first phases of construction. The later phases of construction include activities that are typically quieter and that occur within the building under construction because partially constructed building walls can substantially reduce noise levels by providing a barrier for noise between the construction activity and any nearby receptors. Drilled-shaft piles[97] or auger-cast piles[98] would be used as the

[97] Drilled-shaft piles are constructed by augering a hole of the required diameter to the required bearing stratum or design depth. A hole is then cleaned out and inspected.

[98] Auger-cast piles are constructed by rotating a hollow stem continuous flight auger into the soil to a designed depth.

foundation system for the project, both of which would generate noise levels similar to an auger drill rig.

The Noise Element of the Oakland General Plan defines noise-sensitive receptors as land uses whose purpose and function can be disrupted or jeopardized by noise. Noise-sensitive receptors include residences, schools, churches, hospitals, elderly-care facilities, hotels, libraries, and certain types of passive recreational open space.[99,100] The nearest noise-sensitive receptors to the project site are summarized in Table V.J-3. Land uses in the close vicinity of the project site are commercial and are not considered noise-sensitive, which are also summarized in Table V.J-3.

Table V.J-4 shows typical noise levels associated with various types of construction equipment that may be used during each phase of construction.[101] To evaluate potential construction noise associated with the project, this assessment quantified the noise that would result from the simultaneous operation of the two noisiest pieces of equipment expected to be used in each construction phase, which is a standard analytical approach used in acoustical analysis to estimate construction noise levels.[102] Table V.J-4 also presents the buffer distances that would be required to reduce noise levels to below the 65-dBA L_{max}[103] (for noise-sensitive land uses) thresholds for construction that last 10 days or more.

According to the buffer distances calculated in Table V.J-4, Oakland School for the Arts and Snow Park are located beyond the buffer distance of 475 feet for demolition, 335 feet for site preparation, grading, building construction, and paving, and 135 for architectural coating. Therefore, construction noise levels would not exceed the 65-dBA L_{max} threshold at these two noise-sensitive receptors. However, construction noise levels would exceed the 65-dBA L_{max} threshold at the nearest noise-sensitive receptor (at 1770 Broadway) and would exceed the 70-dBA L_{max} threshold for all the adjacent commercial land uses because they are located within the buffer distances calculated in Table V.J-4.

It should be noted that the types and locations of heavy construction equipment would vary over time across the project site. Therefore, the duration and frequency that heavy construction equipment would operate at the closest possible proximity to an adjacent receptor would be limited on any given day and would not be expected to last more than a few hours at a time. In addition, once the external structure has been erected, the noisiest phases of construction would

[99] A passive recreation area is generally an undeveloped space or environmentally sensitive area that requires minimal development.

[100] City of Oakland, 2005, op. cit.

[101] The types of construction equipment are based on the California Emissions Estimator Model (CalEEMod) equipment list.

[102] Federal Transit Administration (FTA), 2018. Transit Noise and Vibration Impact Assessment Manual, FTA Report No.0123, September.

[103] "L_{max}" is the maximum sound level during a measurement period or a noise event.

TABLE V.J-3 DISTANCES TO THE NEAREST NOISE-SENSITIVE RECEPTORS AND ADJACENT LAND USES

	Approximate Distance to the Project Site and Location[a]	Notes
Noise-Sensitive Receptors		
A mixed-use building containing residential uses	235 feet to the south at 1770 Broadway	Separated from the project site by two rows of buildings.
Oakland School for the Arts	700 feet to the southwest at 530 18th Street	Separated from the project site by multiple rows (>3) of buildings.
Snow Park	850 feet to the east on Harrison Street	Separated from the project site by three rows of buildings.
Adjacent Land Uses (All Commercial, not considered noise-sensitive receptors)		
An office building	Adjacent to the west at 1970 Broadway	NA
Retail stores	Adjacent to the west at 1930 Broadway	NA
A surface parking lot	Adjacent to the south at 1901 Franklin Street	The surface parking lot is not considered for both noise and vibration impact.
A parking garage	Adjacent to the south at 1901 Franklin Street	The parking garage is not considered for potential noise impact but considered for potential vibration impact.
A bank	75 feet to the east across Franklin Street at 1970 Franklin Street	NA
An office building	75 feet to the east across Franklin Street at 1950 Franklin Street	This is an office building for Kaiser Permanente. The project sponsor has reached out to Kaiser about whether vibration-sensitive equipment could be located onsite and has not received any response. To be conservative, this analysis assumes that vibration-sensitive equipment could be located in the office building.
A bank	75 feet to the north across Thomas L Berkley Way at 2001 Franklin Street	NA
An office building	90 feet to the southeast across Franklin Street at 1924 Franklin Street	NA
An office building	105 feet to the northwest across Thomas L Berkley Way at 2000 Broadway	This building might be a Kaiser Research Lab. To be conservative, this analysis assumes that vibration-sensitive equipment could be located in the office building.

TABLE V.J-3 DISTANCES TO THE NEAREST NOISE-SENSITIVE RECEPTORS AND ADJACENT LAND USES

A restaurant	120 feet to the southeast across Franklin Street at 1916 Franklin Street	NA
A vacant building	125 feet to the south at 1900 Broadway	Not considered for potential noise impact but considered for potential vibration impact. Historic resource (Parcel Number 008063800604).[b]
An office building	140 feet to the southeast at 1904 Franklin Street	Historic resource (Parcel Number 008063701301).[c]

Notes: NA – Not Applicable.
[a] Noise-sensitive receptors and adjacent land uses are based on the review of Oakland's Planning and Zoning Map. Available at: http://oakgis.maps.arcgis.com/apps/webappviewer/index.html?id=3676148ea4924fc7b75e7350903c7224, accessed on March 19, 2020.
[b] Information related to historic resources were provided by Urban Planning Partners.
Source: Page & Turnbull, 2020.

be complete and noise from heavy construction equipment inside of the structure would be blocked and attenuated by the structure itself.

Although construction-generated noise could temporarily result in the exposure of the nearest noise-sensitive receptor and the nearby commercial receptors to noise levels in excess of the Noise Ordinance Standards, consistent with the findings of the 2011 Renewal Plan EIR, implementation of the City of Oakland's SCAs would reduce the impacts of construction-period noise to a less-than-significant level, as described below.

- SCA-NOI-1: Construction Days/Hours (#62) provides limits on the days and hours of construction, which specify that construction activities would be limited to between 7:00 a.m. and 7:00 p.m. Monday through Friday (among other restrictions). This SCA also requires any extension of these work hours to be approved in advance by the City and requires property owners and occupants within 300 feet of the project site to be notified of such an extension.
- SCA-NOI-2: Construction Noise (#63) requires all construction projects to implement basic noise reduction measures during construction.
- SCA-NOI-3: Extreme Construction Noise (#64) requires that the project applicant prepare and implement a Construction Noise Management Plan that contains site-specific noise attenuation measures to reduce construction impacts associated with any anticipated extreme noise generating activities (i.e., activities generating noise levels greater than 90 dBA).

As indicated in Table V.J-4, the two noisiest pieces of equipment could generate noise levels of up to 91 dBA Lmax at 50 feet. Noise levels at a known distance from point sources are increased by 6 dBA for every halving of that distance for hard surfaces and therefore, construction noise would be above 90 dBA at the adjacent commercial receptors. Because the project could generate extreme construction noise (noise levels of greater than 90 dBA), SCA-NOI-3: Extreme

TABLE V.J-4 TYPICAL NOISE LEVELS FROM CONSTRUCTION EQUIPMENT (DBA LMAX)

Phase	Equipment[a]	Amount	Reference Noise Levels at 50 Feet	Two Noisiest Pieces of Equipment Combined at 50 Feet (dBA L_{max})	Required Buffer Distance (in feet) from Source to Avoid Exceedance of 65-dBA L_{max} Threshold for Noise-Sensitive Land Uses[b,c]	Required Buffer Distance (in feet) from Source to Avoid Exceedance of 70-dBA L_{max} Threshold for Commercial Land Uses[c]
Demolition	Concrete/Industrial Saws	1	90	91	475	565
	Excavators	3	85			
	Rubber Tired Dozers	2	85			
Site Preparation	Rubber Tired Dozers	3	85	88	335	400
	Tractors/Loaders/Backhoes	4	84			
	Bore/Drill Rigs	1	85			
Grading	Excavators	1	85	88	335	400
	Graders	1	85			
	Rubber Tired Dozers	1	85			
	Tractors/Loaders/Backhoes	3	84			
Building Construction	Cranes	1	85	88	335	400
	Forklifts	3	NA			
	Generator Sets	1	82			
	Tractors/Loaders/Backhoes	3	84			
	Welders	1	73			
Paving	Cement and Mortar Mixers	2	85	88	335	400
	Pavers	1	85			
	Paving Equipment	2	85			
	Tractors/Loaders/Backhoes	1	84			
	Rollers	2	85			
Architectural Coating	Air Compressors	1	80	80	135	160

[a] The types of construction equipment are based on the California Emissions Estimator Model (CalEEMod) equipment list.

[b] All of the nearest noise-sensitive land uses (a multiple residential building, Oakland School for the Arts, and Snow Park) are separated from the project site by at least two rows of buildings. The first row of buildings (covering about 65 to 90 percent of the area, with 10 to 35 percent open space) provides about 5 dBA of reduction and the second row of buildings reduce noise by 1.5 dBA (Caltrans, 2009). Therefore, construction noise threshold for noise-sensitive land uses is adjusted to 71.5 dBA to calculate the buffer distances.

TABLE V.J-4 TYPICAL NOISE LEVELS FROM CONSTRUCTION EQUIPMENT (DBA LMAX)

[c] The following propagation adjustment was applied to calculate buffer distances, assuming:
dBA2 = dBA1 + 10 x Log10 (D1/D2)^2
Where:
dBA1 reference noise level at a specified distance (in this case, 50 feet).
dBA2 is the calculated noise level.
D1 is the reference distance (in this case, 50 feet).
D2 is the perpendicular distance from receiver.
Sources: Federal Transit Administration, 2018. Transit Noise and Vibration Impact Assessment Manual. FTA Report No.0123. September. U.S. Department of Transportation, 2006. FHWA Highway Construction Noise Handbook (for construction equipment noise levels shown above). California Department of Transportation (Caltrans), 2009. Technical Noise Supplement, November.

Construction Noise (#64) would apply. The types of measures that would effectively reduce construction noise that may be included in the Construction Noise Management Plan include the following:

- **Equipment positioning.** Construction equipment will be positioned as far away from noise-sensitive receptors as possible. For every doubling of the distance between a given receptor and construction equipment for hard surfaces, noise will be reduced by approximately 6 dBA.
- **Temporary noise barriers placed between the proposed construction activities and nearby receptors.** The noise barriers may be constructed from plywood and installed on top of a portable concrete K-Rail system to be able to move and/or adjust the wall location during construction activities. Other noise reduction materials that result in an equivalent or greater noise reduction than plywood, may also be used. Noise control blankets may be utilized on the building structure or hung on scaffolding as the building is erected to reduce noise emission from the site. The use of noise control blankets will particularly be targeted to cover the levels of the building that have line of sight with the windows of nearby receptors. The composition, location, height, and width of the barriers during different phases of construction will be determined by a qualified acoustical consultant and incorporated into the Construction Noise Management Plan for the project. A properly designed noise barrier can reduce noise on the order of 5 dBA at some distance from the noise source or receptor, and up to 10 dBA or more if it is placed in close proximity to the receptor or the noise source.
- **Best available noise control techniques.** Best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds) will be used for project equipment and trucks during construction wherever feasible. For example, exhaust mufflers on pneumatic tools can lower noise levels by up to about 10 dBA and external jackets can lower noise levels by up to about 5 dBA.
- **Monitoring.** Monitoring the effectiveness of noise attenuation measures by taking noise measurements will ensure that the best practices being implemented are effective at reducing noise levels to acceptable levels.

- **Notification and communication.** Notification and open lines of communication with potentially affected nearby receptors is an effective way to manage construction-period noise. When property owners and occupants feel informed about a project's daily schedule and duration, they are typically better able to accept potential noise-related inconvenience. All receptors located within 300 feet of the construction activities will be notified and informed about the project prior to commencing extreme noise generating activities.

The combination of the temporary noise barrier, and exhaust mufflers could provide noise reduction of up to 25 dBA. Also, it should be noted that a typical building façade with windows closed provides a noise level reduction of approximately 25 dBA.[104] Therefore, interior noise levels at nearby commercial receptors would be substantially lower than exterior noise levels.

- SCA-NOI-4: Construction Noise Complaints (#66) provides additional measures to respond to and track construction noise complaints during construction to allow sources of potentially disruptive construction noise to be quickly controlled or eliminated.

The proximity of the project site to commercial receptors, and the types of construction equipment that would be used as part of the project, are similar to other projects in Downtown Oakland and other urban areas. Because the project site and its vicinity are part of an established, urbanized area, periodic exposure to construction-related noise and vibration are part of the existing conditions.

The 2011 Renewal Plan EIR considered construction noise (including pile driving) impacts on noise-sensitive receptors (page 4.10-17). The 2011 Renewal Plan EIR indicates that construction activities could generate noise levels of up to 105 dBA L_{eq} at 50 feet. The 2011 Renewal Plan EIR found the construction noise impacts to be less than significant with implementation of applicable SCAs (equivalent to SCA-NOI-1, SCA-NOI-2, and SCA-NOI-3, and SCA-NOI-4) because they would reduce construction noise impacts to the degree feasible. The project would not involve pile driving and the construction noise would range from 80 to 91 dBA L_{max} (as shown in Table V.J-4), which are levels similar to what was analyzed in the 2011 Renewal Plan EIR. Consistent with the 2011 Renewal Plan EIR, with the implementation of the required SCAs, the impact of construction generated noise on nearby commercial land uses would be reduced to the degree feasible and therefore impacts related to construction noise would be reduced to a less-than-significant level.

Noise from Increased Traffic Flow

During construction, secondary sources of noise would include increased traffic flow from the transport of workers, equipment, and materials to the project site. As a worst-case assumption, construction of the project could generate up to 2,625 truck trips during site preparation. These truck trips could generate noise levels of up to approximately 62.1 dBA L_{eq} during site

[104] Charles M. Salter Associates Inc., 1998. Acoustics – Architecture, Engineering, the Environment.

preparation.[105] As discussed above, the ambient noise levels of the project site range from approximately 60 to 65 dBA L_{dn}. Based on the additive properties of noise, the increased truck trips during site preparation could increase ambient noise along local area roadways by up to 4 dBA. An increase of 3 dBA is considered a "just-perceivable" increase. Therefore, hauling truck trips would generate a temporary perceivable increase in noise levels. However, a minimum of a 5-dBA change is required before any noticeable change in community response is expected. In addition, most construction-generated truck trips would occur during site preparation, which is anticipated to complete within two weeks.[106] Because increased traffic flow during construction would temporarily increase ambient noise and because the increase is not anticipated to result in any community response, increased vehicle and hauling truck trips along local roadways during construction would not be a significant source of construction-generated noise.

Operational Noise (Criterion 10.c)

The project would result in a significant impact if it were to generate operation-period noise in violation of the City of Oakland Noise Ordinance (Oakland Planning Code Section 17.120.050).

The primary noise generated by the long-term operation of the project would occur as a result of the use of HVAC systems and delivery trucks for the commercial spaces. Noise generated from HVAC systems would be subject to SCA-NOI-5: Operational Noise (#68) that requires all operational noise to comply with the performance standards of Chapter 17.120 of the Oakland Planning Code and Section 8.18 of the Oakland Municipal Code. Noise from delivery trucks would not be a substantial new source of noise in the project area because the existing land uses at the project site include noise generated by similar delivery trucks and loading activities at nearby commercial land uses. For these reasons, the potential for noise generated by the HVAC systems and delivery trucks to violate the City of Oakland operational noise standards during the operational period of the project would be less than significant.

Permanent Increase in Ambient Traffic Noise and Cumulative Noise Impact (Criterion 10.d)

The project will generate a significant increase in ambient traffic noise if it results in a 5-dBA permanent increase in noise levels in the project vicinity. A project is considered to contribute to a significant cumulative impact if (1) the cumulative increase results in a 5-dBA permanent increase in ambient noise levels in the project vicinity, and (2) 3 dBA of the cumulative increase is attributable to the project.

[105] Numbers of truck trips and duration are based on the California Emissions Model (CalEEMod) (see Appendix F). Traffic noise model outputs are included in Appendix H. FHWA TNM Version 2.5 model was used for these results.

[106] Ibid.

Traffic Noise Analysis

The assessment of AM and PM peak hour traffic volumes at ten intersections near the project site indicates that the highest traffic volume increase of 98 percent would occur along Franklin Street between 20th Street and 19th Street (from 413 trips to 817 trips per hour during the AM peak hour).[107] The estimated existing and existing plus project traffic noise levels for this roadway segment are summarized in Table V.J-5 below. Based on these estimates, the proposed project would increase traffic noise by about 3 dBA along this roadway segment. As this segment would have the greatest predicted increase in project-related traffic, noise increases along other roadway segments affected by the proposed project would be less than 3 dBA. This is below the 5-dBA significance threshold for project-generated traffic noise. As a result, the implementation of the proposed project would not result in a significant increase in traffic noise along local area roadways.

TABLE V.J-5 EXISTING AND EXISTING PLUS PROJECT TRAFFIC NOISE LEVELS FOR THE ROADWAY SEGMENT WITH HIGHEST INCREASE, DBA L_{EQ} AT 50 FEET?

Roadway Segment	Existing Traffic Noise Levels[a]	Existing + Project Traffic Noise Levels[a]	Estimated Increase in Noise[b]
Franklin Street between 20th Street and 19th Street (AM peak hour)	60.1	63.1	3.0

[a] Noise levels were determined using FHWA TNM Version 2.5 model. Traffic noise model outputs are included in Attachment H. Road center to receptor distance is approximately 50 feet. The analysis assumed 95% automobile, 4% medium trucks, and 1% heavy truck under the existing condition and the existing project condition for this roadway segment. Traffic speeds were set at 30 mph.
[b] Considered significant if the incremental increase in noise from traffic is greater than the existing noise level by 5 dBA L_{eq}.
Source: Fehr & Peers, 2020.

Under cumulative conditions, which considers traffic generated by past, present, and probable future projects, including the proposed project, the assessment of a.m. and p.m. peak hour traffic volumes at ten intersections near the project site indicates that the most impacted locations (those with the highest traffic noise increase that exceed 5 dB) would occur along:

- Telegraph Avenue between 17th Street and 15th Street during AM and PM peak hour.
- Telegraph Avenue between 17th Street and 19th Street during AM and PM peak hour.

As cumulative noise increase of more than 5 dB is anticipated to occur along each of these roadway segments above, a significant cumulative noise increase is anticipated to occur along each of these roadway segments. As indicated in Table V.J-6, the contribution from the proposed project to the significant cumulative noise increase is below the 3-dBA L_{eq} cumulative contribution significant threshold for each of the roadway segments. Consequently, the

[107] Fehr & Peers, 2020. Vehicle Miles Traveled Analysis.

TABLE V.J-6 MODELED PEAK HOUR TRAFFIC NOISE LEVELS FOR THE MOST IMPACTED LOCATIONS UNDER CUMULATIVE SCENARIO, DBA L_{EQ} AT 50 FEET

Roadway Segment	(A) Existing Traffic Noise Levels[a]	(B) Cumulative Traffic Noise Levels[a]	(C) Cumulative Plus Project Traffic Noise Levels[a]	(C-A) Difference Between Cumulative Plus Project and Existing[b]	(C-B) Difference Between Cumulative Plus Project and Cumulative[c]
Telegraph Avenue between 17th Street and 15th Street (AM peak hour)	54.5	64.6	64.6	10.1	0
Telegraph Avenue between 17th Street and 15th Street (PM peak hour)	56.5	65.7	65.7	9.2	0
Telegraph Avenue between 17th Street and 19th Street (AM peak hour)	57.5	64.5	64.7	7.2	0.2
Telegraph Avenue between 17th Street and 19th Street (PM peak hour)	59.6	65.8	65.8	6.2	<0.1

[a] Noise levels were determined using FHWA TNM Version 2.5 model. Traffic noise model outputs are included in Attachment H. Road center to receptor distance is approximately 50 feet. The analysis assumed 95% automobile, 4% medium trucks, and 1% heavy truck under the existing condition, the cumulative condition, and the cumulative project condition for these roadway segments. Traffic speeds were set at 30 mph.
[b] Considered significant if the incremental increase in noise from traffic is greater than the existing noise level by 5 dBA L_{eq}.
[c] Considered significant if the contribution from the proposed project of the incremental increase in noise is more than 3 dBA L_{eq}.
Source: Fehr & Peers, 2020.

contribution of the proposed project to the significant cumulative traffic noise increase is less than cumulatively considerable.

Noise Exposure during Construction and Operation (Criteria 10.e, 10.f and 10.g)

The project would result in a significant impact to construction workers if it were to generate noise in excess of Cal/OSHA standards. Construction workers could be exposed to excessive noise from the heavy equipment used during construction of the project as shown in Table V.J-4. However, noise exposure of construction workers is regulated by Cal/OSHA. Title 8, Subchapter 7, Group 15, Article 105 of the California Code of Regulations (Control of Noise Exposure) sets noise exposure limits for workers and requires employers who have workers that may be exposed to noise levels above these limits to establish a hearing conservation program, make hearing protectors available, and keep records of employee noise exposure measurements. The construction contractor for the project would be subject to these regulations, and compliance with these Cal/OSHA regulations will ensure that the potential of construction workers to be exposed to excessive noise is less than significant.

The project would result in a significant impact to occupants of the proposed building if it were to expose those occupants to noise levels greater than stated in the Oakland General Plan.

Occupants of the project would be subject to ambient outdoor noise levels that range from 60 to 65 dBA L_{dn}.[108] This noise environment is regarded as "conditionally acceptable" community noise exposure levels for offices. The City of Oakland General Plan indicates that development within a "conditionally acceptable" environment requires an analysis of noise-reduction requirements, and if necessary, noise-mitigation features in the design.

The implementation of SCA-NOI-6: Exposure to Community Noise (#67) would require compliance with the City of Oakland General Plan. This SCA requires noise reduction measures to be incorporated into building design based upon the recommendations of a qualified acoustical engineer. The noise reduction measures would be required to reduce interior noise levels to 50 dBA L_{eq} for non-residential spaces (e.g., retail spaces and offices), in accordance with the 2019 California Building Standards Code. Sound Transmission Class (STC) rated windows, exterior doors (such as balcony doors), and exterior walls are commonly used to control interior noise from exterior sources. A STC rating roughly equals the decibel reduction in noise volume that a wall, window, or door can provide.[109] Given that the ambient noise environment at the project site currently ranges from about 60 to 65 dBA L_{dn}, the use of sound-rated windows, exterior doors, and exterior walls with STC ratings ranging from about STC 10 to about STC 15 would need to be used in order to reduce interior noise levels from exterior sources to about 50 dBA L_{eq} for non-residential spaces, thereby satisfying the interior noise standards for non-residential spaces. The noise control measures are required to be submitted to the City of Oakland for review and approval prior to the issuance of a construction-related permit. Compliance with SCA-NOI-6 would therefore reduce the potential of future occupants of the project to be exposed to excessive or incompatible noise levels to a less-than-significant level.

Construction and Operational Vibration (Criterion 10.e)

The project would result in a significant impact if it were to expose persons to or generate ground-borne vibration that exceeds the criteria established by the Federal Transit Administration (FTA).

Tables V.J-7 and V.J-8 summarize the vibration criteria to prevent disturbance of occupants and to prevent damage to structures, respectively. In this analysis, the "Occasional Events" disturbance criterion is applied because the same kind of vibration events are not expected to occur over 70 times per day due to the variance in the types and locations of construction equipment used during construction. The 75-RMS VdB Occasional Events threshold for residences and buildings where people normally sleep is applied to the multi-unit residential building, while the 78-RMS VdB Occasional Events threshold for institutional land uses with

[108] City of Oakland, 2005, op. cit.

[109] U.S. Department of Housing and Urban Development, undated. Noise Notebook, Chapter 4 Supplement, Sound Transmission Class Guidance.

TABLE V.J-7 VIBRATION CRITERIA TO PREVENT DISTURBANCE – RMS (VDB)

Land Use Category	Frequent Events[a]	Occasional Events[b]	Infrequent Events[c]
Buildings where vibration would interfere with interior operations	65	65	65
Residences and buildings where people normally sleep	72	75	80
Institutional land uses with primarily daytime use	75	78	83

[a] More than 70 vibration events of the same kind per day or vibration generated by a long freight train.
[b] Between 30 and 70 vibration events of the same kind per day.
[c] Fewer than 30 vibration events of the same kind per day.
Source: FTA, 2018. Transit Noise and Vibration Impact Assessment Manual. FTA Report No.0123, September.

TABLE V.J-8 VIBRATION CRITERIA TO PREVENT DAMAGE TO STRUCTURES

Building Category	PPV (in/sec)	RMS (VdB)
Reinforced concrete, steel, or timber (no plaster)	0.5	102
Engineered concrete and masonry (no plaster)	0.3	98
Non-engineered timber and masonry buildings	0.2	94
Buildings extremely susceptible to vibration damage	0.12	90

Source: FTA, 2018. Transit Noise and Vibration Impact Assessment Manual. FTA Report No.0123, September.

primarily daytime use is applied to the Oakland School for the Arts. The 65-RMS VdB Occasional Events threshold for buildings where vibration would interfere with interior operations is applied to the buildings (1950 Franklin Street and 2000 Broadway) where vibration-sensitive equipment could be located. The other adjacent commercial land uses to the project site are not classified as any of the land use categories in Table V.J-7 and therefore, vibration disturbance impact is not discussed at these locations.[110] The vibration criterion for "buildings extremely susceptible to vibration damage" is selected to conservatively represent the building category for the historic resources near the project site while the criterion for "engineered concrete and masonry (no plaster)" is selected to conservatively represent the building category for other buildings near the project site.

Construction activities can result in varying degrees of ground vibration, depending on the equipment, activity, and soil conditions. FTA recommends assessing disturbance and damage potential for each piece of equipment individually.[111] The reference vibration levels at 25 feet

[110] According to the FTA Transit Noise and Vibration Impact Assessment Manual, the "Institutional land uses" category includes institutions and offices that have vibration-sensitive equipment and have the potential for activity interference such as schools, churches, doctors' offices. However, commercial or industrial locations including office buildings are not included in this category unless there is vibration-sensitive activity or equipment within the building. By the time this analysis was written, it is assumed that these following two buildings could contain vibration-sensitive activity or equipment: 1950 Franklin Street and 2000 Broadway.

[111] Federal Transit Administration (FTA), 2018, op. cit.

away from the construction equipment that could be used at the project site are summarized in Table V.J-9. Although the table provides one vibration level for each piece of equipment, it should be noted that there is considerable variation in reported ground vibration levels from construction activities, primarily due to variation in soil characteristics. Table V.J-9 also shows the buffer distance that would be required to reduce vibration levels to below the Federal Transit Administration (FTA) thresholds for disturbance and building damage.

TABLE V.J-9 REFERENCE SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT AND THE ASSOCIATED BUFFER DISTANCES REQUIRED TO PREVENT EXCEEDANCE OF FTA THRESHOLDS

	At 25 Feet		Required Buffer Distance from Source				
Equipment	PPV (in/sec)	RMS (VdB)	Building Damage Threshold 0.12 PPV (Feet)	Building Damage Threshold 0.3 PPV (Feet)	Interference with Interior Operations Threshold 65 VdB (Buildings with Vibration-Sensitive Equipment) (Feet)	Human Annoyance Threshold 75 VdB (Residences) (Feet)	Disturbance to Institutional Land Uses Threshold 78 VdB (School) (Feet)
Vibratory roller	0.210	94	42	18	232	107	85
Large bulldozer	0.089	87	19	8	135	63	50
Loaded truck	0.076	86	17	7	125	58	46
Small bulldozer	0.003	58	1	<1	15	7	5

Notes:
PPV Peak Particle Velocity. The maximum instantaneous peak of a vibration signal.
RMS Root Mean Square. The average of the squared amplitude of a vibration signal.
Based on vibration levels at 25 feet, the following propagation adjustment was applied to estimate buffer distance required to reduce vibration levels at a receptor to 0.12 in/sec PPV and 0.3 in/sec PPV:
$PPV2 = PPV1 \times (D1/D2)^{1.1}$
Where: PPV1 is the reference vibration level at a specified distance.
PPV2 is the calculated vibration level.
D1 is the reference distance (in this case 25 feet).
D2 is the distance from the equipment to the receiver.
Based on vibration levels at 25 feet, the following propagation adjustment was applied to estimate buffer distance required to reduce vibration levels at a receptor to 65 VdB (vibration-sensitive equipment), 75 VdB (residential receptor), and 78 VdB (school receptor):
$RMS2 = RMS1 - 30 \log_{10} (D2/D1)$
Where: RMS1is the reference vibration level at a specified distance.
RMS2 is the calculated vibration level.
D1 is the reference distance (in this case 25 feet).
D2 is the distance from the equipment to the receiver.
Source: FTA, 2018. Transit Noise and Vibration Impact Assessment Manual. FTA Report No.0123, September.

(1) Vibration Disturbance

According to the buffer distances calculated in Table V.J-9, the nearest residential receptor in Table V.J-3 is located beyond the buffer distance of 107 feet and the nearest school receptor is located beyond the buffer distance of 85 feet for a vibratory roller, which would generate the highest vibration levels during project construction. Therefore, construction vibration levels would not exceed the 75-VdB threshold for the residential receptor and would not exceed the 78-VdB threshold for the school receptor. However, the following buildings (as presented in Table V.J-3) could be located within the buffer distance of 232 feet for a vibratory roller, 135 feet for a large bulldozer (a version larger than a D5 dozer), and 125 feet for a loaded truck: office buildings at 1950 Franklin Street and 2000 Broadway. Therefore, construction vibration levels would exceed the 65-VdB threshold to potentially interfere with interior operations of buildings that may contain vibration-sensitive equipment.

Construction of the proposed project would be subject to SCA-NOI-7: Vibration Impacts on Adjacent Structures or Vibration-Sensitive Activities (#70). SCA-NOI-7 requires design means and methods of construction to be includes in a Vibration Analysis that shall be utilized in order to not exceed the thresholds. Potential means and methods could involve the following restrictions to reduce potential vibration impacts to adjacent buildings that may contain vibration-sensitive equipment (the office building at 1950 Franklin Street, the office building at 2000 Broadway)

- No vibratory rollers would be allowed to operate within 232 feet from office buildings at 1950 Franklin Street and 2000 Broadway;
- Within 135 feet from these buildings, the size of all bulldozers used during any construction phase activities could be limited to D5 dozers or smaller (i.e., those with horsepower (hp) less than 105 hp and operating weight less than 24,000 pounds);
- No loaded trucks would be allowed to operate within 125 feet of the adjacent buildings;
- Should site conditions require the use of any of the equipment described above within the buffer distances identified in Table V.J-9, the project applicant should notify the City, identify appropriate measures to reduce vibration impacts and comply with any additional City recommendations.

With implementation of SCA-NOI-7: Vibration Impacts on Adjacent Structures or Vibration-Sensitive Activities (#70), impacts related to interference with vibration-sensitive equipment would be reduced to a less-than-significant level.

(2) Vibration Damage

According to the buffer distances calculated in Table V.J-9, the historic resources (the vacant building at 1900 Broadway, and the office building at 1904 Franklin Street) in Table V.J-3 are located beyond the buffer distance of 42 feet for a vibratory roller, which would generate the highest vibration levels during project construction. Therefore, construction vibration levels would not exceed the 0.12-in/sec PPV threshold for historic resources. However, the following buildings (as presented in Table V.J-3) could be located within the buffer distance of 18 feet for a vibratory roller, 8 feet for a large bulldozer (a version larger than a D5 dozer), and 7 feet for a loaded truck: the office building at 1970 Broadway, the retail stores at 1930 Broadway, and the parking garage at 1901 Franklin Street.

Construction of the proposed project would be subject to SCA-NOI-7: Vibration Impacts on Adjacent Structures or Vibration-Sensitive Activities (#70). SCA-NOI-7 requires design means and methods of construction to be includes in a Vibration Analysis that shall be utilized in order to not exceed the thresholds. Potential means and methods could involve the following restrictions to reduce potential vibration impacts to adjacent buildings at which vibration damage could occur (the office building at 1970 Broadway, the retail stores at 1930 Broadway, and the parking garage at 1901 Franklin Street):

- No vibratory rollers would be allowed to operate within 18 feet from the adjacent buildings (the office building at 1970 Broadway, the retail stores at 1930 Broadway, and the parking garage at 1901 Franklin Street);
- Within 8 feet from the adjacent buildings, the size of all bulldozers used during any construction phase activities could be limited to D5 dozers or smaller (i.e., those with horsepower (hp) less than 105 hp and operating weight less than 24,000 pounds);
- No loaded trucks would be allowed to operate within 7 feet of the adjacent buildings;
- No bulldozers of any size would be allowed to operate within 1-foot from the adjacent buildings.
- Should site conditions require the use of any of the equipment described above within the buffer distances identified in Table V.J-9, the project applicant should notify the City, identify appropriate measures to reduce vibration impacts and comply with any additional City recommendations.

With implementation of SCA-NOI-7: Vibration Impacts on Adjacent Structures or Vibration-Sensitive Activities (#70), impacts related to vibration damage to adjacent buildings would be reduced to a less-than-significant level.

The long-term operation of the proposed project would not involve the use of any equipment or process that would generate perceptible levels of ground-borne vibration or perceptible levels of

ground-borne noise. Therefore, operation of the proposed project would have a less-than-significant impact related to ground borne vibration or ground borne noise.

3. Conclusion

Consistent with the findings of the Program EIRs, implementation of the project would not result in any new or more severe significant impacts related to construction noise and vibration, ambient noise, or noise exposure than those identified in the Program EIRs. Implementation of SCA-NOI-1: Construction Days/Hours (#62), SCA-NOI-2: Construction Noise (#63), SCA-NOI-3: Extreme Construction Noise (#64), SCA-NOI-4: Construction Noise Complaints (#66), SCA-NOI-5: Operational Noise (#68), SCA-NOI-6: Exposure to Community Noise (#67), and SCA-NOI-7: Vibration Impacts on Adjacent Structures or Vibration-Sensitive Activities (#70) would ensure impacts to noise would be less than significant. Please see Attachment A for a full description of the applicable SCAs.

K. POPULATION AND HOUSING

Would the project:	Equal or Less Severity of Impact Previously Identified in Program EIRs	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	New Significant Impact
a. Induce substantial population growth in a manner not contemplated in the General Plan, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extensions of roads or other infrastructure), such that additional infrastructure is required but the impacts of such were not previously considered or analyzed;	☒	☐	☐
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere in excess of that contained in the City's Housing Element; or	☒	☐	☐
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere in excess of that contained in the City's Housing Element.	☒	☐	☐

1. Program EIR Findings

The 2011 Renewal Plan EIR found all potential population and housing impacts to be less than significant and therefore no mitigation measures or SCAs were required.

The 1998 LUTE EIR found that impacts to housing capacity and potential housing displacement would be less than significant and would not require mitigation measures or SCAs. The 1998 LUTE EIR also found impacts related to increased employment growth potential would be reduced to a less than significant level with implementation of Mitigation Measure C.2, which would require the city to maintain a database of underutilized parcels and to assist developers in locating sites for their developments.

2. Project Analysis

Population Growth and Displacement of Housing and People (Criteria 11.a and 11.b)

The project would demolish the existing buildings, accessory structures, and surface parking lot on the project site to construct a new office building with approximately 862,048 square feet of

office space and approximately 2,279 square feet of retail/café space. As a result, the project would result in an increase of approximately 2,592 jobs.[112]

According to the Association of Bay Area Governments (ABAG), the number of jobs in the city of Oakland is expected to increase by approximately 25,450 (approximately 10.3 percent) between 2020 and 2040.[113] Job growth in the project would fall well within the range of projected and planned growth for Oakland. As an employment center city, Oakland is both a place of employment and a place of work. The total number of jobs is similar to the number of employed residents of the city. A large share of jobs in Oakland are held by Oakland residents; currently, about 40 percent, according to recent data from the U. S. Census.[114] Another large share of jobs is held by residents of nearby cities and other parts of Eastern San Francisco Bay Area. That pattern is anticipated to apply to future job growth for the project and is not anticipated to directly or indirectly result in unanticipated population growth.

Development under the project would not displace existing housing units or residents on the project site as there is no existing residential development currently located at the site.

While the 1998 LUTE EIR identified Mitigation Measure C.2, which requires the City of Oakland to maintain a database of underutilized parcels and to assist developers in locating sites for their developments, this mitigation measure has already been implemented by the City, and thus is not applicable to the project.

3. Conclusion

Consistent with the findings of the Program EIRs, implementation of the project would not result in any new or more severe significant impacts related to population growth or displacement than those identified in the Program EIRs. The Program EIRs did not identify any mitigation measures related to population and housing. In addition, implementation of SCA-PH-1: Jobs/Housing Impact Fee (#71), which would require the applicant to comply with the City's Jobs/Housing Impact Fee Ordinance (Chapter 15.68 of the Oakland Municipal Code). Please see Attachment A for a full description of this SCA.

[112] The population associated with the proposed project is based on the 2014 Alameda County Transportation Commission Model used in the transportation analysis which assumes approximately 3 persons per 1,000 square-feet of office and 2.5 persons per 1,000 square-feet of retail.

[113] Association of Bay Area Governments (ABAG), 2018. Projections 2018.

[114] U.S. Census Bureau, 2016. 2012-2016 American Community Survey 5-Year Estimates.

L. PUBLIC SERVICES, PARKS, AND RECREATION FACILITIES

Would the project:	Equal or Less Severity of Impact Previously Identified in Program EIRs	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	New Significant Impact
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: i. Fire protection; ii. Police protection; iii. Schools; or iv. Other public facilities.	☒	☐	☐
b. Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or	☒	☐	☐
c. Include recreational facilities or require the construction or expansion of recreational facilities which might have a substantial adverse physical effect on the environment.	☒	☐	☐

1. Program EIR Findings

The 2011 Renewal Plan EIR found all public services and recreational facilities impacts to be less than significant and therefore no mitigation measures or SCAs were required.

The 1998 LUTE EIR found impacts related to the demand for parks would be less than significant and would not require mitigation measures or SCAs. The 1998 LUTE EIR also found that impacts related to police services, fire protection and emergency medical services, schools, and libraries would be reduced to a less than significant level with implementation of mitigation measures are functionally equivalent to the latest SCAs or have already been implemented within the Oakland General Plan to reduce all potential effects to a less-than-significant. Lastly, the 1998 LUTE EIR found that impacts related to firefighting and evacuation constraints would be significant and unavoidable even with implementation of a mitigation measure which would require the construction of a fire station in the North Oakland Hills to address the increase in population and housing.

2. Project Analysis

Public Services and Parks and Recreation (Criteria 12.a and 12.b)

The project would create demands on public services; however, the development would occur in an urban area already served by public services and recreation facilities. The Program EIRs have determined that the anticipated growth would not impose a burden on existing public services in the Downtown Oakland area and would not create a significant impact.

The project could cause an incremental increase in demand for police and fire protection services; however, adherence to General Plan policies from the LUTE[115] (N.12.1: Developing Public Service Facilities, N.12.2: Making Schools Available, and N.12.5: Reducing Capital Disparities) and Safety Element[116] (F1-1: Maintain and enhance the city's capacity for emergency response, fire prevention and fire-fighting and F1-2: Continue, enhance or implement programs that seek to reduce the risk of structural fires) would mitigate potential impacts to a less-than-significant level.

The project includes a total of 39,600 square feet of private open space. The ground floor level includes landscaping and approximately 4,400 square feet of open space. On level six, a landscaped open amenity space would cover the entire podium, apart from mechanical equipment and a retail/café space and would include approximately 28,200 square feet of open space. The roof would also include an observation deck totaling approximately 7,000 square feet.[117] Inclusion of this private open space would reduce dependence on other recreational facilities in the surrounding area. In addition, adherence to the applicable General Plan's OSCAR Element[118] policies would ensure that any potential impacts to recreational facilities are not significant.

The project could indirectly increase student enrollment at local schools as some future employees of the project's office space might move to Oakland as result of the project. Pursuant to SB 50,[119] the project sponsor would be required to pay school impact fees, which are

[115] City of Oakland, 1998, op. cit.

[116] City of Oakland, 2004. General Plan: Safety Element, November.

[117] At the time of this document's publishing, it was undetermined whether or not the open space included in the project would be dedicated as private open space solely intended for tenant use, or if it would be privately-owned public open space (often referred to as a "POPOS"). However, for the purpose of this analysis, it was conservatively assumed that all open space would be privately operated.

[118] City of Oakland, 1996. General Plan: Open Space, Conservation, and Recreation Element, June.

[119] Senate Bill 50, 1998 Legislative Session, California 1998.

established to offset potential impacts from new development on school facilities.[120] This would be deemed full and complete mitigation.

The project is within the development envelope analyzed in the Program EIRs and the increase in demand for public services is consistent with that analysis, finding no significant impact. Compliance with standard City practices would further ensure the project would have no significant impacts related to services.

3. Conclusion

Consistent with the findings of the Program EIRs, the project would not result in any significant impacts related to public services, parks, and recreation. Further, based on an examination of the Program EIRs, implementation of the project would not substantially increase the severity of impacts previously identified in the Program EIRs, nor would it result in new significant impacts related to public services, parks, and recreation that were not previously identified in the Program EIRs. In addition, implementation of SCA-PS-1: Capital Improvements Impact Fee (#73), which would require the applicant to comply with the City's Capital Improvements Impact Fee Ordinance (Chapter 15.74 of the Oakland Municipal Code). Please see Attachment A for a full description of this SCA.

[120] School Facility Source, 2016. School Facility Fee Justification Report for Residential, Commercial, and Industrial Development Projects for the Oakland Unified School District. Available at: http://www.ousd.org/cms/lib07/CA01001176/Centricity/Domain/95/Oakland%20USD%20-%20Level%20I%202016%20FINAL%2006-06-2016.pdf, accessed July 20, 2018.

M. TRANSPORTATION AND CIRCULATION

Would the project:	Equal or Less Severity of Impact Previously Identified in Program EIRs	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	New Significant Impact
a. Conflict with a plan, ordinance, or policy addressing the safety or performance of the circulation system, including transit, roadways, bicycle, and pedestrian facilities (except for automobile level of service or other measures of vehicle delay); or	☒	☐	☐
b. Cause substantial additional vehicle miles traveled (per capita, per service population, or other appropriate efficiency measure); or	☒	☐	☐
c. Substantially induce additional automobile travel by increasing physical roadway capacity in congested areas or by adding new roadways to the network.	☒	☐	☐

1. Program EIR Findings

The 2011 Renewal Plan EIR identified significant and unavoidable impacts to roadway segment operations and railroad crossing safety after implementation of identified mitigation measures; however, none of these impacts are in the area affected by the project.

The 1998 LUTE EIR identified significant and unavoidable impacts related to level of service (LOS) on several roadway segments. However, on April 14, 2017, the City of Oakland's Planning Commission adopted new Transportation Impact Review Guidelines for Land Use Projects consistent with SB 743, implementing a shift from traffic delay metrics to thresholds based on a Vehicle Miles Traveled standard (VMT) in the City of Oakland. The revised thresholds remove automobile delay, as described solely by LOS or similar measures of vehicular capacity or traffic congestion, as a significant impact on the environment pursuant to CEQA and replace them with the VMT standard.

2. Project Analysis

On September 21, 2016, the City of Oakland's Planning Commission directed staff to update the City of Oakland's CEQA Thresholds of Significance Guidelines related to transportation impacts consistent with SB 743. The revised thresholds remove automobile delay, as described solely by LOS or similar measures of vehicular capacity or traffic congestion, as a significant impact on the environment pursuant to CEQA. The recommendation aligns with draft proposed guidance from the Governor's Office of Planning and Research and the City's approach to transportation impact analysis with adopted plans and polices related to transportation, which promote the reduction

of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses. This section describes the potential impacts of the project on the transportation system. It includes a discussion of significant topics under CEQA and uses VMT standards, instead of LOS standards, as discussed above.

At the time of the publication of this CEQA Document, multiple scenarios were being contemplated for the project. Therefore, this transportation analysis considers the maximum development potential for the project site. The maximum allowable FAR is 20.0, which allows a maximum of 898,020 gross square feet of development potential. To provide the most conservative analysis encapsulating a "worst-case" scenario, building floor space square footage is assumed to be 952,879 square feet, which includes the maximum development potential for the site of 898,020 square feet plus additional support and mechanical spaces (which do not count towards the FAR total).[121] Thus, the project as proposed at 869,747 square feet (83,132 square feet less than analyzed here) would likely have slightly reduced impacts compared to this analysis. In no case would the impacts of the project be greater than the maximum development potential scenario as proposed here.

Conflicts with Plans, Ordinances, or Policies Relating to Safety, or Performance of the Circulation System (Criterion 13.a)

The project would replace an existing 82,900-square-foot office building and a surface parking lot with a 38-floor building. The building would consist of up to 950,600 square feet of office space, and 2,300 square feet of retail space located on a fourth-floor greenspace open space. The project proposes a parking garage with up to 262 parking spaces on the first four floors. The garage would be accessible via a left-in/left-out only driveway on Franklin Street, approximately 250 feet south of 20th Street.

The LUTE, as well as the City's Public Transit and Alternative Mode and Complete Streets policies, states a strong preference for encouraging the use of non-automobile transportation modes, such as transit, bicycling, and walking. The project would encourage the use of non-automobile transportation modes by providing office and commercial uses with minimal parking in a dense, walkable urban environment that is well-served by local and regional transit.

The project is consistent with both the City's Pedestrian Master Plan and Bicycle Master Plan as it would not make major modifications to existing pedestrian or bicycle facilities in the surrounding areas and would not adversely affect installation of future facilities. Adjacent to the project site, the City of Oakland is currently designing the following:

[121] Square footage provided for office land use type includes approximately 890,321 square feet of office space, 5,420 square feet of office lobby space, and 54,831 square feet of building support and mechanical space, which is then rounded up to 950,600 total square feet.

- 20th Street Complete Streets project will upgrade the existing Class 2 shared and buffered bike lanes on 20th Street to Class 4 protected bicycle lanes separated by a raised curb along both directions.
- Class 4 protected bicycle lanes on Franklin Street would provide a protected two-way cycle track on either the east or west sides of Franklin Street, a one-way northbound street.

The project would not modify the public right-of-way and would not include features that would adversely affect the installation of these two proposed facilities.

Further, because the project would generate more than 50 peak-hour trips, SCA-TRANS-1: Transportation and Parking Demand (TDM) Management (#78) is required. Attachment I presents the TDM Plan for the project.

The project is consistent with applicable plans, ordinances, and policies, and would not cause a significant impact by conflicting with adopted plans, ordinances, or policies addressing the safety and performance of the circulation system, including transit, roadways, bicycle lanes, and pedestrian paths (except for automobile level of service or other measures of vehicle delay). For these reasons, the project would not conflict with adopted plans, ordinances, or policies resulting in a less-than-significant impact; no mitigation measures are required.

Cause Substantial Additional Vehicle Miles Traveled (Criterion 13.b)

VMT Screening

Many factors affect travel behavior, including density of development, diversity of land uses, design of the transportation network, access to regional destinations, distance to high-quality transit, development scale, demographics, and transportation demand management. Typically, low-density development that is located at a great distance from other land uses, in areas with poor access to non-single occupancy vehicle travel modes generate more automobile travel compared to development located in urban areas, where a higher density of development, a mix of land uses, and non-single occupancy vehicle travel options are available.

Given these travel behavior factors, most of Oakland has lower VMT per capita and VMT per worker ratios than the nine-county San Francisco Bay Area region due to its density and relation to factors mentioned above. Within the City of Oakland, some neighborhoods may have lower VMT ratios than others.

The Governor's Office of Planning and Research established that the VMT metric is the appropriate metric to fully account for the many factors that affect travel behavior and specifically indicated that VMT should be reported on a per worker basis for office uses, an

approach that is also reflected in the City of Oakland's Transportation Impact Review Guidelines[122] (TIRG).

VMT Estimate

Estimating VMT requires the use of travel demand models to fully capture the length of trips on the transportation network, as well as the changes in VMT behavior that may occur with the introduction of the project. This analysis presents use of the Metropolitan Transportation Commission (MTC) Travel Model to fully analyze the VMT impacts of the project. The following describes how the MTC Travel Model estimates VMT.

Neighborhoods within Oakland are expressed geographically in transportation analysis zones, or TAZs, for transportation analysis and other planning purposes. The MTC Travel Model includes 116 TAZs within Oakland that vary in size from a few city blocks in the downtown core, to multiple blocks in outer neighborhoods, to even larger geographic areas in lower-density neighborhoods.

The MTC Travel Model assigns all predicted trips within, across, or to/from the nine-county San Francisco Bay Area region onto the roadway network and the transit system by mode (single-driver and carpool vehicle, biking, walking, or transit) and transit carrier (bus, rail) for a particular scenario.

The travel behavior from the MTC Travel Model is modeled based on the following inputs:

- Socioeconomic data developed by the ABAG.
- Population data created using the 2000 US Census and modified using the open source PopSyn software.
- Zonal accessibility measurements for destinations of interest.
- Travel characteristics and vehicle ownership rates derived from the 2000 Bay Area Travel Survey (BATS).
- Observed vehicle counts and transit boardings.

The daily VMT output from the MTC Travel Model for office uses comes from a tour-based analysis. The tour-based analysis examines the entire chain of trips over the course of a day, not just trips to and from the project site. In this way, all of the VMT for an individual employee is included, not just trips into and out of the person's home or workplace. For example, a resident leaves their apartment in the morning, stops for coffee, and then goes to the office. In the afternoon, the resident heads out to lunch, and then returns to the office, with a stop at the

[122] City of Oakland, 2017. Transportation impact Review Guidelines, April 14. Available at: http://www2.oaklandnet.com/oakca1/groups/ceda/documents/report/oako63581.pdf, accessed May 16, 2018.

drycleaners on the way. After work, the resident goes to the gym and then joins friends at a restaurant for dinner before returning home. All the stops and trips within the resident's day form their "tour". The tour-based approach would add up the total number of miles driven over the course of her tour and assign it as her daily VMT.

Based on the MTC Travel Model, the regional average daily VMT per worker is 21.8 under 2020 conditions and 20.3 under 2040 conditions.

Thresholds of Significance for VMT

According to the City of Oakland TIRG, the following are thresholds of significance related to substantial additional VMT:

- For residential projects, a project will cause substantial additional VMT if it exceeds existing regional household VMT per capita minus 15 percent.
- For office projects, a project will cause substantial additional VMT if it exceeds the existing regional VMT per worker minus 15 percent.
- For local-serving retail projects,[123] a project will cause substantial additional VMT if it exceeds the existing regional VMT per worker minus 15 percent.

Because the project is an office project, the criteria used in this analysis is if VMT exceeds the existing regional VMT per worker minus 15 percent.

VMT Screening Criteria

VMT impacts would be less than significant for a project if any of the following identified screening criteria are met:

1. Small Projects: The project generates fewer than 100 vehicle trips per day.
2. Low-VMT Areas: The project meets map-based screening criteria by being located in an area that exhibits below threshold VMT, or 15 percent or more below the regional average.
3. Near Transit Stations: The project is located in a Transit Priority Area or within a 0.5-mile of a Major Transit Corridor or Stop[124] and satisfies the following:

- Has a Floor Area Ratio (FAR) of more than 0.75.

[123] The City of Oakland's TIRG defines local-serving retail as retail not exceeding 80,000 square feet of contiguous retail space.

[124] Major transit stop is defined in CEQA Guidelines Section 21064.3 as a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

- Does not include more parking for use by residents, customers, or employees of the project than other typical nearby uses, or more than required by the City (if parking minimums pertain to the site) or allowed without a conditional use permit (if minimums and/or maximums pertain to the site).
- Is consistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Transportation Commission).

VMT Impact Analysis

The project would include 950,600 square feet of office and 2,300 square feet of retail space. Per direction provided in the TIRG, the regional VMT per worker minus 15-percent is used as the threshold of significance for the retail and office uses. These components of the project satisfy the Low-VMT Area (#2) and Near Transit Stations (#3) criteria as described below.

Criterion #1: Small Projects

The project would generate more than 100 trips per day and therefore does not meet Criterion #1.

Criterion #2: Low-VMT Area

Table V.M-1 below describes the 2020 and 2040 VMT for TAZ 971 in the MTC Model, the TAZ in which the project is located, as well as the applicable VMT thresholds of 15-percent below the regional average. As shown in Table V.M-1, the 2020 and 2040 average daily VMT (12.7 and 12.0, respectively) per worker in the project TAZ are below the regional average minus 15 percent (18.5 and 17.3, respectively). Therefore, the project would not exceed VMT more than 15 percent below the regional averages and would be less than significant for both the office and retail components of the project.

TABLE V.M-1 DAILY VEHICLE MILES TRAVELED SUMMARY

	Bay Area				TAZ 971	
	2020		2040			
Land Use	Regional Average	Regional Average Minus 15%	Regional Average	Regional Average Minus 15%	2020	2040
Office and Retail (VMT per worker)[a]	21.8	18.5	20.3	17.3	12.7	12.0

[a] MTC Model results available at analytics.mtc.ca.gov/foswiki/Main/PlanBayAreaVMTPerWorker, accessed March 2020.
Source: Fehr & Peers, 2020.

Criterion #3: Near Transit Stations

The project would be located within 0.1 miles of the 19th Street BART Station and frequent bus service along Broadway (Route 6 with 10-minute peak headways, Route 18 with 15-minute peak headways, Route 51A with 10-minute peak headways, and Routes 72/72M/72R with 10- to 12-minute peak headways). The project would satisfy Criterion #3 because it would meet the following three conditions for this criterion:

- The project would have a FAR of 20.0, which is greater than 0.75.
- The project would include 262 parking spaces. The City of Oakland Planning Code (Section 17.116.080) has no parking minimum requirement and allows up to one space for each 300 square feet of ground floor area and one space for each 500 square feet of floor area above ground floor for office and retail use in the CBD-C zone. The Code requires the project to provide between no parking and up 1,786 parking spaces. Table V.M-2 shows the parking ratios for several recently approved office developments in Downtown Oakland. The project would provide a parking ratio of 0.28 parking spaces per 1,000 square feet, which is consistent with other recently approved office projects (see Table V.M-2). The project would not provide more parking for use by employees or customers than other typical nearby uses, nor would it provide more parking than required by City Code.
- The project is located within the Downtown Priority Development Area (PDA) as defined by Plan Bay Area and is therefore consistent with the region's Sustainable Communities Strategy.

TABLE V.M-2 EXAMPLE DOWNTOWN OFFICE PROJECT PARKING RATIOS

Development	Size	New Parking Supply	Parking Supply Ratio
1100 Broadway	312 ksf	0	0
2 Kaiser Plaza (Option A)	457 ksf	280	0.61 spaces/ksf
2 Kaiser Plaza (Option B)	850 ksf	352	0.41 spaces/ksf
T12	588 ksf	205	0.35 spaces/ksf
Eastline–2100 Telegraph (All Office Final Development Program)	1,555 ksf	1,690	1.09 spaces/ksf
2201 Valley Street	739 ksf	212	0.29 spaces/ksf

Note: ksf = 1,000 square feet
Sources: Fehr & Peers, 2020; Urban Planning Partners, 2020.

Vehicle Miles Travelled Screening Conclusion

The project would satisfy the Low-VMT Area (#2) and the Near Transit Stations (#3) criteria and is therefore would have a less-than-significant impact related to VMT.

Substantially Induce Additional Automobile Travel by Increasing Physical Roadway Capacity in Congested Areas or By Adding New Roadways to the Network (Criterion 13.c)

The project would not modify the roadway network surrounding the project site. Therefore, the project would not substantially induce additional automobile travel by increasing the physical roadway capacity in congested areas (i.e., by adding new mixed-flow lanes) and would not add new roadways to the network and would have a less-than-significant impact on inducing additional automobile traffic.

3. Conclusion

The project's potential impacts related to pedestrian, bicycle, transit, emergency access, and design and incompatible use considerations would be less than significant. The project would not result in any other transportation related significant impacts.

Further, implementation of SCA-TRANS-1: Transportation and Parking Demand Management (#78) would be applicable to the project and would ensure that transportation and circulation-related impacts associated with the project would be less than significant.

Consistent with the findings of the Program EIRs, implementation of the project would not result in any new or more severe significant impacts related to pedestrian, bicycle, transit, emergency access, or design identified in the Program EIRs. Implementation of SCA-TRANS-1: Transportation and Parking Demand Management (#78) to ensure no significant CEQA impacts related to transit occur. Additionally, independent of CEQA, the City will require implementation of SCA-TRANS-2: Construction Activity in the Public Right-of-Way (#75), SCA-TRANS-3: Bicycle Parking (#76), SCA-TRANS-4: Transportation Improvements (#77), SCA-TRANS-5: Transportation Impact Fee (#79) and SCA-TRANS-6: Plug-In Electric Vehicle Charging Infrastructure (#81) would further minimize the already less-than-significant transportation impacts. Please see Attachment A for a full description of the applicable SCAs.

N. UTILITIES AND SERVICE SYSTEMS

Would the project:	Equal or Less Severity of Impact Previously Identified in Program EIRs	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	New Significant Impact
a. Exceed wastewater treatment requirements of the San Francisco Bay Regional Water Quality Control Board;	☒	☐	☐
b. Require or result in construction of new storm water drainage facilities or expansion of existing facilities, construction of which could cause significant environmental effects;	☒	☐	☐
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the providers' existing commitments and require or result in construction of new wastewater treatment facilities or expansion of existing facilities, construction of which could cause significant environmental effects;	☒	☐	☐
d. Exceed water supplies available to serve the project from existing entitlements and resources, and require or result in construction of water facilities or expansion of existing facilities, construction of which could cause significant environmental effects;	☒	☐	☐
e. Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs and require or result in construction of landfill facilities or expansion of existing facilities, construction of which could cause significant environmental effects;	☒	☐	☐
f. Violate applicable federal, state, and local statutes and regulations related to solid waste;	☒	☐	☐
g. Violate applicable federal, state, and local statutes and regulations relating to energy standards; or	☒	☐	☐
h. Result in a determination by the energy provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the providers' existing commitments and require or result in construction of new energy facilities or expansion of existing facilities, construction of which could cause significant environmental effects.	☒	☐	☐

1. Program EIR Findings

The 2011 Renewal Plan EIR found all impacts to utilities and service systems to be less than significant with applicable SCAs.

The 1998 LUTE EIR, which analyzed utilities and service systems, found all potential impacts to be less than significant after implementation of mitigation measures, which are functionally equivalent to the latest SCAs.

2. Project Analysis

Water, Wastewater, and Stormwater (Criteria 14.a and 14.b)

The project site is in an already built-out urban area, and no new utility infrastructure would be required other than those potentially required as a part of SCA-UTIL-1: Sanitary Sewer System (#87) and SCA-UTIL-2: Storm Drain System (#88). While the project would increase the amount of water needed and wastewater generated in the project area, it does not include any new, less efficient water uses than what was previously evaluated in the Program EIRs. For these reasons, the project would not result in the need for additional water entitlements or water-related facilities.

Wastewater generated by the project would be subject to both primary and secondary treatment and would not violate the wastewater treatment requirements of the San Francisco Bay Regional Water Quality Control Board. The current project site is composed of entirely impervious surface area. The project thus would not increase this amount and would likely reduce the amount of stormwater generated at the site through landscaping, other infrastructure improvements, and from compliance with City of Oakland requirements.

In addition, implementation of City SCAs would further address any potential impacts on water, wastewater, and stormwater, including: SCA-UTIL-1: Sanitary Sewer System (#87) and SCA-UTIL-2: Storm Drain System (#88). The City of Oakland SCA related to recycled water (SCA #88), would not apply to the project as there is currently no access to recycled water to the site.

Solid Waste Services (Criterion 14.c)

Nonhazardous solid waste in the analyzed area is ultimately hauled to the Altamont Landfill and Resource Facility, which has an expected closure date of 2037.[125] As such, the Altamont Landfill would have sufficient capacity to accept waste generated by development under the project. In addition, implementation of SCA-UTIL-3: Recycling Collection and Storage Space (#84) would be required, and the project would be required to comply with the City of Oakland Recycling Space Allocation Ordinance (Chapter 17.118 of the Oakland Planning Code). Implementation of SCA-UTIL-4: Construction and Demolition Waste Reduction and Recycling (#82) would be required of the project. Lastly, the project would be required to comply the City of Oakland Construction and Demolition Waste Reduction and Recycling Ordinance (Chapter 15.34 of the Oakland Municipal

[125] Alameda County Waste Management Authority, 2003. Alameda County Integrated Waste Management Plan, amended March 22, 2017.

Code). Implementation of these SCAs and adherence with City of Oakland requirements would ensure no significant impacts related to solid waste would occur.

Energy (Criterion 14.d)

The project would be required to comply with the standards of Title 24 of the California Code of Regulations. In addition, the project would be required to implement SCA-UTIL-5: Underground Utilities (#83), which requires all new gas, electric, cable, and telephone facilities underground, and SCA-UTIL-6: Green Building Requirements (#85), which requires compliance with the green building ordinance. The project is required by City of Oakland standards to earn LEED Silver, which would require further energy efficiency measures. Implementation of these SCAs and adherence with Title 24 and City of Oakland requirements would ensure no significant impacts related to energy would occur.

3. Conclusion

Consistent with the findings of the Program EIRs, the project would not result in any new or more severe significant impacts related to water supply, sewer capacity, stormwater drainage facilities, solid waste services, and energy than those identified in the Program EIRs. Implementation of SCA-UTIL-1: Sanitary Sewer System (#87), SCA-UTIL-2: Storm Drain System (#88), SCA-UTIL-3: Recycling Collection and Storage Space (#84), SCA-UTIL-4: Construction and Demolition Waste Reduction and Recycling (#82), SCA-UTIL-5: Underground Utilities (#83), SCA-UTIL-6: Green Building Requirements (#85), and SCA-UTIL-7: Water Efficient Landscape Ordinance (WELO) (#89), as well as compliance with Title 24 and CALGreen requirements would ensure that impacts to utilities and service systems would be less than significant. Please see Attachment A for a full description of the applicable SCAs.

ATTACHMENT A: MITIGATION MEASURES AND STANDARD CONDITIONS OF APPROVAL AND REPORTING PROGRAM

A. Applicable Mitigation Measures

The following applicable mitigation measures from the 1998 LUTE EIR would be required of the project to ensure that any impacts to the environment are reduced to the maximum extent feasible. All other mitigations which are functionally equivalent to the City of Oakland's Standard Conditions of Approval are discussed are addressed below in the Standard Conditions of Approval table.

> **Mitigation Measure N.1:** The City shall require the project sponsors to incorporate specific design elements in the final siting and designs for the high rises that could reduce ground-level winds within the Downtown Showcase District.

B. Standard Conditions of Approval

The City of Oakland's Uniformly Applied Development Standards adopted as Standard Conditions of Approval (Standard Conditions of Approval, or SCAs) were originally adopted by the City in 2008 (Ordinance No. 12899 C.M.S.) pursuant to Public Resources Code section 21083.3) and have been incrementally updated over time, with the most recent version being released in January of 2020. The SCAs incorporate development policies and standards from various adopted plans, policies, and ordinances (such as the Oakland Planning and Municipal Codes, Oakland Creek Protection, Stormwater Water Management and Discharge Control Ordinance, Oakland Tree Protection Ordinance, Oakland Grading Regulations, National Pollutant Discharge Elimination System (NPDES) permit requirements, Housing Element-related mitigation measures, Green Building Ordinance, historic/Landmark status, California Building Code, and Uniform Fire Code, among others), which have been found to substantially mitigate environmental effects.

These SCAs are incorporated into projects as conditions of approval, regardless of the determination of a project's environmental impacts. As applicable, the SCAs are adopted as requirements of an individual project when it is approved by the City, and are designed to, and will, avoid or substantially reduce a project's environmental effects.

In reviewing project applications, the City of Oakland determines which SCAs apply based upon the zoning district, community plan, and the type of permits/approvals required for the project. The City of Oakland also will determine which SCAs apply to a specific project based on the specific project type and/or project site characteristics. Because these SCAs are mandatory City requirements imposed on a city-wide basis, environmental analyses assume these SCAs will be

implemented by the project, and these SCAs are not imposed as mitigation measures under CEQA.

All SCAs identified in the CEQA document—which is consistent with the measures and conditions presented in the City of Oakland General Plan, Land Use and Transportation EIR (LUTE EIR, 1998) and the 2011 Central District Urban Renewal Plan Amendments EIR (2011 Renewal Plan EIR)—are included herein. To the extent that any SCA identified in the CEQA document was inadvertently omitted, it is automatically incorporated herein by reference.

- The first column identifies the SCA applicable to that topic in the CEQA document.
- The second column identifies the monitoring schedule or timing applicable to the project.
- The third column names the party responsible for monitoring the required action for the project.

In addition to the SCAs identified and discussed in the CEQA document, other SCAs that are applicable to the project are included herein.

The project sponsor is responsible for compliance with any recommendations in approved technical reports and with all SCAs set forth herein at its sole cost and expense, unless otherwise expressly provided in a specific SCA, and subject to the review and approval of the City of Oakland. Overall monitoring and compliance with the SCAs will be the responsibility of the Planning and Zoning Division. Prior to the issuance of a demolition, grading, and/or construction permit, the project sponsor shall pay the applicable mitigation and monitoring fee to the City in accordance with the City's Master Fee Schedule.

Note that the SCAs included in this document are referred to using an abbreviation for the environmental topic area and are numbered sequentially for each topic area—i.e., **SCA-AIR-1, SCA-AIR-2,** etc. The SCA titles are also provided—i.e., **SCA-AIR-1: Dust Controls – Construction Related (#21)**.

	Implementation/Monitoring		
Standard Conditions of Approval	**When Required**	**Initial Approval**	**Monitoring/ Inspection**
Aesthetics, Shadow, and Wind			
SCA-AES-1: *Lighting (#19)*. Proposed new exterior lighting fixtures shall be adequately shielded to a point below the light bulb and reflector to prevent unnecessary glare onto adjacent properties.	Prior to building permit final	N/A	Bureau of Building
SCA-AES-2: *Landscape Plan (#18)*. a. ***Landscape Plan Required*** • The project applicant shall submit a final Landscape Plan for City review and approval that is consistent with the approved Landscape Plan. The Landscape Plan shall be included with the set of drawings submitted for the construction-related permit and shall comply with the landscape requirements of chapter	Prior to approval of construction-related permit	Bureau of Planning	N/A

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/ Inspection
17.124 of the Planning Code. Proposed plants shall be predominantly drought tolerant. Specification of any street trees shall comply with the Master Street Tree List and Tree Planting Guidelines (which can be viewed at http://www2.oaklandnet.com/oakca1/groups/pwa/documents/report/oak042662.pdf and http://www2.oaklandnet.com/oakca1/groups/pwa/documents/form/oak025595.pdf, respectively), and with any applicable streetscape plan.			
b. Landscape Installation • The project applicant shall implement the approved Landscape Plan unless a bond, cash deposit, letter of credit, or other equivalent instrument acceptable to the Director of City Planning, is provided. The financial instrument shall equal the greater of $2,500 or the estimated cost of implementing the Landscape Plan based on a licensed contractor's bid.	Prior to building permit final	Bureau of Planning	Bureau of Building
c. Landscape Maintenance • All required planting shall be permanently maintained in good growing condition and, whenever necessary, replaced with new plant materials to ensure continued compliance with applicable landscaping requirements. The property owner shall be responsible for maintaining planting in adjacent public rights-of-way. All required fences, walls, and irrigation systems shall be permanently maintained in good condition and, whenever necessary, repaired or replaced.	Ongoing	N/A	Bureau of Buildings
SCA-AES-3: *Trash and Blight Removal (#16).* The project applicant and his/her successors shall maintain the property free of blight, as defined in chapter 8.24 of the Oakland Municipal Code. For nonresidential and multi-family residential projects, the project applicant shall install and maintain trash receptacles near public entryways as needed to provide sufficient capacity for building users.	Ongoing	N/A	Bureau of Building
SCA-AES-4: *Graffiti Control (#17).* a. During construction and operation of the project, the project applicant shall incorporate best management practices reasonably related to the control of graffiti and/or the mitigation of the impacts of graffiti. Such best management practices may include, without limitation: i. Installation and maintenance of landscaping to discourage defacement of and/or protect likely graffiti-attracting surfaces. ii. Installation and maintenance of lighting to protect likely graffiti-attracting surfaces. iii. Use of paint with anti-graffiti coating. iv. Incorporation of architectural or design elements or features to discourage graffiti defacement in accordance with the principles of Crime Prevention Through Environmental Design (CPTED). v. Other practices approved by the City to deter, protect, or reduce the potential for graffiti defacement.	Ongoing	N/A	Bureau of Buildings

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	**Initial Approval**	**Monitoring/ Inspection**
b. The project applicant shall remove graffiti by appropriate means within seventy-two (72) hours. Appropriate means include the following: i. Removal through scrubbing, washing, sanding, and/or scraping (or similar method) without damaging the surface and without discharging wash water or cleaning detergents into the City storm drain system. ii. Covering with new paint to match the color of the surrounding surface. iii. Replacing with new surfacing (with City permits if required).			
SCA-AES-5: *Public Art for Private Development (#74).* The project is subject to the City's Public Art Requirements for Private Development, adopted by Ordinance No. 13275 C.M.S. ("Ordinance"). The public art contribution requirements are equivalent to one-half percent (0.5%) for the "residential" building development costs, and one percent (1.0%) for the "non-residential" building development costs. The contribution requirement can be met through: 1) the installation of freely accessible art at the site; 2) the installation of freely accessible art within one-quarter mile of the site; or 3) satisfaction of alternative compliance methods described in the Ordinance, including, but not limited to, payment of an in-lieu fee contribution. The applicant shall provide proof of full payment of the in-lieu contribution and/or provide plans, for review and approval by the Planning Director, showing the installation or improvements required by the Ordinance prior to issuance of a building permit. Proof of installation of artwork, or other alternative requirement, is required prior to the City's issuance of a final certificate of occupancy for each phase of a project unless a separate, legal binding instrument is executed ensuring compliance within a timely manner subject to City approval.	Payment of in-lieu fees and/or plans showing fulfillment of public art requirement – Prior to Issuance of Building permit	Bureau of Planning	Bureau of Planning
Air Quality			
SCA-AIR-1: *Criteria Air Pollutants – Construction Related (#21)* The project applicant shall implement all of the following applicable basic control measure for criteria pollutants during construction of the project as applicable: a. Idling times on all diesel-fueled commercial vehicles over 10,000 lbs. shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time of two minutes (as required by the California airborne toxics control measure Title 13, Section 2485, of the California Code of Regulations). Clean signage to this effect shall be provided for construction workers at all access points. b. Idling times on all diesel-fueled off-road vehicles over 25 horsepower shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two minutes and fleet operators must develop a written policy as required by Title 23, Section 2449, of the California Code of Regulations ("California Air Resources Board Off-Road Diesel Regulations").	During construction	N/A	Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	**Initial Approval**	**Monitoring/ Inspection**
c. All construction equipment shall be maintained and properly tuned in accordance with the manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. Equipment check documentation should be kept at the construction site and be available for review by the City and the Bay Area Air Quality District as needed. d. Portable equipment shall be powered by grid electricity if available. If electricity is not available, propane or natural gas generators shall be used if feasible. Diesel engines shall only be used if grid electricity is not available and propane or natural gas generators cannot meet the electrical demand. e. Low VOC (i.e., ROG) coatings shall be used that comply with BAAQMD Regulation 8, Rule 3: Architectural Coatings. f. All equipment to be used on the construction site shall comply with the requirements of Title 13, Section 2449, of the California Code of Regulations ("California Air Resources Board Off-Road Diesel Regulations") and upon request by the City (and the Air District if specifically requested), the project applicant shall provide written documentation that fleet requirements have been met.			
SCA-AIR-2: *Dust Controls – Construction Related (#20).* The project applicant shall implement all of the following applicable dust control measures during construction of the project: a. Water all exposed surfaces of active construction areas at least twice daily. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever feasible. b. Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer). c. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. d. Limit vehicle speeds on unpaved roads to 15 miles per hour. e. All demolition activities (if any) shall be suspended when average wind speeds exceed 20 mph. f. All trucks and equipment, including tires, shall be washed off prior to leaving the site. g. Site accesses 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. h. Apply and maintain vegetative ground cover (e.g., hydroseed) or non-toxic soil stabilizers to disturbed areas of soil that will be inactive for more than one month. Enclose, cover, water twice daily, or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.). i. Designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to	During construction	N/A	Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	**Initial Approval**	**Monitoring/ Inspection**
prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. j. When working at a site, install appropriate wind breaks (e.g., trees, fences) on the windward side(s) of the site, to minimize wind-blown dust. Windbreaks must have a maximum 50 percent air porosity. k. Post a publicly visible large on-site sign that includes the contact name and phone number for the project complaint manager responsible for responding to dust complaints and the telephone numbers of the City's Code Enforcement unit and the Bay Area Air Quality Management District. When contacted, the project complaint manager shall respond and take corrective action within 48 hours. l. All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe.			
SCA-AIR-3: *Asbestos in Structures (#26).* The project applicant shall comply with all applicable laws and regulations regarding demolition and renovation of Asbestos Containing Materials (ACM), including but not limited to California Code of Regulations, Title 8; California Business and Professions Code, Division 3; California Health and Safety Code sections 25915-25919.7; and Bay Area Air Quality Management District, Regulation 11, Rule 2, as may be amended. Evidence of compliance shall be submitted to the City upon request.	Prior to approval of construction-related permit	Applicable regulatory agency with jurisdiction	Applicable regulatory agency with jurisdiction
SCA-AIR-4: *Diesel Particulate Matter Controls – Construction Related (#22).* ***a. Diesel Particulate Matter Reduction Measures*** The project applicant shall implement appropriate measures during construction to reduce potential health risks to sensitive receptors due to exposure to diesel particulate matter (DPM) from construction emissions. The project applicant shall choose **one** of the following methods: i. The project applicant shall retain a qualified air quality consultant to prepare a Health Risk Assessment (HRA) in accordance with current guidance from the California Air Resources Board (CARB) and Office of Environmental Health and Hazard Assessment to determine the health risk to sensitive receptors exposed to DPM from project construction emissions. The HRA shall be submitted to the City (and the Air District if specifically requested) for review and approval. If the HRA concludes that the health risk is at or below acceptable levels, then DPM reduction measures are not required. If the HRA concludes that the health risk exceeds acceptable levels, DPM reduction measures shall be identified to reduce the health risk to acceptable levels as set forth under subsection b below. Identified DPM reduction measures shall be submitted to the City for review and approval prior to the issuance of building permits and the approved DPM reduction measures shall be implemented during construction. -or-	Prior to approval of construction-related permit	Bureau of Planning	Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	**Initial Approval**	**Monitoring/ Inspection**
ii. All off-road diesel equipment shall be equipped with the most effective Verified Diesel Emission Control Strategies (VDECS) available for the engine type (Tier 4 engines automatically meet this requirement) as certified by CARB. The equipment shall be properly maintained and tuned in accordance with manufacturer specifications. This shall be verified through an equipment inventory submittal and Certification Statement that the Contractor agrees to compliance and acknowledges that a significant violation of this requirement shall constitute a material breach of contract.			
b. Construction Emissions Minimization Plan (if required by a above) The project applicant shall prepare a Construction Emissions Minimization Plan (Emissions Plan) for all identified DPM reduction measures (if any). The Emissions Plan shall be submitted to the City (and the Bay Area Air Quality District if specifically requested) for review and approval prior to the issuance of building permits. The Emissions Plan shall include the following: i. An equipment inventory summarizing the type of off-road equipment required for each phase of construction, including the equipment manufacturer, equipment identification number, engine model year, engine certification (tier rating), horsepower, and engine serial number. For all VDECS, the equipment inventory shall also include the technology type, serial number, make, model, manufacturer, CARB verification number level, and installation date. ii. A Certification Statement that the Contractor agrees to comply fully with the Emissions Plan and acknowledges that a significant violation of the Emissions Plan shall constitute a material breach of contract.	Prior to approval of construction-related permit	Bureau of Planning	Bureau of Building
SCA-AIR-5: *Stationary Sources of Air Pollution (Toxic Air Contaminants) (#24)*. The project applicant shall incorporate appropriate measures into the project design in order to reduce the potential health risk due to on-site stationary sources of toxic air contaminants. The project applicant shall choose **one** of the following methods: a. The project applicant shall retain a qualified air quality consultant to prepare a Health Risk Assessment (HRA) in accordance with California Air Resources Board (CARB) and Office of Environmental Health and Hazard Assessment requirements to determine the health risk associated with proposed stationary sources of pollution in the project. The HRA shall be submitted to the City for review and approval. If the HRA concludes that the health risk is at or below acceptable levels, then health risk reduction measures are not required. If the HRA concludes the health risk exceeds acceptable levels, health risk reduction measures shall be identified to reduce the health risk to acceptable levels. Identified risk reduction measures shall be submitted to the City for review and approval and be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the City. - or -	Prior to approval of construction-related permit	Bureau of Planning	Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	**Initial Approval**	**Monitoring/ Inspection**
b. The project applicant shall incorporate the following health risk reduction measures into the project. These features shall be submitted to the City for review and approval and be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the City: i. Installation of non-diesel fueled generators, if feasible, or; ii. Installation of diesel generators with an EPA-certified Tier 4 engine or engines that are retrofitted with a CARB Level 3 Verified Diesel Emissions Control Strategy, if feasible.			
Biological Resources			
SCA-BIO-1: *Tree Removal during Bird Breeding Season (#29).* To the extent feasible, removal of any tree and/or other vegetation suitable for nesting of birds shall not occur during the bird breeding season of February 1 to August 15 (or during December 15 to August 15 for trees located in or near marsh, wetland, or aquatic habitats). If tree removal must occur during the bird breeding season, all trees to be removed shall be surveyed by a qualified biologist to verify the presence or absence of nesting raptors or other birds. Pre-removal surveys shall be conducted within 15 days prior to the start of work and shall be submitted to the City for review and approval. If the survey indicates the potential presence of nesting raptors or other birds, the biologist shall determine an appropriately sized buffer around the nest in which no work will be allowed until the young have successfully fledged. The size of the nest buffer will be determined by the biologist in consultation with the California Department of Fish and Wildlife and will be based to a large extent on the nesting species and its sensitivity to disturbance. In general, buffer sizes of 200 feet for raptors and 50 feet for other birds should suffice to prevent disturbance to birds nesting in the urban environment, but these buffers may be increased or decreased, as appropriate, depending on the bird species and the level of disturbance anticipated near the nest.	Prior to removal of trees	Bureau of Planning	Bureau of Building
SCA-BIO-2: *Tree Permit (#30).* ***a. Tree Permit Required*** Pursuant to the City's Tree Protection Ordinance (OMC chapter 12.36), the project applicant shall obtain a tree permit and abide by the conditions of that permit.	Prior to approval of construction-related permit	Permit approval by Public Works Department, Tree Division; evidence of approval submitted to Bureau of Building	Bureau of Building
b. Tree Protection During Construction Adequate protection shall be provided during the construction period for any trees which are to remain standing, including the following, plus any recommendations of an arborist: i. Before the start of any clearing, excavation, construction, or other work on the site, every protected tree deemed to be potentially endangered by said site work shall be securely fenced off at a distance from the base of the tree to be determined by the project's consulting arborist. Such fences shall remain in place for	During construction	Public Works Department, Tree Division	Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/ Inspection
duration of all such work. All trees to be removed shall be clearly marked. A scheme shall be established for the removal and disposal of logs, brush, earth, and other debris which will avoid injury to any protected tree. ii. Where proposed development or other site work is to encroach upon the protected perimeter of any protected tree, special measures shall be incorporated to allow the roots to breathe and obtain water and nutrients. Any excavation, cutting, filling, or compaction of the existing ground surface within the protected perimeter shall be minimized. No change in existing ground level shall occur within a distance to be determined by the project's consulting arborist from the base of any protected tree at any time. No burning or use of equipment with an open flame shall occur near or within the protected perimeter of any protected tree. iii. No storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees shall occur within the distance to be determined by the project's consulting arborist from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. No heavy construction equipment or construction materials shall be operated or stored within a distance from the base of any protected trees to be determined by the project's consulting arborist. Wires, ropes, or other devices shall not be attached to any protected tree, except as needed for support of the tree. No sign, other than a tag showing the botanical classification, shall be attached to any protected tree. iv. Periodically during construction, the leaves of protected trees shall be thoroughly sprayed with water to prevent buildup of dust and other pollution that would inhibit leaf transpiration. v. If any damage to a protected tree should occur during or as a result of work on the site, the project applicant shall immediately notify the Public Works Department and the project's consulting arborist shall make a recommendation to the City Tree Reviewer as to whether the damaged tree can be preserved. If, in the professional opinion of the Tree Reviewer, such tree cannot be preserved in a healthy state, the Tree Reviewer shall require replacement of any tree removed with another tree or trees on the same site deemed adequate by the Tree Reviewer to compensate for the loss of the tree that is removed. vi. All debris created as a result of any tree removal work shall be removed by the project applicant from the property within two weeks of debris creation, and such debris shall be properly disposed of by the project applicant in accordance with all applicable laws, ordinances, and regulations.			
c. Tree Replacement Plantings Replacement plantings shall be required for tree removals for the purposes of erosion control, groundwater replenishment, visual screening, wildlife habitat, and preventing excessive loss of shade, in accordance with the following criteria: i. No tree replacement shall be required for the removal of nonnative species, for the removal of trees which is required for	Prior to building permit final	Public Works Department, Tree Division	Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	**Initial Approval**	**Monitoring/ Inspection**
the benefit of remaining trees, or where insufficient planting area exists for a mature tree of the species being considered. ii. Replacement tree species shall consist of Sequoia sempervirens (Coast Redwood), Quercus agrifolia (Coast Live Oak), Arbutus menziesii (Madrone), Aesculus californica (California Buckeye), Umbellularia californica (California Bay Laurel), or other tree species acceptable to the Tree Division. iii. Replacement trees shall be at least twenty-four (24) inch box size, unless a smaller size is recommended by the arborist, except that three fifteen (15) gallon size trees may be substituted for each twenty-four (24) inch box size tree where appropriate. iv. Minimum planting areas must be available on site as follows: • For Sequoia sempervirens, three hundred fifteen (315) square feet per tree; • For other species listed, seven hundred (700) square feet per tree. v. In the event that replacement trees are required but cannot be planted due to site constraints, an in lieu fee in accordance with the City's Master Fee Schedule may be substituted for required replacement plantings, with all such revenues applied toward tree planting in city parks, streets, and medians. vi. The project applicant shall install the plantings and maintain the plantings until established. The Tree Reviewer of the Tree Division of the Public Works Department may require a landscape plan showing the replacement plantings and the method of irrigation. Any replacement plantings which fail to become established within one year of planting shall be replanted at the project applicant's expense.			
Cultural Resources			
SCA-CUL-1: *Archaeological and Paleontological Resources – Discovery During Construction (#32)*. Pursuant to CEQA Guidelines section 15064.5(f), in the event that any historic or prehistoric subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the project applicant shall notify the City and consult with a qualified archaeologist or paleontologist, as applicable, to assess the significance of the find. In the case of discovery of paleontological resources, the assessment shall be done in accordance with the Society of Vertebrate Paleontology standards. If any find is determined to be significant, appropriate avoidance measures recommended by the consultant and approved by the City must be followed unless avoidance is determined unnecessary or infeasible by the City. Feasibility of avoidance shall be determined with consideration of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted. Work may proceed on other parts of the project site while measures for the cultural resources are implemented. In the event of data recovery of archaeological resources, the project applicant shall submit an Archaeological Research Design and Treatment Plan (ARDTP) prepared by a qualified archaeologist for review and approval by the City. The ARDTP is required to identify how	During construction	N/A	Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/ Inspection
the proposed data recovery program would preserve the significant information the archaeological resource is expected to contain. The ARDTP shall identify the scientific/historic research questions applicable to the expected resource, the data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. The ARDTP shall include the analysis and specify the curation and storage methods. Data recovery, in general, shall be limited to the portions of the archaeological resource that could be impacted by the proposed project. Destructive data recovery methods shall not be applied to portions of the archaeological resources if nondestructive methods are practicable. Because the intent of the ARDTP is to save as much of the archaeological resource as possible, including moving the resource, if feasible, preparation and implementation of the ARDTP would reduce the potential adverse impact to less than significant. The project applicant shall implement the ARDTP at his/her expense. In the event of excavation of paleontological resources, the project applicant shall submit an excavation plan prepared by a qualified paleontologist to the City for review and approval. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and/or a report prepared by a qualified paleontologist, as appropriate, according to current professional standards and at the expense of the project applicant.			
SCA-CUL-2: *Human Remains – Discovery During Construction (#34).* Pursuant to CEQA Guidelines section 15064.5(e)(1), in the event that human skeletal remains are uncovered at the project site during construction activities, all work shall immediately halt, and the project applicant shall notify the City and the Alameda County Coroner. If the County Coroner determines that an investigation of the cause of death is required or that the remains are Native American, all work shall cease within 50 feet of the remains until appropriate arrangements are made. In the event that the remains are Native American, the City shall contact the California Native American Heritage Commission (NAHC), pursuant to subdivision (c) of section 7050.5 of the California Health and Safety Code. If the agencies determine that avoidance is not feasible, then an alternative plan shall be prepared with specific steps and timeframe required to resume construction activities. Monitoring, data recovery, determination of significance, and avoidance measures (if applicable) shall be completed expeditiously and at the expense of the project applicant.	During construction	N/A	Bureau of Building
Geology, Soils, and Geohazards			
SCA-GEO-1: *Construction-Related Permit(s) (#36).* The project applicant shall obtain all required construction-related permits/approvals from the City. The project shall comply with all standards, requirements and conditions contained in construction-related codes, including but not limited to the Oakland Building Code and the Oakland Grading Regulations, to ensure structural integrity and safe construction.	Prior to approval of construction-related permit	Bureau of Building	Bureau of Building
SCA-GEO-2: *Seismic Hazards Zone (Landslide/Liquefaction) (#39).* : The project applicant shall submit a site-specific geotechnical report, consistent with California Geological Survey Special Publication 117 (as amended), prepared by a registered geotechnical engineer for City	Prior to approval of construction-related permit	Bureau of Building	Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	**Initial Approval**	**Monitoring/ Inspection**
review and approval containing at a minimum a description of the geological and geotechnical conditions at the site, an evaluation of site-specific seismic hazards based on geological and geotechnical conditions, and recommended measures to reduce potential impacts related to liquefaction and/or slope stability hazards. The project applicant shall implement the recommendations contained in the approved report during project design and construction.			
Greenhouse Gas and Climate Change			
SCA-GHG-1: *Project Compliance with the Equitable Climate Action Plan (ECAP) Consistency Checklist (#41).* The project applicant shall implement all the measures in the Equitable Climate Action Plan (ECAP) Consistency Checklist that was submitted during the Planning entitlement phase. a. For physical ECAP Consistency Checklist measures to be incorporated into the design of the project, the measures shall be included on the drawings submitted for construction-related permits.	Prior to approval of construction-related permit	Bureau of Planning	Bureau of Planning
b. For physical ECAP Consistency Checklist measures to be incorporated into the design of the project, the measures shall be implemented during construction.	During Construction	Bureau of Planning	Bureau of Building
c. For ECAP Consistency Checklist measures that are operational but not otherwise covered by these SCAs, including but not limited to the requirement for transit passes or additional Transportation Demand Management measures, the applicant shall provide notice of these measures to employees and/or residents and post these requirements in a public place such as a lobby or work area accessible to the employees and/or residents.	Ongoing	Bureau of Planning	N/A
Hazards and Hazardous Materials			
SCA-HAZ-1: *Hazardous Building Materials and Site Contamination (#44).* ***a. Hazardous Building Materials Assessment*** The project applicant shall submit a comprehensive assessment report to the Bureau of Building, signed by a qualified environmental professional, documenting the presence or lack thereof of asbestos-containing materials (ACMs), lead-based paint, polychlorinated biphenyls (PCBs), and any other building materials or stored materials classified as hazardous materials by State or federal law. If lead-based paint, ACMs, PCBs, or any other building materials or stored materials classified as hazardous materials are present, the project applicant shall submit specifications prepared and signed by a qualified environmental professional, for the stabilization and/or removal of the identified hazardous materials in accordance with all applicable laws and regulations. The project applicant shall implement the approved recommendations and submit to the City evidence of approval for any proposed remedial action and required clearances by the applicable local, state, or federal regulatory agency.	Prior to approval of demolition, grading, or building permits	Bureau of Building	Bureau of Building
b. Environmental Site Assessment Required The project applicant shall submit a Phase I Environmental Site Assessment report, and Phase II Environmental Site Assessment report if warranted by the Phase I report, for the project site for review and	Prior to approval of construction-related permit.	Applicable regulatory agency with jurisdiction	Applicable regulatory agency with jurisdiction

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/ Inspection
approval by the City. The report(s) shall be prepared by a qualified environmental assessment professional and include recommendations for remedial action, as appropriate, for hazardous materials. The project applicant shall implement the approved recommendations and submit to the City evidence of approval for any proposed remedial action and required clearances by the applicable local, state, or federal regulatory agency.			
c. Health and Safety Plan Required The project applicant shall submit a Health and Safety Plan for the review and approval by the City in order to protect project construction workers from risks associated with hazardous materials. The project applicant shall implement the approved Plan.	Prior to approval of construction-related permit	Bureau of Building	Bureau of Building
d. Best Management Practices (BMPs) Required for Contaminated Sites The project applicant shall ensure that Best Management Practices (BMPs) are implemented by the contractor during construction to minimize potential soil and groundwater hazards. These shall include the following: i. Soil generated by construction activities shall be stockpiled on-site in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Specific sampling and handling and transport procedures for reuse or disposal shall be in accordance with applicable local, state, and federal requirements. ii. Groundwater pumped from the subsurface shall be contained on-site in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies. Engineering controls shall be utilized, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building.	During construction	N/A	Bureau of Building
SCA-HAZ-2: *Hazardous Materials Related to Construction (#43)*. The project applicant shall ensure that Best Management Practices (BMPs) are implemented by the contractor during construction to minimize potential negative effects on groundwater, soils, and human health. These shall include, at a minimum, the following: a. Follow manufacture's recommendations for use, storage, and disposal of chemical products used in construction; b. Avoid overtopping construction equipment fuel gas tanks; c. During routine maintenance of construction equipment, properly contain and remove grease and oils; d. Properly dispose of discarded containers of fuels and other chemicals; e. Implement lead-safe work practices and comply with all local, regional, state, and federal requirements concerning lead (for more information refer to the Alameda County Lead Poisoning Prevention Program); and f. If soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during	During construction	N/A	Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	**Initial Approval**	**Monitoring/ Inspection**
construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums or other hazardous materials or wastes are encountered), the project applicant shall cease work in the vicinity of the suspect material, the area shall be secured as necessary, and the applicant shall take all appropriate measures to protect human health and the environment. Appropriate measures shall include notifying the City and applicable regulatory agency(ies) and implementation of the actions described in the City's Standard Conditions of Approval, as necessary, to identify the nature and extent of contamination. Work shall not resume in the area(s) affected until the measures have been implemented under the oversight of the City or regulatory agency, as appropriate.			
Hydrology and Water Quality			
SCA-HYD-1: *State Construction General Permit (#50).* The project applicant shall comply with the requirements of the Construction General Permit issued by the State Water Resources Control Board (SWRCB). The project applicant shall submit a Notice of Intent (NOI), Stormwater Pollution Prevention Plan (SWPPP), and other required Permit Registration Documents to SWRCB. The project applicant shall submit evidence of compliance with Permit requirements to the City.	Prior to approval of construction-related permit	State Water Resources Control Board; evidence of compliance submitted to Bureau of Building	State Water Resources Control Board
SCA-HYD-2: *NPDES C.3 Stormwater Requirements for Regulated Projects (#54).* ***a. Post-Construction Stormwater Management Plan Required*** The project applicant shall comply with the requirements of Provision C.3 of the Municipal Regional Stormwater Permit issued under the National Pollutant Discharge Elimination System (NPDES). The project applicant shall submit a Post-Construction Stormwater Management Plan to the City for review and approval with the project drawings submitted for site improvements and shall implement the approved Plan during construction. The Post-Construction Stormwater Management Plan shall include and identify the following: i. Location and size of new and replaced impervious surface; ii. Directional surface flow of stormwater runoff; iii. Location of proposed on-site storm drain lines; iv. Site design measures to reduce the amount of impervious surface area; v. Source control measures to limit stormwater pollution; vi. Stormwater treatment measures to remove pollutants from stormwater runoff, including the method used to hydraulically size the treatment measures; and vii. Hydromodification management measures, if required by Provision C.3, so that post-project stormwater runoff flow and duration match pre-project runoff.	Prior to approval of construction-related permit	Bureau of Planning; Bureau of Building	Bureau of Building
b. Maintenance Agreement Required The project applicant shall enter into a maintenance agreement with the City, based on the Standard City of Oakland Stormwater	Prior to building permit final	Bureau of Building	Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	**Initial Approval**	**Monitoring/ Inspection**
Treatment Measures Maintenance Agreement, in accordance with Provision C.3, which provides, in part, for the following: i. The project applicant accepting responsibility for the adequate installation/construction, operation, maintenance, inspection, and reporting of any on-site stormwater treatment measures being incorporated into the project until the responsibility is legally transferred to another entity; and ii. Legal access to the on-site stormwater treatment measures for representatives of the City, the local vector control district, and staff of the Regional Water Quality Control Board, San Francisco Region, for the purpose of verifying the implementation, operation, and maintenance of the on-site stormwater treatment measures and to take corrective action if necessary. The maintenance agreement shall be recorded at the County Recorder's Office at the applicant's expense.			
Noise			
SCA-NOI-1: *Construction Days/Hours (#62)*. The project applicant shall comply with the following restrictions concerning construction days and hours: a. Construction activities are limited to between 7:00 a.m. and 7:00 p.m. Monday through Friday, except that pier drilling and/or other extreme noise generating activities greater than 90 dBA shall be limited to between 8:00 a.m. and 4:00 p.m. b. Construction activities are limited to between 9:00 a.m. and 5:00 p.m. on Saturday. In residential zones and within 300 feet of a residential zone, construction activities are allowed from 9:00 a.m. to 5:00 p.m. only within the interior of the building with the doors and windows closed. No pier drilling or other extreme noise generating activities greater than 90 dBA are allowed on Saturday. c. No construction is allowed on Sunday or federal holidays. Construction activities include, but are not limited to, truck idling, moving equipment (including trucks, elevators, etc.) or materials, deliveries, and construction meetings held on-site in a non-enclosed area. Any construction activity proposed outside of the above days and hours for special activities (such as concrete pouring which may require more continuous amounts of time) shall be evaluated on a case-by-case basis by the City, with criteria including the urgency/emergency nature of the work, the proximity of residential or other sensitive uses, and a consideration of nearby residents'/occupants' preferences. The project applicant shall notify property owners and occupants located within 300 feet at least 14 calendar days prior to construction activity proposed outside of the above days/hours. When submitting a request to the City to allow construction activity outside of the above days/hours, the project applicant shall submit information concerning the type and duration of proposed construction activity and the draft public notice for City review and approval prior to distribution of the public notice.	During construction	N/A	Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	**Initial Approval**	**Monitoring/ Inspection**
SCA-NOI-2: *Construction Noise (#63).* The project applicant shall implement noise reduction measures to reduce noise impacts due to construction. Noise reduction measures include, but are not limited to, the following: a. Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds) wherever feasible. b. Except as provided herein, impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used, if such jackets are commercially available, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures. c. Applicant shall use temporary power poles instead of generators where feasible. d. Stationary noise sources shall be located as far from adjacent properties as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the City to provide equivalent noise reduction. e. The noisiest phases of construction shall be limited to less than 10 days at a time. Exceptions may be allowed if the City determines an extension is necessary and all available noise reduction controls are implemented.	During construction	N/A	Bureau of Building
SCA-NOI-3: *Extreme Construction Noise (#64).* ***a. Construction Noise Management Plan Required*** Prior to any extreme noise generating construction activities (e.g., pier drilling, pile driving and other activities generating greater than 90dBA), the project applicant shall submit a Construction Noise Management Plan prepared by a qualified acoustical consultant for City review and approval that contains a set of site-specific noise attenuation measures to further reduce construction impacts associated with extreme noise generating activities. The project applicant shall implement the approved Plan during construction. Potential attenuation measures include, but are not limited to, the following: a. Erect temporary plywood noise barriers around the construction site, particularly along on sites adjacent to residential buildings; b. Implement "quiet" pile driving technology (such as pre-drilling of piles, the use of more than one pile driver to shorten the total pile	Prior to approval of construction-related permit	Bureau of Building	Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/ Inspection
driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions; c. Utilize noise control blankets on the building structure as the building is erected to reduce noise emission from the site; d. Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings by the use of sound blankets for example and implement such measure if such measures are feasible and would noticeably reduce noise impacts; and e. Monitor the effectiveness of noise attenuation measures by taking noise measurements.			
b. Public Notification Required The project applicant shall notify property owners and occupants located within 300 feet of the construction activities at least 14 calendar days prior to commencing extreme noise generating activities. Prior to providing the notice, the project applicant shall submit to the City for review and approval the proposed type and duration of extreme noise generating activities and the proposed public notice. The public notice shall provide the estimated start and end dates of the extreme noise generating activities and describe noise attenuation measures to be implemented.	During construction	Bureau of Building	Bureau of Building
SCA-NOI-4: *Construction Noise Complaints (#66)*. The project applicant shall submit to the City for review and approval a set of procedures for responding to and tracking complaints received pertaining to construction noise and shall implement the procedures during construction. At a minimum, the procedures shall include**:** a. Designation of an on-site construction complaint and enforcement manager for the project; b. A large on-site sign near the public right-of-way containing permitted construction days/hours, complaint procedures, and phone numbers for the project complaint manager and City Code Enforcement unit; c. Protocols for receiving, responding to, and tracking received complaints; and d. Maintenance of a complaint log that records received complaints and how complaints were addressed, which shall be submitted to the City for review upon the City's request.	Prior to approval of construction-related permit	Bureau of Building	Bureau of Building
SCA-NOI-5: *Operational Noise (#68)*. Noise levels from the project site after completion of the project (i.e., during project operation) shall comply with the performance standards of chapter 17.120 of the Oakland Planning Code and chapter 8.18 of the Oakland Municipal Code. If noise levels exceed these standards, the activity causing the noise shall be abated until appropriate noise reduction measures have been installed and compliance verified by the City.	Ongoing	N/A	Bureau of Building
SCA-NOI-6: *Exposure to Community Noise (#67)*. The project applicant shall submit a Noise Reduction Plan prepared by a qualified acoustical engineer for City review and approval that contains noise reduction measures (e.g., sound-rated window, wall, and door assemblies) to achieve an acceptable interior noise level in accordance with the land	Prior to approval of construction-related permit	Bureau of Planning	Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	**Initial Approval**	**Monitoring/ Inspection**
use compatibility guidelines of the Noise Element of the Oakland General Plan. The applicant shall implement the approved Plan during construction. To the maximum extent practicable, interior noise levels shall not exceed the following: a. 45 dBA: Residential activities, civic activities, hotels b. 50 dBA: Administrative offices; group assembly activities c. 55 dBA: Commercial activities d. 65 dBA: Industrial activities			
SCA-NOI-7: *Vibration Impacts on Adjacent Structures or Vibration-Sensitive Activities (#70)*. The project applicant shall submit a Vibrations Analysis prepared by an acoustical and/or structural engineer or other appropriate qualified professional fir City review and approval that establishes pre-construction baseline conditions and threshold levels of vibration that could damage the structure and/or substantially interfere with activities located at the office building at 300 27th Street and the building closest to the project site from Westlake Middle School at 2629 Harrison Street. The Vibration Analysis shall identify design means and methods of construction that shall be utilized in order to not exceed the thresholds. The applicant shall implement the recommendations during construction.	Prior to approval of construction-related permit	Bureau of Planning	Bureau of Building
Population and Housing			
SCA-PH-1: *Jobs/Housing Impact Fee (#71)*. The project applicant shall comply with the requirements of the City of Oakland Jobs/Housing Impact Fee Ordinance (chapter 15.68 of the Oakland Municipal Code).	Prior to issuance of building permit; subsequent milestones pursuant to ordinance	Bureau of Building	N/A
Public Services, Parks, and Recreation Facilities			
SCA-PS-1: *Capital Improvements Impact Fee (#73)*. The project applicant shall comply with the requirements of the City of Oakland Capital Improvements Fee Ordinance (chapter 15.74 of the Oakland Municipal Code).	Prior to issuance of building permit	Bureau of Building	N/A
Transportation and Circulation			
SCA-TRANS-1: *Transportation and Parking Demand Management (#78)*. ***a. Transportation and Parking Demand Management (TDM) Plan Required*** The project applicant shall submit a Transportation and Parking Demand Management (TDM) Plan for review and approval by the City. i. The goals of the TDM Plan shall be the following: • Reduce vehicle traffic and parking demand generated by the project to the maximum extent practicable. • Achieve the following project vehicle trip reductions (VTR): o Projects generating 50-99 net new a.m. or p.m. peak hour vehicle trips: 10 percent VTR o Projects generating 100 or more net new a.m. or p.m. peak hour vehicle trips: 20 percent VTR	Prior to approval of construction-related permit	Bureau of Planning	N/A

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	**Initial Approval**	**Monitoring/ Inspection**
• Increase pedestrian, bicycle, transit, and carpool/vanpool modes of travel. All four modes of travel shall be considered, as appropriate. • Enhance the City's transportation system, consistent with City policies and programs. ii. The TDM Plan should include the following: • Baseline existing conditions of parking and curbside regulations within the surrounding neighborhood that could affect the effectiveness of TDM strategies, including inventory of parking spaces and occupancy if applicable. • Proposed TDM strategies to achieve VTR goals (see below). iii. For employers with 100 or more employees at the subject site, the TDM Plan shall also comply with the requirements of Oakland Municipal Code Chapter 10.68 Employer-Based Trip Reduction Program. iv. The following TDM strategies **must** be incorporated into a TDM Plan based on a project location or other characteristics. When required, these mandatory strategies should be identified as a credit toward a project's VTR. ***[See additional table below]*** v. Other TDM strategies to consider include, but are not limited to, the following: • Inclusion of additional long-term and short-term bicycle parking that meets the design standards set forth in chapter five of the Bicycle Master Plan and the Bicycle Parking Ordinance (chapter 17.117 of the Oakland Planning Code), and shower and locker facilities in commercial developments that exceed the requirement. • Construction of and/or access to bikeways per the Bicycle Master Plan; construction of priority bikeways, on-site signage, and bike lane striping. • Installation of safety elements per the Pedestrian Master Plan (such as crosswalk striping, curb ramps, count down signals, bulb outs, etc.) to encourage convenient and safe crossing at arterials, in addition to safety elements required to address safety impacts of the project. • Installation of amenities such as lighting, street trees, and trash receptacles per the Pedestrian Master Plan, the Master Street Tree List and Tree Planting Guidelines (which can be viewed at http://www2.oaklandnet.com/oakca1/groups/pwa/documents/report/oak042662.pdf and http://www2.oaklandnet.com/oakca1/groups/pwa/documents/form/oak025595.pdf, respectively)and any applicable streetscape plan. • Construction and development of transit stops/shelters, pedestrian access, way finding signage, and lighting around transit stops per transit agency plans or negotiated improvements. • Direct on-site sales of transit passes purchased and sold at a bulk group rate (through programs such as AC Transit Easy Pass or a similar program through another transit agency).			

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	**Initial Approval**	**Monitoring/ Inspection**
• Provision of a transit subsidy to employees or residents, determined by the project applicant and subject to review by the City, if employees or residents use transit or commute by other alternative modes. • Provision of an ongoing contribution to transit service to the area between the project and nearest mass transit station prioritized as follows: 1) Contribution to AC Transit bus service; 2) Contribution to an existing area shuttle service; and 3) Establishment of new shuttle service. The amount of contribution (for any of the above scenarios) would be based upon the cost of establishing new shuttle service (Scenario 3). • Guaranteed ride home program for employees, either through 511.org or through separate program. • Pre-tax commuter benefits (commuter checks) for employees. • Free designated parking spaces for on-site car-sharing program (such as City Car Share, Zip Car, etc.) and/or car-share membership for employees or tenants. • On-site carpooling and/or vanpool program that includes preferential (discounted or free) parking for carpools and vanpools. • Distribution of information concerning alternative transportation options. • Parking spaces sold/leased separately for residential units. Charge employees for parking or provide a cash incentive or transit pass alternative to a free parking space in commercial properties. • Parking management strategies including attendant/valet parking and shared parking spaces. • Requiring tenants to provide opportunities and the ability to work off-site. • Allow employees or residents to adjust their work schedule in order to complete the basic work requirement of five eight-hour workdays by adjusting their schedule to reduce vehicle trips to the worksite (e.g., working four, ten-hour days; allowing employees to work from home two days per week). • Provide or require tenants to provide employees with staggered work hours involving a shift in the set work hours of all employees at the workplace or flexible work hours involving individually determined work hours. The TDM Plan shall indicate the estimated VTR for each strategy, based on published research or guidelines where feasible. For TDM Plans containing ongoing operational VTR strategies, the Plan shall include an ongoing monitoring and enforcement program to ensure the Plan is implemented on an ongoing basis during project operation. If an annual compliance report is required, as explained below, the TDM Plan shall also specify the topics to be addressed in the annual report.			
b. TDM Implementation – Physical Improvements For VTR strategies involving physical improvements, the project applicant shall obtain the necessary permits/approvals from the City and install the improvements prior to the completion of the project.	Prior to building permit final	Bureau of Building	Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	**Initial Approval**	**Monitoring/ Inspection**
c. TDM Implementation – Operational Strategies For projects that generate 100 or more net new a.m. or p.m. peak hour vehicle trips and contain ongoing operational VTR strategies, the project applicant shall submit an annual compliance report for the first five years following completion of the project (or completion of each phase for phased projects) for review and approval by the City. The annual report shall document the status and effectiveness of the TDM program, including the actual VTR achieved by the project during operation. If deemed necessary, the City may elect to have a peer review consultant, paid for by the project applicant, review the annual report. If timely reports are not submitted and/or the annual reports indicate that the project applicant has failed to implement the TDM Plan, the project will be considered in violation of the Conditions of Approval and the City may initiate enforcement action as provided for in these Conditions of Approval. The project shall not be considered in violation of this Condition if the TDM Plan is implemented but the VTR goal is not achieved.	Ongoing	Department of Transportation	Department of Transportation
SCA-TRANS-2: *Construction Activity in the Public Right-of-Way (#75).* ***a. Obstruction Permit Required*** The project applicant shall obtain an obstruction permit from the City prior to placing any temporary construction-related obstruction in the public right-of-way, including City streets, sidewalks, bicycle facilities, and bus stops.	Prior to Approval of Construction Related Permit	Department of Transportation	Department of Transportation
b. Traffic Control Plan Required In the event of obstructions to vehicle or bicycle travel lanes, bus stops, or sidewalks, the project applicant shall submit a Traffic Control Plan to the City for review and approval prior to obtaining an obstruction permit. The project applicant shall submit evidence of City approval of the Traffic Control Plan with the application for an obstruction permit. The Traffic Control Plan shall contain a set of comprehensive traffic control measures for auto, transit, bicycle, and pedestrian accommodations (or detours, if accommodations are not feasible), including detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes. The Traffic Control Plan shall be in conformance with the City's Supplemental Design Guidance for Accommodating Pedestrians, Bicyclists, and Bus Facilities in Construction Zones.	The project applicant shall implement the approved Plan during construction.	Department of Transportation	Department of Transportation
c. Repair of City Streets The project applicant shall repair any damage to the public right-of way, including streets and sidewalks, caused by project construction at his/her expense within one week of the occurrence of the damage (or excessive wear), unless further damage/excessive wear may continue; in such case, repair shall occur prior to approval of the final inspection of the construction-related permit. All damage that is a threat to public health or safety shall be repaired immediately.	Prior to building permit final	N/A	Department of Transportation
SCA-TRANS-3: *Bicycle Parking (#76).* The project applicant shall comply with the City of Oakland Bicycle Parking Requirements (chapter 17.118 of the Oakland Planning Code). The project drawings	Prior to Approval of Construction Related Permit	Bureau of Planning	Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	**Initial Approval**	**Monitoring/ Inspection**
submitted for construction-related permits shall demonstrate compliance with the requirements.			
SCA-TRANS-4: *Transportation Improvements (#77).* The project applicant shall implement the recommended on- and off-site transportation-related improvements contained within the Transportation Impact Review for the project (e.g., signal timing adjustments, restriping, signalization, traffic control devices, roadway reconfigurations, transportation demand management measures, and transit, pedestrian, and bicyclist amenities). The project applicant is responsible for funding and installing the improvements and shall obtain all necessary permits and approvals from the City and/or other applicable regulatory agencies such as, but not limited to, Caltrans (for improvements related to Caltrans facilities) and the California Public Utilities Commission (for improvements related to railroad crossings), prior to installing the improvements. To implement this measure for intersection modifications, the project applicant shall submit Plans, Specifications, and Estimates (PS&E) to the City for review and approval. All elements shall be designed to applicable City standards in effect at the time of construction and all new or upgraded signals shall include these enhancements as required by the City. All other facilities supporting vehicle travel and alternative modes through the intersection shall be brought up to both City standards and ADA standards (according to Federal and State Access Board guidelines) at the time of construction. Current City Standards call for, among other items, the elements listed below: a. 2070L Type Controller with cabinet accessory b. GPS communication (clock) c. Accessible pedestrian crosswalks according to Federal and State Access Board guidelines with signals (audible and tactile) d. Countdown pedestrian head module switch out e. City Standard ADA wheelchair ramps f. Video detection on existing (or new, if required) g. Mast arm poles, full activation (where applicable) h. Polara Push buttons (full activation) i. Bicycle detection (full activation) j. Pull boxes k. Signal interconnect and communication with trenching (where applicable), or through existing conduit (where applicable), 600 feet maximum l. Conduit replacement contingency m. Fiber switch n. PTZ camera (where applicable) o. Transit Signal Priority (TSP) equipment consistent with other signals along corridor p. Signal timing plans for the signals in the coordination group q. Bi-directional curb ramps (where feasible, and if project is on a street corner)	Prior to building permit final or as otherwise specified	Bureau of Building; Department of Transportation	Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	**Initial Approval**	**Monitoring/ Inspection**
r. Upgrade ramps on receiving curb (where feasible, and if project is on a street corner)			
SCA-TRANS-5: *Transportation Impact Fee (#79).* The project applicant shall comply with the requirements of the City of Oakland Transportation Impact Fee Ordinance (chapter 15.74 of the Oakland Municipal Code).	Prior to issuance of building permit	Bureau of Building	N/A
SCA-TRANS-6: *Plug-In Electric Vehicle (PEV) Charging Infrastructure (#81).* ***a. PEV-Ready Parking Spaces*** The applicant shall submit, for review and approval of the Building Official and Zoning Manager, plans that show the location of parking spaces equipped with full electrical circuits designated for future PEV charging (i.e., "PEV-Ready") per the requirements of Chapter 15.04 of the Oakland Municipal Code. Building electrical plans shall indicate sufficient electrical capacity to supply the required PEV-Ready parking spaces.	Prior to Issuance of a Building Permit	Bureau of Building	Bureau of Building
b. PEV-Capable Parking Spaces The applicant shall submit, for review and approval of the Building Official, plans that show the location of inaccessible conduit to supply PEV-capable parking spaces per the requirements of Chapter 15.04 of the Oakland Municipal Code. Building electrical plans shall indicate sufficient electrical capacity to supply the required PEV-capable parking spaces.	Prior to Issuance of a Building Permit	Bureau of Building	Bureau of Building
c. ADA-Accessible Spaces The applicant shall submit, for review and approval of the Building Official, plans that show the location of future accessible EV parking spaces as required under Title 24 Chapter 11B Table 11B-228.3.2.1, and specify plans to construct all future accessible EV parking spaces with appropriate grade, vertical clearance, and accessible path of travel to allow installation of accessible EV charging station(s).	Prior to Issuance of a Building Permit	Bureau of Building	Bureau of Building
Utilities and Service Systems			
SCA-UTIL-1: *Sanitary Sewer System (#87).* The project applicant shall prepare and submit a Sanitary Sewer Impact Analysis to the City for review and approval in accordance with the City of Oakland Sanitary Sewer Design Guidelines. The Impact Analysis shall include an estimate of pre-project and post-project wastewater flow from the project site. In the event that the Impact Analysis indicates that the net increase in project wastewater flow exceeds City-projected increases in wastewater flow in the sanitary sewer system, the project applicant shall pay the Sanitary Sewer Impact Fee in accordance with the City's Master Fee Schedule for funding improvements to the sanitary sewer system.	Prior to approval of construction-related permit	Public Works Department, Department of Engineering and Construction	N/A
SCA-UTIL-2: *Storm Drain System (#88).* The project storm drainage system shall be designed in accordance with the City of Oakland's Storm Drainage Design Guidelines. To the maximum extent practicable, peak stormwater runoff from the project site shall be reduced by at least 25 percent compared to the pre-project condition.	Prior to approval of construction-related permit	Bureau of Building	Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	**Initial Approval**	**Monitoring/ Inspection**
SCA-UTIL-3: *Recycling Collection and Storage Space (#84).* The project applicant shall comply with the City of Oakland Recycling Space Allocation Ordinance (chapter 17.118 of the Oakland Planning Code). The project drawings submitted for construction-related permits shall contain recycling collection and storage areas in compliance with the Ordinance. For residential projects, at least two (2) cubic feet of storage and collection space per residential unit is required, with a minimum of ten (10) cubic feet. For nonresidential projects, at least two (2) cubic feet of storage and collection space per 1,000 square feet of building floor area is required, with a minimum of ten (10) cubic feet.	Prior to approval of construction-related permit	Bureau of Planning	Bureau of Building
SCA-UTIL-4: *Construction and Demolition Waste Reduction and Recycling (#82).* The project applicant shall comply with the City of Oakland Construction and Demolition Waste Reduction and Recycling Ordinance (chapter 15.34 of the Oakland Municipal Code) by submitting a Construction and Demolition Waste Reduction and Recycling Plan (WRRP) for City review and approval and shall implement the approved WRRP. Projects subject to these requirements include all new construction, renovations/ alterations/modifications with construction values of $50,000 or more (except R-3 type construction), and all demolition (including soft demolition) except demolition of type R-3 construction. The WRRP must specify the methods by which the project will divert construction and demolition debris waste from landfill disposal in accordance with current City requirements. The WRRP may be submitted electronically at www.greenhalosystems.com or manually at the City's Green Building Resource Center. Current standards, FAQs, and forms are available on the City's website and in the Green Building Resource Center.	Prior to approval of construction-related permit	Public Works Department, Environmental Services Division	Public Works Department, Environmental Services Division
SCA-UTIL-5: *Underground Utilities (#83).* The project applicant shall place underground all new utilities serving the project and under the control of the project applicant and the City, including all new gas, electric, cable, and telephone facilities, fire alarm conduits, street light wiring, and other wiring, conduits, and similar facilities. The new facilities shall be placed underground along the project's street frontage and from the project structures to the point of service. Utilities under the control of other agencies, such as PG&E, shall be placed underground if feasible. All utilities shall be installed in accordance with standard specifications of the serving utilities.	During construction	N/A	Bureau of Building
SCA-UTIL-6: *Green Building Requirements (#85).* ***a. Compliance with Green Building Requirements During Plan-Check*** The project applicant shall comply with the requirements of the California Green Building Standards (CALGreen) mandatory measures and the applicable requirements of the City of Oakland Green Building Ordinance (chapter 18.02 of the Oakland Municipal Code). i. The following information shall be submitted to the City for review and approval with the application for a building permit: • Documentation showing compliance with Title 24 of the current version of the California Building Energy Efficiency Standards. • Completed copy of the final green building checklist approved during the review of the Planning and Zoning permit.	Prior to approval of construction-related permit	Bureau of Building	N/A

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/ Inspection
• Copy of the Unreasonable Hardship Exemption, if granted, during the review of the Planning and Zoning permit. • Permit plans that show, in general notes, detailed design drawings, and specifications as necessary, compliance with the items listed in subsection (ii) below. • Copy of the signed statement by the Green Building Certifier approved during the review of the Planning and Zoning permit that the project complied with the requirements of the Green Building Ordinance. • Signed statement by the Green Building Certifier that the project still complies with the requirements of the Green Building Ordinance, unless an Unreasonable Hardship Exemption was granted during the review of the Planning and Zoning permit. • Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance. ii. The set of plans in subsection (i) shall demonstrate compliance with the following: • CALGreen mandatory measures. • LEED Silver per the appropriate checklist approved during the Planning entitlement process. • All green building points identified on the checklist approved during review of the Planning and Zoning permit, unless a Request for Revision Plan-check application is submitted and approved by the Bureau of Planning that shows the previously approved points that will be eliminated or substituted. • The required green building point minimums in the appropriate credit categories.			
b. Compliance with Green Building Requirements During Construction The project applicant shall comply with the applicable requirements of CALGreen and the Oakland Green Building Ordinance during construction of the project. The following information shall be submitted to the City for review and approval: i. Completed copies of the green building checklists approved during the review of the Planning and Zoning permit and during the review of the building permit. ii. Signed statement(s) by the Green Building Certifier during all relevant phases of construction that the project complies with the requirements of the Green Building Ordinance. iii. Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance.	During construction	N/A	Bureau of Building
c. Compliance with Green Building Requirements After Construction Prior to the finalizing the Building Permit, the Green Building Certifier shall submit the appropriate documentation to City staff and attain the minimum required point level.	Prior to Final Approval	Bureau of Planning	Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	**Initial Approval**	**Monitoring/ Inspection**
SCA-UTIL-7: *Water Efficient Landscape Ordinance (WELO) (#89).* The project applicant shall comply with California's Water Efficient Landscape Ordinance (WELO) in order to reduce landscape water usage. For any landscape project with an aggregate (total noncontiguous) landscape area equal to 2,500 sq. ft. or less. The project applicant may implement either the Prescriptive Measures or the Performance Measures, of, and in accordance with the California's Model Water Efficient Landscape Ordinance. For any landscape project with an aggregate (total noncontiguous) landscape area over 2,500 sq. ft., the project applicant shall implement the Performance Measures in accordance with the WELO. Prescriptive Measures: Prior to construction, the project applicant shall submit documentation showing compliance with Appendix D of California's Model Water Efficient Landscape Ordinance (see website below starting on page 23): http://www.water.ca.gov/wateruseefficiency/landscapeordinance/docs/Title%2023%20extract%20-%20Official%20CCR%20pages.pdf Performance Measures: Prior to construction, the project applicant shall prepare and submit a Landscape Documentation Package for review and approval, which includes the following: a. Project i. Date, ii. Applicant and property owner name, iii. Project address, iv. Total landscape area, v. Project type (new, rehabilitated, cemetery, or homeowner installed), vi. Water supply type and water purveyor, vii. Checklist of documents in the package, and viii. Applicant signature and date with the statement: "I agree to comply with the requirements of the water efficient landscape ordinance and submit a complete Landscape Documentation Package." b. Water Efficient Landscape Worksheet i. Hydrozone Information Table ii. Water Budget Calculations with Maximum Applied Water Allowance (MAWA) and Estimated Total Water Use c. Soil Management Report d. Landscape Design Plan e. Irrigation Design Plan, and f. Grading Plan Upon installation of the landscaping and irrigation systems, the Project applicant shall submit a Certificate of Completion and landscape and irrigation maintenance schedule for review and approval by the City. The Certificate of Compliance shall also be submitted to the local water purveyor and property owner or his or her designee.	Prior to approval of construction-related permit	Bureau of Planning	Bureau of Building

Standard Conditions of Approval	Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/ Inspection
For the specific requirements within the Water Efficient Landscape Worksheet, Soil Management Report, Landscape Design Plan, Irrigation Design Plan and Grading Plan, see the link below. *http://www.water.ca.gov/wateruseefficiency/landscapeordinance/docs/Title%2023%20extract%20-%20Official%20CCR%20pages.pdf*			

Provided below is the table for SCA-TRANS-1: Transportation and Parking Demand Management (#78), section a. Transportation and Parking Demand Management (TDM) Plan Required, subsection iv.

Improvement	Required by code or when…
Bus boarding bulbs or islands	• A bus boarding bulb or island does not already exist, and a bus stop is located along the project frontage; and/or • A bus stop along the project frontage serves a route with 15 minutes or better peak hour service and has a shared bus-bike lane curb
Bus shelter	• A stop with no shelter is located within the project frontage, or • The project is located within 0.10 miles of a flag stop with 25 or more boardings per day
Concrete bus pad	• A bus stop is located along the project frontage and a concrete bus pad does not already exist
Curb extensions or bulb-outs	• Identified as an improvement within site analysis
Implementation of a corridor-level bikeway improvement	• A buffered Class II or Class IV bikeway facility is in a local or county adopted plan within 0.10 miles of the project location; and • The project would generate 500 or more daily bicycle trips
Implementation of a corridor-level transit capital improvement	• A high-quality transit facility is in a local or county adopted plan within 0.25 miles of the project location; and • The project would generate 400 or more peak period transit trips
Installation of amenities such as lighting; pedestrian-oriented green infrastructure, trees, or other greening landscape; and trash receptacles per the Pedestrian Master Plan and any applicable streetscape plan.	• Always required
Installation of safety improvements identified in the Pedestrian Master Plan (such as crosswalk striping, curb ramps, count down signals, bulb outs, etc.)	• When improvements are identified in the Pedestrian Master Plan along project frontage or at an adjacent intersection
In-street bicycle corral	• A project includes more than 10,000 square feet of ground floor retail, is located along a Tier 1 bikeway, and on-street vehicle parking is provided along the project frontages.
Intersection improvements[1]	• Identified as an improvement within site analysis

[1] Including but not limited to visibility improvements, shortening corner radii, pedestrian safety islands, accounting for pedestrian desire lines.

Improvement	Required by code or when…
New sidewalk, curb ramps, curb and gutter meeting current City and ADA standards	• Always required
No monthly permits and establish minimum price floor for public parking[2]	• If proposed parking ratio exceeds 1:1000 sf. (commercial)
Parking garage is designed with retrofit capability	• Optional if proposed parking ratio exceeds 1:1.25 (residential) or 1:1000 sf. (commercial)
Parking space reserved for car share	• If a project is providing parking and a project is located within downtown. One car share space reserved for buildings between 50 – 200 units, then one car share space per 200 units.
Paving, lane striping or restriping (vehicle and bicycle), and signs to midpoint of street section	• Typically required
Pedestrian crossing improvements	• Identified as an improvement within site analysis
Pedestrian-supportive signal changes[3]	• Identified as an improvement within operations analysis
Real-time transit information system	• A project frontage block includes a bus stop or BART station and is along a Tier 1 transit route with 2 or more routes or peak period frequency of 15 minutes or better
Relocating bus stops to far side	• A project is located within 0.10 mile of any active bus stop that is currently near side
Signal upgrades[4]	• Project size exceeds 100 residential units, 80,000 sf. of retail, or 100,000 sf. of commercial; and • Project frontage abuts an intersection with signal infrastructure older than 15 years
Transit queue jumps	• Identified as a needed improvement within operations analysis of a project with frontage along a Tier 1 transit route with 2 or more routes or peak period frequency of 15 minutes or better
Trenching and placement of conduit for providing traffic signal interconnect	• Project size exceeds 100 units, 80,000 sf. of retail, or 100,000 sf. of commercial; and • Project frontage block is identified for signal interconnect improvements as part of a planned ITS improvement; and • A major transit improvement is identified within operations analysis requiring traffic signal interconnect
Unbundled parking	• If proposed parking ratio exceeds 1:1.25 (residential)

[2] May also provide a cash incentive or transit pass alternative to a free parking space in commercial properties.

[3] Including but not limited to reducing signal cycle lengths to less than 90 seconds to avoid pedestrian crossings against the signal, providing a leading pedestrian interval, provide a "scramble" signal phase where appropriate.

[4] Including typical traffic lights, pedestrian signals, bike actuated signals, transit-only signals.

ATTACHMENT B: PROJECT CONSISTENCY WITH COMMUNITY PLAN OR ZONING, PER CEQA GUIDELINES SECTION 15183

Section 15183(a) of the California Environmental Quality Act (CEQA) Guidelines states that "...projects which are consistent with the development density established by the existing zoning, community plan, or general plan policies for which an Environmental Impact Report (EIR) was certified shall not require additional environmental review, except as may be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site."

Project

As discussed in *Chapter IV, Project Description*, above, the project would be located in developed, urbanized Downtown Oakland. The project would develop a 39-story, approximately 601-foot-high building with an additional 21.5 feet in mechanical. The project includes approximately 862,048 square feet of office space, approximately 149,091 square feet of vehicle parking, approximately 2,279 square feet of retail and commercial space, approximately 39,600 square feet of private open space, and 5,420 square feet for an office lobby. It would demolish an existing office structure and associated surface parking lot and construct a new office building with approximately 1,073,669 gross square feet.

Project Consistency

The City of Oakland completed an update of the General Plan LUTE in March 1998. The LUTE includes the City's current Land Use and Transportation Diagram as well as strategies, policies, and priorities for Oakland's development and enhancement during a two-decade period. The EIR certified for the LUTE is used to simplify the task of preparing environmental documents on later projects that occur as a result of LUTE implementation.

Section 15183(a) of the CEQA Guidelines states that "...projects which are consistent with the development density established by the existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as may be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site."

As discussed in detail in *Chapter II, Background-Program Plans and EIRs*, of this document, the analysis in the 1998 LUTE EIR is considered a qualified planning-level CEQA document for this assessment, pursuant to CEQA Guidelines Section 15183.

1998 General Plan Land Use and Transportation Element and EIR

As determined by the City of Oakland Bureau of Planning, the proposed land uses are permitted in the zoning district in which the project is located, making the project consistent with the bulk, density, and land uses envisioned for the project site, as outlined below.

- The General Plan land use designation for the site is Commercial Business District (CBD). This classification is intended to encourage, support, and enhance the downtown area as a high-density, mixed-use urban center of regional importance, and a primary hub for business, communications, office, government, high technology, retail, entertainment, and transportation. The project would provide for a variety of commercial and office uses on the project site that would be pedestrian-oriented and be a hub for business.
- The majority of the site is zoned Central Business District Commercial (CBD-C) with a small portion zoned as Commercial Business District Pedestrian Retail Commercial Zone (CBD-P). The CBD-C district is intended for commercial and office activities at all levels and the CBD-P district which is intended to create, maintain, and enhance areas of the Central Business District for ground-level, pedestrian-oriented, active storefront uses while upper story spaces are intended to be available for a wide range of office and residential activities. The project would be consistent with both classifications as it would develop ground- floor commercial retail space and provide office space on upper floors.
- The proposed building would be up to approximately 601 feet in height with an additional 21.5 feet for mechanical rooftop screening and is within Height Area 7, which has no maximum height limit.
- The project would create a total of 869,747 gross square feet of non-residential use.[1] The maximum non-residential FAR is 20:1; based on the project site size of approximately 44,901 square feet (approximately 1.03 acres), up to 898,020 square feet of non-residential uses are allowed.

[1] Non-residential use square footage includes uses which are considered active spaces, including office space, retail space, and office lobby.

ATTACHMENT C: INFILL PERFORMANCE STANDARDS, PER CEQA GUIDELINES SECTION 15183.3

California Environmental Quality Act (CEQA) Guidelines Section 15183.3(b) and CEQA Guidelines Appendix M establish eligibility requirements for projects to qualify as infill projects. Table C-1, on the pages following, shows how the project satisfies each of the applicable requirements.

Table C-1
Project Infill Eligibility

CEQA Eligibility Criteria		**Eligible? /Notes for Project**
1.	Be located in an urban area on a site that either has been previously developed or that adjoins existing qualified urban uses on at least 75 percent of the site's perimeter. For the purpose of this subdivision, adjoin means the infill project is immediately adjacent to qualified urban uses, or is only separated from such uses by an improved right-of-way. (CEQA Guidelines Section 15183.3[b][1])	Yes The project site has been previously developed with commercial uses and adjoins existing urban uses, as described in *Chapter IV, Project Description*, above.
2.	Satisfy the performance Standards provided in Appendix M (CEQA Guidelines Section 15183.3[b][2]) as presented in 2a and 2b below:	—
	2a. *Performance Standards Related to Project Design.* All projects must implement **all** of the following:	—
	Renewable Energy. *Non-Residential Projects.* All nonresidential projects shall include on-site renewable power generation, such as solar photovoltaic, solar thermal, and wind power generation, or clean back-up power supplies, where feasible. *Residential Projects.* Residential projects are also encouraged to include such on-site renewable power generation.	Yes The project would include renewable energy power generation through a photovoltaic array at the mechanical penthouse.
	Residential Units Near High-Volume Roadways and Stationary Sources. If a project includes residential units located within 500 feet, or other distance determined to be appropriate by the local agency or air district based on local conditions, of a high volume roadway or other significant sources of air pollution, the project shall comply with any policies and standards identified in the local general plan, specific plan, zoning code, or community risk reduction plan for the protection of public health from such sources of air pollution. If the local government has not adopted such plans or policies, the project shall include measures, such as enhanced air filtration and project design, that the lead agency finds, based on substantial evidence, will promote the protection of public health from sources of air pollution. Those measures may include, among others, the recommendations of the California Air	Not Applicable According to Section IV (G) of CEQA Appendix M, for mixed-use projects "…the performance standards in this Section that apply to the predominant use shall govern the entire project." Because the predominant use is office, the requirements for residential projects do not apply.

Table C-1
Project Infill Eligibility

CEQA Eligibility Criteria		Eligible? /Notes for Project
	Resources Board, air districts, and the California Air Pollution Control Officers Association.	
	2b. *Additional Performance Standards by Project Type.* In addition to implementing all the features described in criterion 2a above, the project must meet eligibility requirements provided below by project type.[a]	
	Residential. A residential project must meet **one** of the following: A. *Projects achieving below average regional per capita vehicle miles traveled.* A residential project is eligible if it is located in a low vehicle travel area within the region; B. *Projects located within 0.5-mile of an Existing Major Transit Stop or High-Quality Transit Corridor.* A residential project is eligible if it is located within 0.5-mile of an existing major transit stop or an existing stop along a high-quality transit corridor; **or** C. *Low – Income Housing.* A residential or mixed-use project consisting of 300 or fewer residential units all of which are affordable to low income households is eligible if the developer of the development project provides sufficient legal commitments to the lead agency to ensure the continued availability and use of the housing units for lower income households, as defined in Section 50079.5 of the Health and Safety Code, for a period of at least 30 years, at monthly housing costs, as determined pursuant to Section 50053 of the Health and Safety Code.	Not Applicable According to Section IV (G) of CEQA Appendix M, for mixed-use projects "…the performance standards in this Section that apply to the predominant use shall govern the entire project." Because the predominant use is office, the requirements for residential projects do not apply.
	Commercial/Retail. A commercial/retail project must meet **one** of the following: A. *Regional Location.* A commercial project with no single-building floor-plate greater than 50,000 square feet is eligible if it locates in a low vehicle travel area; **or** B. *Proximity to Households.* A project with no single-building floor-plate greater than 50,000 square feet located within 0.5-mile of 1,800 households is eligible.	Not Applicable According to Section IV (G) of CEQA Appendix M, for mixed-use projects "…the performance standards in this Section that apply to the predominant use shall govern the entire project." Because the predominant use is office, the requirements for commercial/retail projects do not apply.
	Office Building. An office building project must meet **one** of the following: A. *Regional Location.* Office buildings, both commercial and public, are eligible if they locate in a low vehicle travel area; **or** B. *Proximity to a Major Transit Stop.* Office buildings, both commercial and public, within 0.5-mile of an existing major transit stop, or 0.25-mile of an existing stop along a high-quality transit corridor, are eligible.	Yes, satisfies both A and B. The project site is located in Traffic Analysis Zone (TAZ) 971 which has a 2020 and 2040 average daily VMT of 12.57 and 10.612.0, respectively per worker. The project's TAZ is below the regional average minus 15-percent (18.5 and 17.3 respectively). The project site is well-served by multiple transit providers: (1) the 19th Street Oakland BART Station, which is located 0.1 miles away; (2) AC Transit has several stops near the project site including, along Broadway (Route 6 with 10-minute peak headways, Route 18 with 15- minute peak headways, and Route 51A with 10-minute peak headways) and 20th Street (Route 6 with 10-minute peak headways, and Routes 72/72M/72R with 10- to 12-minute peak headways); and (3)

Table C-1
Project Infill Eligibility

CEQA Eligibility Criteria		Eligible? /Notes for Project
		City of Oakland Broadway Shuttle is located approximately 200 feet away.
	Schools. Elementary schools within 1 mile of 50 percent of the projected student population are eligible. Middle schools and high schools within 2 miles of 50 percent of the projected student population are eligible. Alternatively, any school within 0.5-mile of an existing major transit stop or an existing stop along a high-quality transit corridor is eligible. Additionally, to be eligible, all schools shall provide parking and storage for bicycles and scooters, and shall comply with the requirements of Sections 17213, 17213.1, and 17213.2 of the California Education Code.	Not Applicable
	Transit. Transit stations, as defined in Section 15183.3(e)(1), are eligible.	Not Applicable
	Small Walkable Community Projects. Small walkable community projects, as defined in Section 15183.3, subdivisions (e)(6), that implement the project features in 2a above are eligible.	Not Applicable
3.	Be consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy, **except** as provided in CEQA Guidelines Sections 15183.3(b)(3)(A) or (b)(3)(B) below: (b)(3)(A). Only where an infill project is proposed within the boundaries of a metropolitan planning organization for which a sustainable communities strategy or an alternative planning strategy will be, but is not yet in effect, a residential infill project must have a density of at least 20 units per acre, and a retail or commercial infill project must have a floor area ratio of at least 0.75; **or** (b)(3)(B). Where an infill project is proposed outside of the boundaries of a metropolitan planning organization, the infill project must meet the definition of a "small walkable community project" in CEQA Guidelines §15183.3(f)(5). (CEQA Guidelines Section 15183.3[b][3])	Yes (see explanation below table)

[a] Where a project includes some combination of residential, commercial, and retail, office building, transit station, and/or schools, the performance standards in this section that apply to the predominant use shall govern the entire project.

Explanation for Eligibility Criteria 3 – The adopted Plan Bay Area (2017)[1] serves as the Sustainable Communities' Strategy for the Bay Area, per SB 375. As defined by the Plan, Priority Development Areas (PDAs) are areas where new development will support the needs of residents and workers in a pedestrian-friendly environment served by transit. The project is consistent with the land use designation, density, and building intensity specified in the General Plan as described in *Section V.I, Land Use, Plans, and Policies*, of this document and summarized below.

The General Plan land use designation for the site is Central Business District (CBD); this classification is intended to encourage, support, and enhance the downtown area as a high-density mixed-use urban center of regional importance, and a primary hub for business, communications, office, government, high technology, retail, entertainment, and transportation. The proposed mixed-use project would be consistent with this designation.

The majority of the site is zoned Central Business District Commercial (CBD-C) with a small portion zoned as Commercial Business District Pedestrian Retail Commercial Zone (CBD-P). The project would be consistent with the purposes of the CBD-C district, which is generally intended for commercial and office activities at all levels, and the CBD-P district, which is intended to create, maintain, and enhance areas of the Central Business District for ground-level, pedestrian-oriented, active storefront uses while upper story spaces support a wide range of office and residential activities. The project would be consistent with both classifications because it would develop ground- floor commercial retail/gallery space and provide office space on upper floors. The project site is also in Height Area 7, which has no height limit; however, towers above 250 feet in height require a conditional use permit. In Height Area 7, the maximum building base height is 85 feet, and the minimum height of any new building is 45 feet. Furthermore, the maximum non-residential FAR is 20.0. Based on the maximum density and FAR, up to 898,020 square feet of non-residential uses are allowed on the 1.03-acre project site.

The project would result in the development of a 39-story building that would include a mix of uses office, commercial/retail, and parking. The proposed building would have a base height of 85 feet, which would be above the minimum base height and below the maximum base height, and a tower height of up to 601 feet plus mechanical rooftop screening. The project would also have a FAR of 19.37, with a total of 869,747 square feet of non-residential uses. As such, the project would be consistent with the General Plan, zoning code (after minor variances for exceeding front street setbacks), and density and intensity requirements.

[1] Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG), 2017. Plan Bay Area 2040, Regional Transportation Plan and Sustainable Communities Strategy for the San Francisco Bay Area 2017-2040, Adopted July 26.

ATTACHMENT D: SHADOW STUDY

A1-P 415 20TH STREET

Shading diagrams on the Summer Solstice

9:00 AM SUMMER SOLSTICE JUNE 21

PREVISION DESIGN

A2-P 415 20TH STREET

Shading diagrams on the Summer Solstice

12:00 PM SUMMER SOLSTICE JUNE 21

PREVISION DESIGN

A3-P 415 20TH STREET

Shading diagrams on the Summer Solstice

3:00 PM SUMMER SOLSTICE JUNE 21

PREVISION DESIGN

B1-P 415 20TH STREET

Shading diagrams on the Vernal/Autumnal Equinoxes

9:00 AM VERNAL/AUTUMNAL EQUINOX MARCH 20 & SEPTEMBER 22

PREVISION DESIGN

B2-P 415 20TH STREET

Shading diagrams on the Vernal/Autumnal Equinoxes

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B3-P 415 20TH STREET

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PREVISION DESIGN

C1-P 415 20TH STREET

Shading diagrams on the Winter Solstice

9:00 AM WINTER SOLSTICE DECEMBER 21

PREVISION DESIGN

C2-P 415 20TH STREET

Shading diagrams on the Winter Solstice

12:00 PM WINTER SOLSTICE DECEMBER 21

PREVISION DESIGN

C3-P 415 20TH STREET

Shading diagrams on the Winter Solstice

3:00 PM WINTER SOLSTICE DECEMBER 21

PREVISION DESIGN

A1-C 415 20TH STREET

Cumulative shading diagrams on the Summer Solstice

9:00 AM SUMMER SOLSTICE JUNE 21

PREVISION DESIGN

LEGEND

- Proposed Project
- Existing/Current Shadows
- New Shading by Project
- New Shading from Cumulative Projects

Parks/Open Spaces
1. Henry J. Kaiser Memorial Park
2. Franklin Plaza
3. Kaiser Plaza
4. Snow Park
5. Lakeside Park

Historic Resource Sites
(only affected sites numbered)
1. 618-616 22nd Street
2. 617-611 West Grand Avenue
3. 549 West Grand Avenue
4. 521 West Grand Avenue
5. 534 22nd Street
6. 523 22nd Street
7. 522 21st Street
8. 520 20th Street
9. 1807 Telegraph Street
10. 466 20th Street
11. 2025 Broadway
12. 2228 Broadway
13. 59 Grand Avenue
14. 2306 Waverly Street

Solar Collector Sites
(only affected sites numbered)
1. 635 22nd Street
2. 2000 San Pablo Avenue
3. 618 21st Street
4. 540 21st Street

Cumulative Projects
1. 2015 Telegraph Avenue
2. 2016 Telegraph Avenue
3. 2100 Telegraph Avenue
4. 2201 Valley Street
5. 2044 Franklin Street
6. 88 Grand Avenue
7. 2270 Broadway
8. 2305 Webster Street
9. 2 Kaiser Plaza
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11. Kaiser Center

A2-C 415 20TH STREET

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B1-C 415 20TH STREET

Cumulative shading diagrams on the Vernal/Autumnal Equinoxes

9:00 AM VERNAL/AUTUMNAL EQUINOX MARCH 20 & SEPTEMBER 22

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B2-C 415 20TH STREET

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C1-C 415 20TH STREET

Cumulative shading diagrams on the Winter Solstice

9:00 AM WINTER SOLSTICE DECEMBER 21

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C2-C 415 20TH STREET

Cumulative shading diagrams on the Winter Solstice

12:00 PM WINTER SOLSTICE DECEMBER 21

PREVISION DESIGN

C3-C 415 20TH STREET

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ATTACHMENT E: WIND STUDY

REPORT

415 20TH STREET

OAKLAND, CA

PEDESTRIAN WIND STUDY
RWDI # 1904731
June 29, 2020

SUBMITTED TO

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EXECUTIVE SUMMARY

RWDI was retained to conduct a pedestrian wind assessment for the proposed 415 20th Street development in Oakland, CA (Image 1). Based on our wind-tunnel testing for the proposed development under the Existing, Existing + Project, Project + Cumulative, Existing with Landscaping, Existing + Project with Landscaping and Project + Cumulative with Landscaping configurations (Images 2A through 2F), and the local wind records (Image 3), the potential wind hazard and comfort conditions are predicted as shown on site plans in Figures 1A through 2F, while the associated wind speeds are listed in Tables 1 and 2. These results can be summarized as follows:

Configurations	WIND HAZARD			WIND COMFORT		
	Average speed (mph)	Total Hours	Total Exceedances	Average speed (mph)	Average Time (%)	Total Exceedances
Existing	**24**	**0**	**0 / 43**	**10**	**9**	**10 / 43**
Existing + Project	**29**	**5**	**4 / 48**	**12**	**18**	**33 / 48**
Project + Cumulative	**28**	**1**	**1 / 48**	**12**	**17**	**32 / 48**
Existing with Landscaping	**23**	**0**	**0 / 43**	**10**	**7**	**7 / 43**
Existing + Project with Landscaping	**27**	**2**	**2 / 48**	**12**	**16**	**31 / 48**
Project + Cumulative with Landscaping	**27**	**1**	**1 / 48**	**12**	**14**	**29 / 48**

Notes:

1) Wind Hazard = Wind speeds exceeding 36 mph for ≥ 1 hour/year

2) Wind Comfort = Wind speeds exceeding 11 mph for ≥ 10% of the time

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1 INTRODUCTION

RWDI was retained to conduct a pedestrian wind assessment for the proposed 415 20th Street development in Oakland, CA. This report presents the project objectives, background and approach, and discussion of the results from RWDI's assessment.

1.1 Project Description

The project (site shown in Image 1) is located on the south side of 20th Street between Broadway and Franklin Street. It consists of a 41 story/622' tall mixed-use tower that will include retail, amenity and office spaces as well as four levels of above-grade parking.

1.2 Objectives

The objective of the study was to assess the effect of the proposed development on local conditions in pedestrian areas on and around the study site and provide recommendations for minimizing adverse effects, if needed. This quantitative assessment was based on wind speed measurements on a scale model of the project and its surroundings in one of RWDI's boundary-layer wind tunnels. These measurements were combined with the local wind records and compared to appropriate criteria for gauging wind comfort and safety in pedestrian areas. The assessment focused on critical pedestrian areas, including building entrances and public sidewalks.

Image 1: Aerial View of Site and Surroundings (Photo Courtesy of Google™ Earth)

2 BACKGROUND AND APPROACH

2.1 Wind Tunnel Study Model

To assess the wind environment around the proposed project, a 1:400 scale model of the project site and surroundings was constructed for the wind tunnel tests of the following configurations:

A - Existing: Existing site with existing surroundings (Image 2A),

B – Existing + Project: Proposed project with existing surroundings (Image 2B),

C – Project + Cumulative: Proposed project with existing and future surroundings (Image 2C),

D – Existing with Landscaping: Existing site with existing landscaping and surroundings (Image 2D),

E – Existing + Project with Landscaping: Proposed project with proposed landscaping and existing surroundings (Image 2E), and,

F – Project + Cumulative with Landscaping: Proposed project with proposed landscaping and existing and future surroundings (Image 2F).

The wind tunnel model included all relevant surrounding buildings and topography within approximately 1500 ft radius of the study site. The wind and turbulence profiles in the atmospheric boundary layer beyond the modelled area were also simulated in RWDI's wind tunnel. The wind tunnel model was instrumented with 48 specially designed wind speed sensors to measure mean and gust speeds at a full-scale height of approximately 5 ft above local grade in pedestrian areas throughout the study site. Wind speeds were measured for 36 directions in a 10-degree increment. The measurements at each sensor location were recorded in the form of ratios of local mean and gust speeds to the mean wind speed at a reference height above the model. The placement of wind measurement locations was based on our experience and understanding of the pedestrian usage for this site and reviewed by the design team.

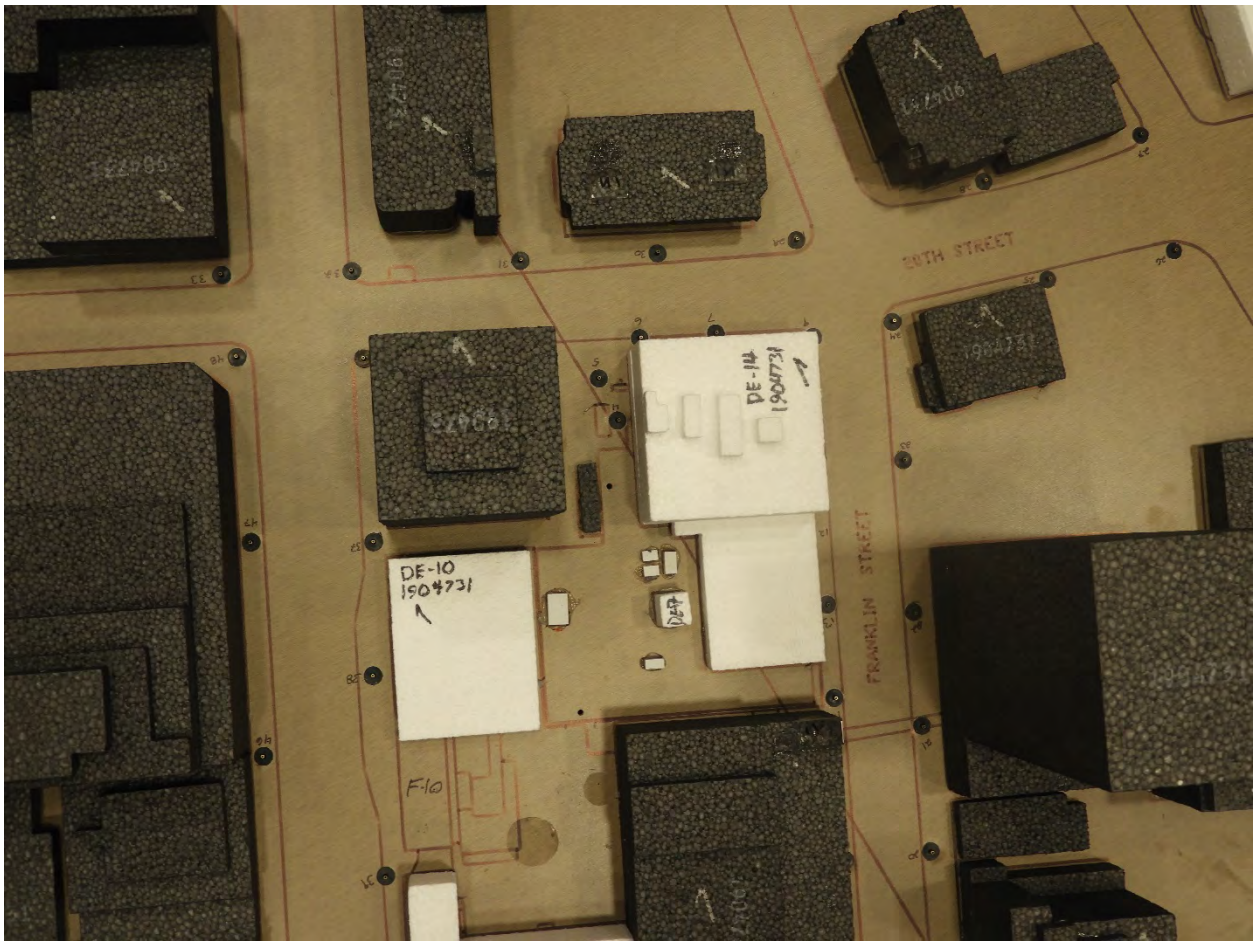
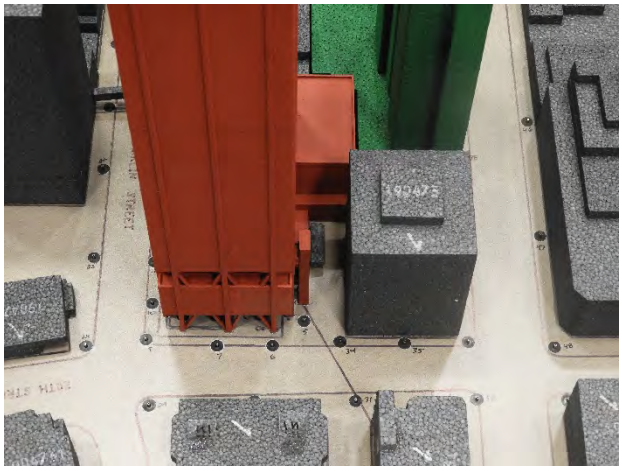


Image 2A: Wind Tunnel Study Model – Existing Configuration

Image 2B: Wind Tunnel Study Model – Existing + Project Configuration



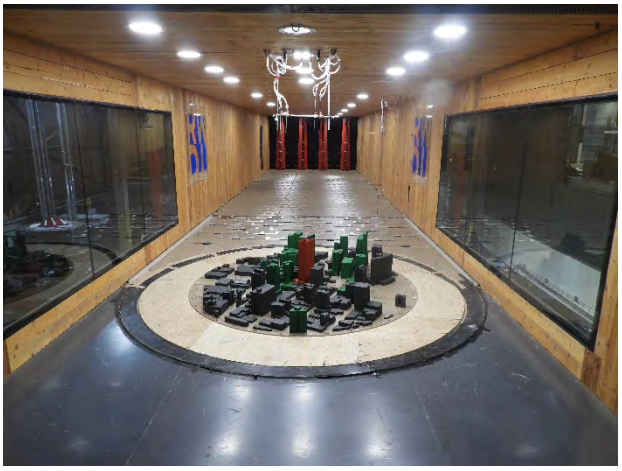


Image 2C: Wind Tunnel Study Model – Project + Cumulative Configuration

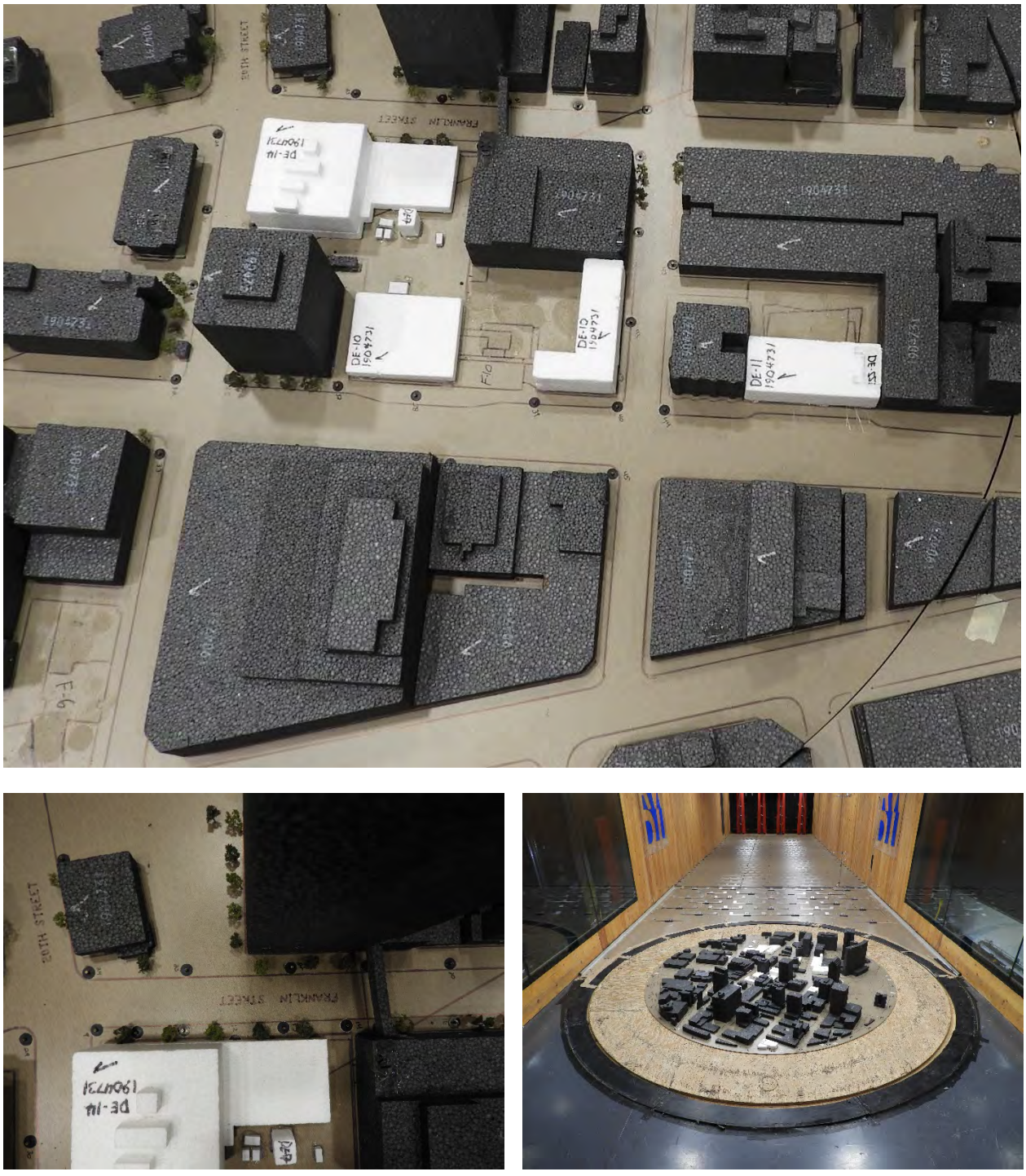


Image 2D: Wind Tunnel Study Model – Existing with Landscaping Configuration

Image 2E: Wind Tunnel Study Model – Existing + Project with Landscaping Configuration

Image 2F: Wind Tunnel Study Model – Project + Cumulative with Landscaping Configuration

2.2 Meteorological Data

Wind statistics recorded at Metropolitan Oakland International Airport between 1989 and 2019 were analyzed for annual wind conditions. Image 3 graphically depicts the directional distributions of annual wind frequencies and speeds. Winds are frequent from the northwest through west-southwest directions throughout the year, as indicated by the wind rose. Strong winds of a mean speed greater than 15 mph measured at the airport (at an anemometer height of 33 feet) occur 11.5% of the time annually.

Wind statistics from Metropolitan Oakland International Airport were combined with the wind tunnel data to predict the frequency of occurrence of full-scale wind speeds. The full-scale wind predictions were then compared with the City of Oakland Significant Wind Impact Criterion.

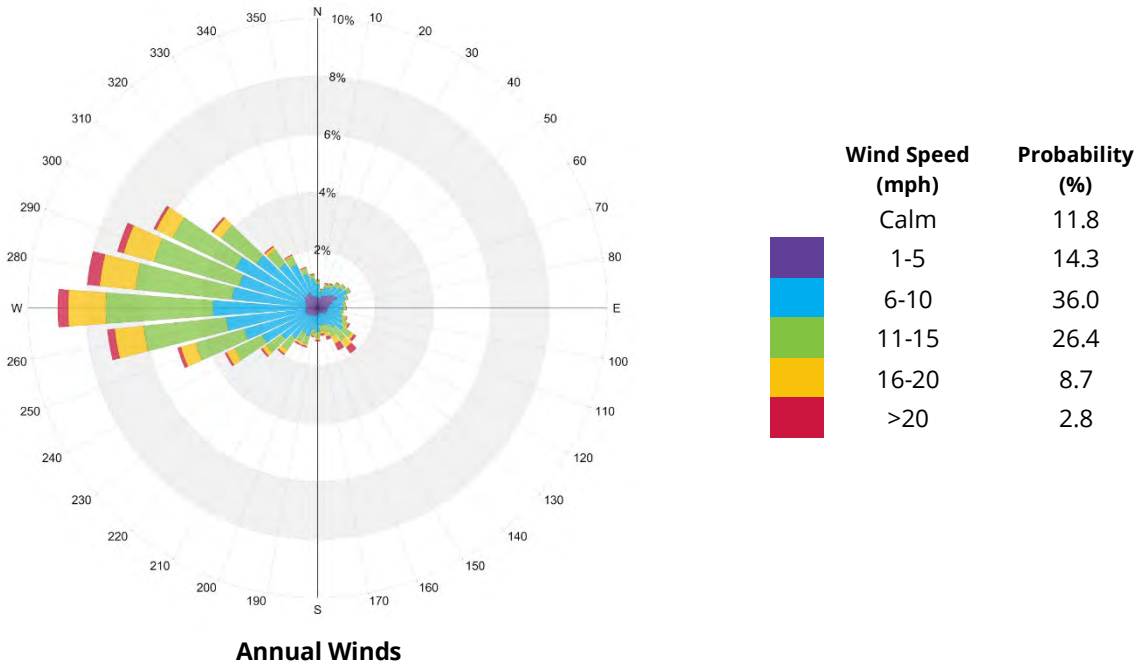


Image 3: Directional distribution of winds approaching Metropolitan Oakland International Airport from 1989 to 2019

2.3 Significance Threshold and Comfort Criteria

Significance Threshold

A wind analysis needs to be done if the height of the project is 100 feet or greater (measured to the roof) and one of the following conditions exists: (a) the project is located adjacent to a substantial water body (i.e. Oakland Estuary, Lake Merritt or San Francisco Bay); or (b) the project is located Downtown. Since the proposed project (approximately 430 feet tall) exceeds 100 feet in height and is located Downtown, it is subject to the thresholds of significance.

For the purposes of this study, the City of Oakland considers a significant wind impact to occur if a project were to "Create winds exceeding 36 mph for more than one hour during daylight hours during the year". Equivalent wind speeds (EWS), defined as average wind speed (mean velocity) adjusted to include the level of gustiness and turbulence, are used determine significant wind impacts. EWS is calculated using the formula provided below, wherein the mean wind speed is increased when the turbulence intensity is greater than 15%:

$$\boldsymbol{EWS = V_m \times (2 \times TI + 0.7)}$$

where $\boldsymbol{EWS}$ = equivalent wind speed

$\boldsymbol{V_m}$ = mean pedestrian-level wind speed

$\boldsymbol{TI}$ = turbulence intensity

Wind Comfort

Although not applicable towards Significant Wind Impacts as defined by the City of Oakland, wind comfort speeds have been calculated for informational purposes. Based on the San Francisco Planning Code Section 148, the comfort criteria are that wind speeds (EWS) do not exceed 11 mph for more than 10% of the time during the year, when calculated for daylight hours, in substantial pedestrian use areas. A lower wind speed threshold of 7 mph may be considered for public seating areas where calmer wind conditions are ideal.

2.4 Cumulative Buildings

Anticipated future buildings within a 1500 ft radius from the project site were included in the configurations 2C and 2F. These buildings are shown in Image 4 and listed in the table below.

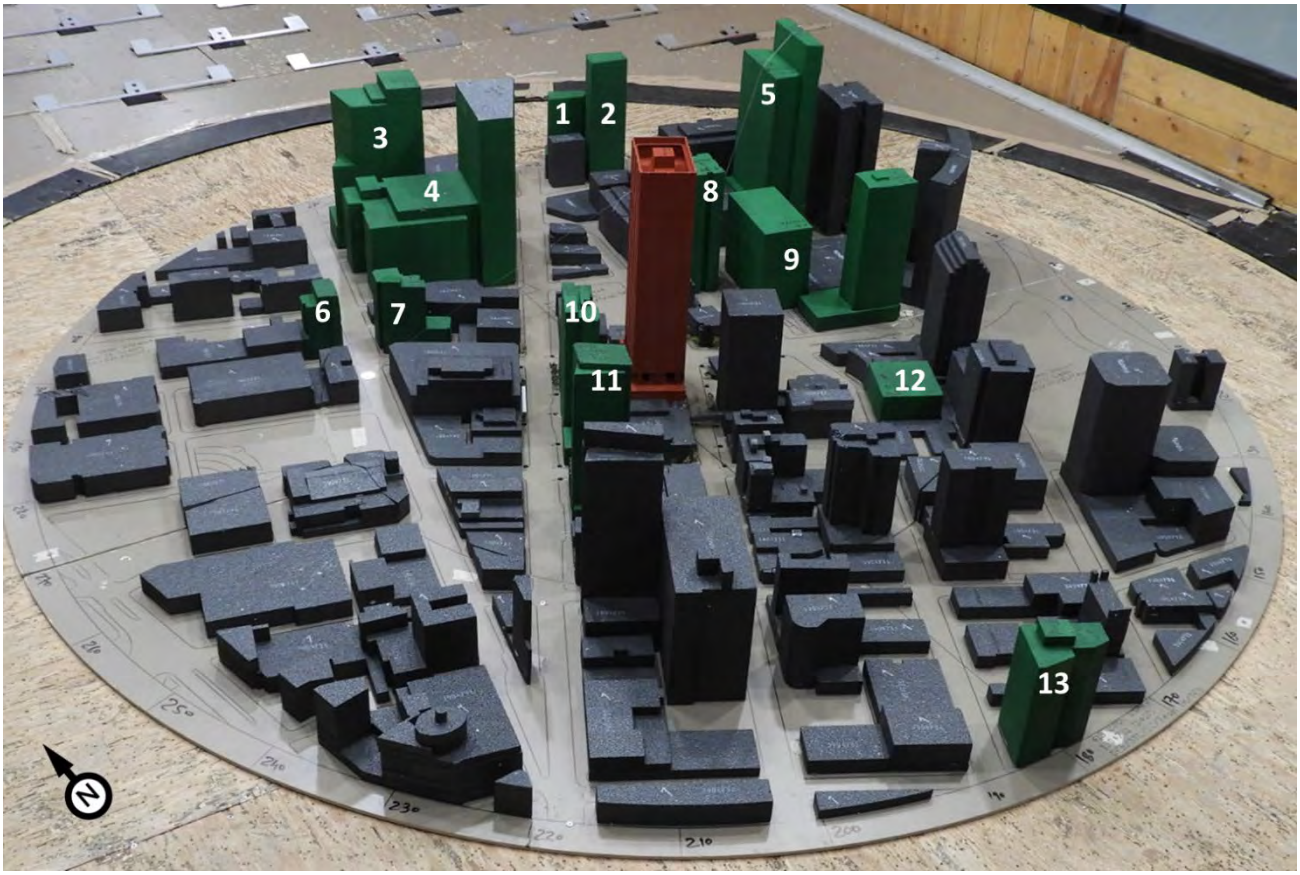


Image 3: Cumulative Buildings

CUMULATIVE BUILDINGS			
1	2270 Broadway	**8**	2044 Franklin Street
2	88 Grande Avenue	**9**	Kaiser Center
3	2201 Valley Street	**10**	1900 Broadway
4	2100 Telegraph Avenue	**11**	1750 Broadway
5	2 Kaiser Plaza	**12**	1940 Webster Street
6	2015 Telegraph Avenue	**13**	1510 Webster Street
7	2016 Telegraph Avenue		

3 RESULTS AND DISCUSSION

This section presents the results of the wind tunnel measurements analyzed in terms of equivalent wind speeds as defined by the equation in Section 2.3. The text of the report simply refers to the data as wind speeds.

The wind hazard results for the configurations tested are graphically depicted on a site plan in Figures 1A through 1F located in the "Figures" sections of this report. Table 1, located in the "Tables" section of the report, presents the wind hazard results, and lists the predicted wind speed to be exceeded one hour per year. The predicted number of hours per year that the City of Oakland Significant Wind Impact Criterion (one-minute wind speed of 36 mph) is exceeded is also provided.

For wind comfort, the measured 10% exceeded (90th percentile) equivalent wind speed and the percentage of time that the wind speed exceeds 11 mph are listed in Table 2. The point is marked as a comfort exceedance if the 11-mph threshold is exceeded. A letter "e" in the last column of each configuration indicates a wind comfort exceedance. The wind comfort results for the configurations tested are graphically depicted on a site plan in Figures 2A through 2F located in the "Figures" sections of this report where locations have been color-coded according to the criteria of the 7-mph and 11-mph comfort categories explained in the Planning Code. This is provided for information purposes only.

3.1 Existing Configuration

The wind hazard criterion is met at all the 43 test locations for the Existing configuration (Figure 1A). For all locations, the average wind speed which is exceeded for 1 hour per year is 24 mph (Table 1).

Wind speeds at 10 of 43 test locations exceed the comfort criterion of 11 mph (Table 2 and Figure 2A). The average 90th percentile wind speed for the 43 test locations is approximately 10 mph. Winds currently exceed the applicable criterion 9% of the time.

3.2 Existing plus Project Configuration

Given that the proposed development will be the tallest building in the neighborhood when completed, compared to the Existing configuration, the addition of the proposed Project would result in higher wind speeds around the project site. The average wind speed exceeded for 1 hour per year is predicted to increase to 29 mph (Table 1), and the wind hazard criterion is anticipated to be exceeded at 4 of 48 test locations (Figure 1B). A marginal exceedance is anticipated at one of those locations (Location 8 in Table 1).

Wind speeds at 33 of 48 test locations are expected to exceed the comfort criterion of 11 mph (Table 2 and Figure 2B). The average 90th percentile wind speed for the 48 test locations is predicted to be approximately 12 mph. Winds are predicted to exceed the applicable criterion 18% of the time.

3.3 Project plus Cumulative Configuration

Compared to the Existing plus Project configuration, the addition of the approved cumulative (future) developments in the surrounding area (Image 4) is anticipated to lead to slightly higher wind speeds around the site except to the northeast through southeast of the site where lower wind speeds are anticipated. The wind hazard criterion is

anticipated to be exceeded at 1 of 48 test locations (Figure 1C). The average wind speed exceeded for 1 hour per year is predicted to be 28 mph (Table 1).

Wind speeds at 32 of 48 test locations are expected to exceed the comfort criterion of 11 mph (Table 2 and Figure 2C). The average 90th percentile wind speed for the 48 test locations is predicted to be approximately 12 mph. Winds are predicted to exceed the applicable criterion 17% of the time.

3.4 Impact of Landscaping

Each of the three configurations were reassessed for the impact of both existing and proposed trees. The presence of the existing and proposed trees on and around the project site is anticipated to lead to generally lower wind speeds immediately around them, as can be seen in Figures 1D through 1F and 2D through 2F. This results in a reduction in the average wind conditions across the assessed area, compared to the configurations without landscaping (Table 1 and Table 2). The key impacts of the landscaping features considered in the study on the anticipated wind hazard and wind comfort conditions are as follows:

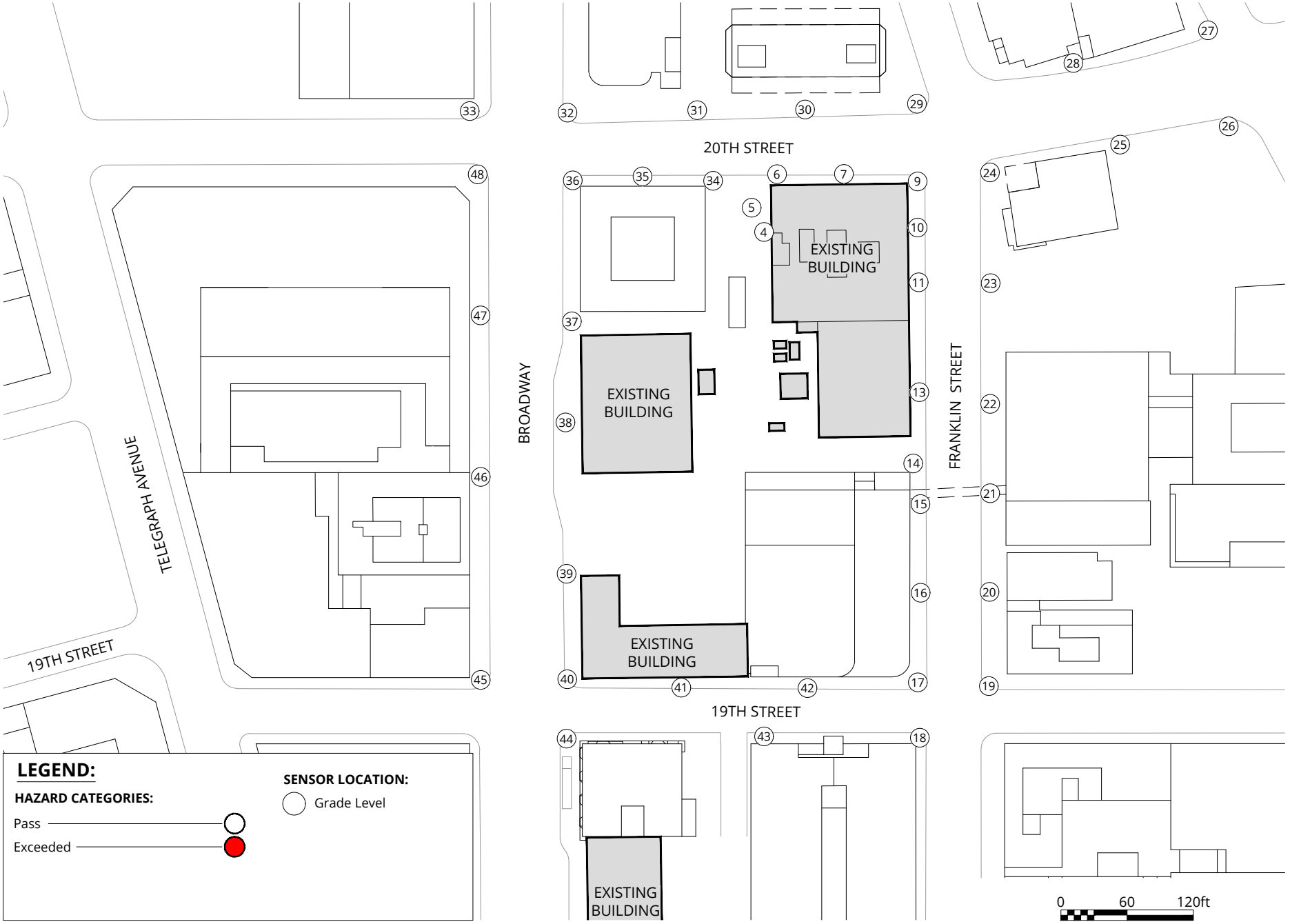
- **Existing with Landscaping**
  The wind hazard criterion is met at all the 43 test locations, similar to the corresponding configuration without landscaping (Figure 1D). For all locations, the average wind speed which is exceeded for 1 hour per year is 23 mph (Table 1).
- **Existing plus Project with Landscaping**
  Compared to the corresponding configuration without landscaping, the number of locations where the wind hazard criterion is anticipated to be exceeded is reduced from 4 to 2 of 48 test locations. The hazard wind speed exceedances at the two locations are anticipated to be marginally above the 36mph threshold (Table 1). The average wind speed exceeded for 1 hour per year is predicted to reduce to 27 mph (Figure 1E and Table 1).
- **Project plus Cumulative with Landscaping**
  The wind hazard criterion is anticipated to be exceeded at the same and only location as predicted in the corresponding configuration without landscaping (Figure 1F). The average wind speed exceeded for 1 hour per year is predicted to be 27 mph (Table 1).

4 APPLICABILITY OF RESULTS

The wind conditions presented in this report pertain to the model of the 415 20th Street development constructed using the drawings and information listed below. Should there be any design changes that deviate from this list of drawings, the wind condition predictions presented may change. Therefore, if changes in the design are made, it is recommended that RWDI be contacted and requested to review their potential effects on wind conditions.

File Name	File Type	Date Received (dd/mm/yyyy)
A_PCA_1905_415 20th Street_2018	Revit (.rvt)	25/03/2020

FIGURES



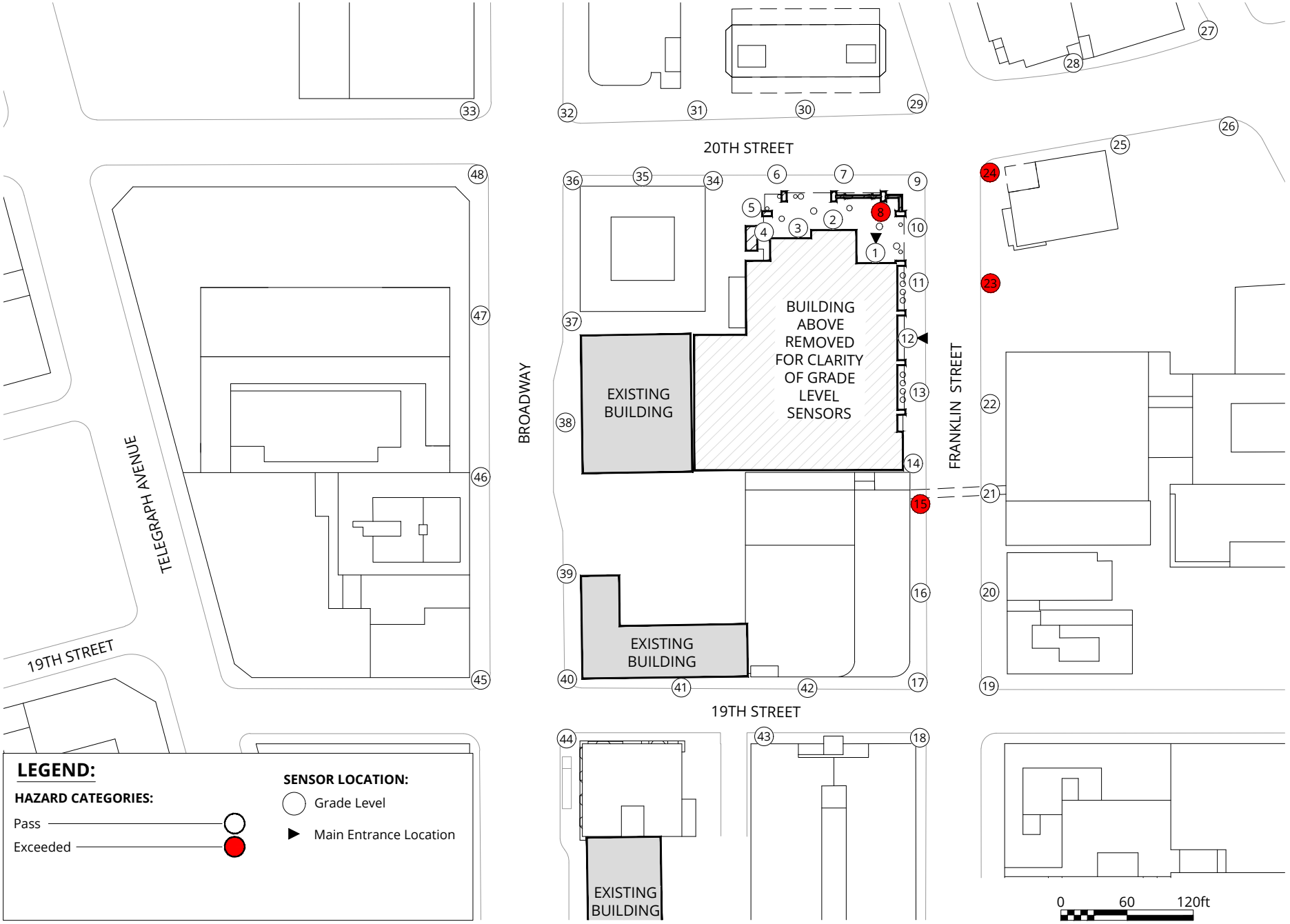
Pedestrian Wind Hazard Conditions
Existing
Annual

415 20th Street - Oakland, CA

True North

Project #1904731

Drawn by: DF	Figure: 1A
Approx. Scale:	1"=120'
Date Revised:	June 24, 2020



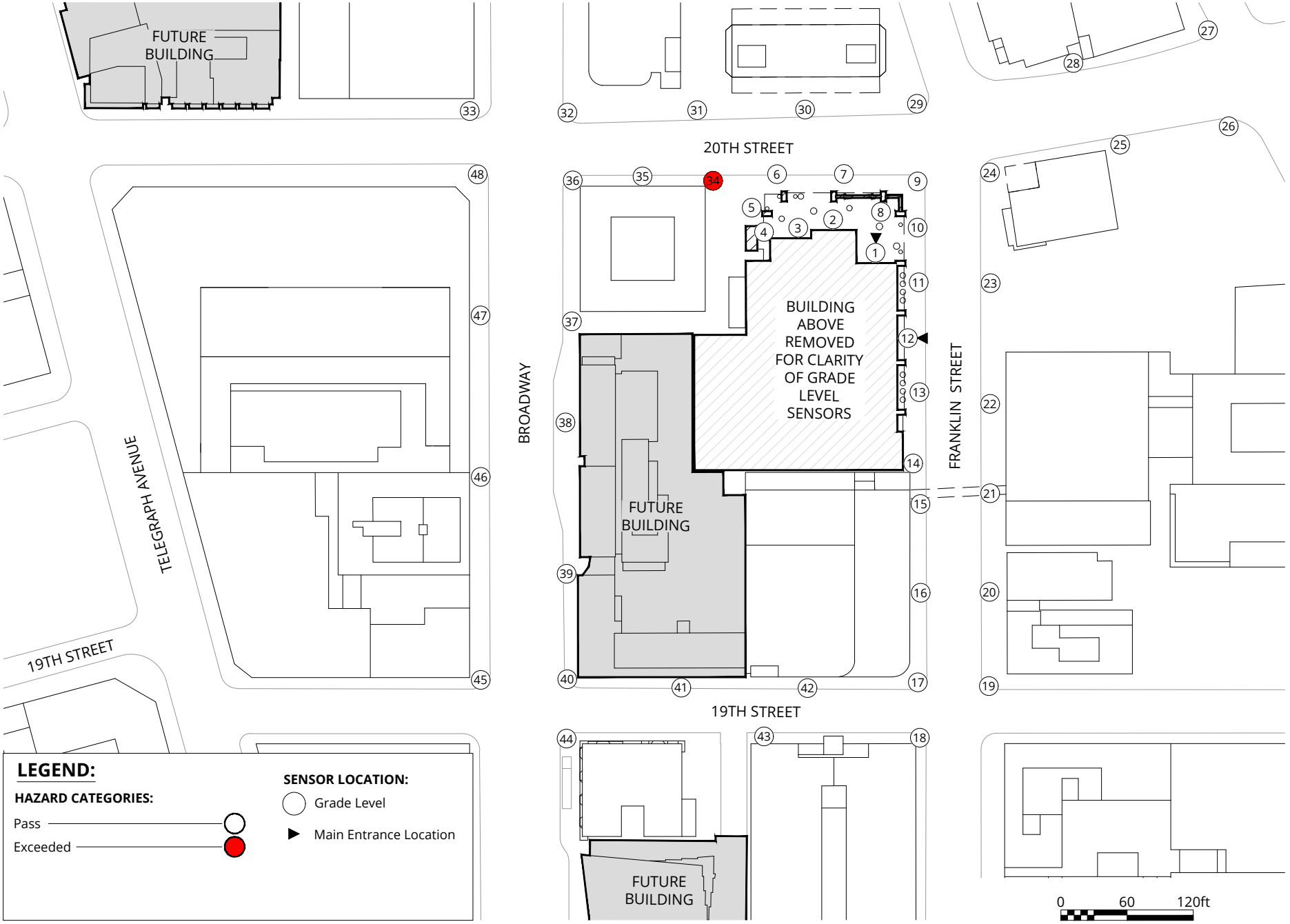
Pedestrian Wind Hazard Conditions
Existing + Project
Annual

415 20th Street - Oakland, CA

True North

Project #1904731

Drawn by: DF	Figure: 1B
Approx. Scale:	1"=120'
Date Revised:	June 24, 2020



LEGEND:

HAZARD CATEGORIES:

Pass

Exceeded

SENSOR LOCATION:

Grade Level

Main Entrance Location

Pedestrian Wind Hazard Conditions

Project + Cumulative

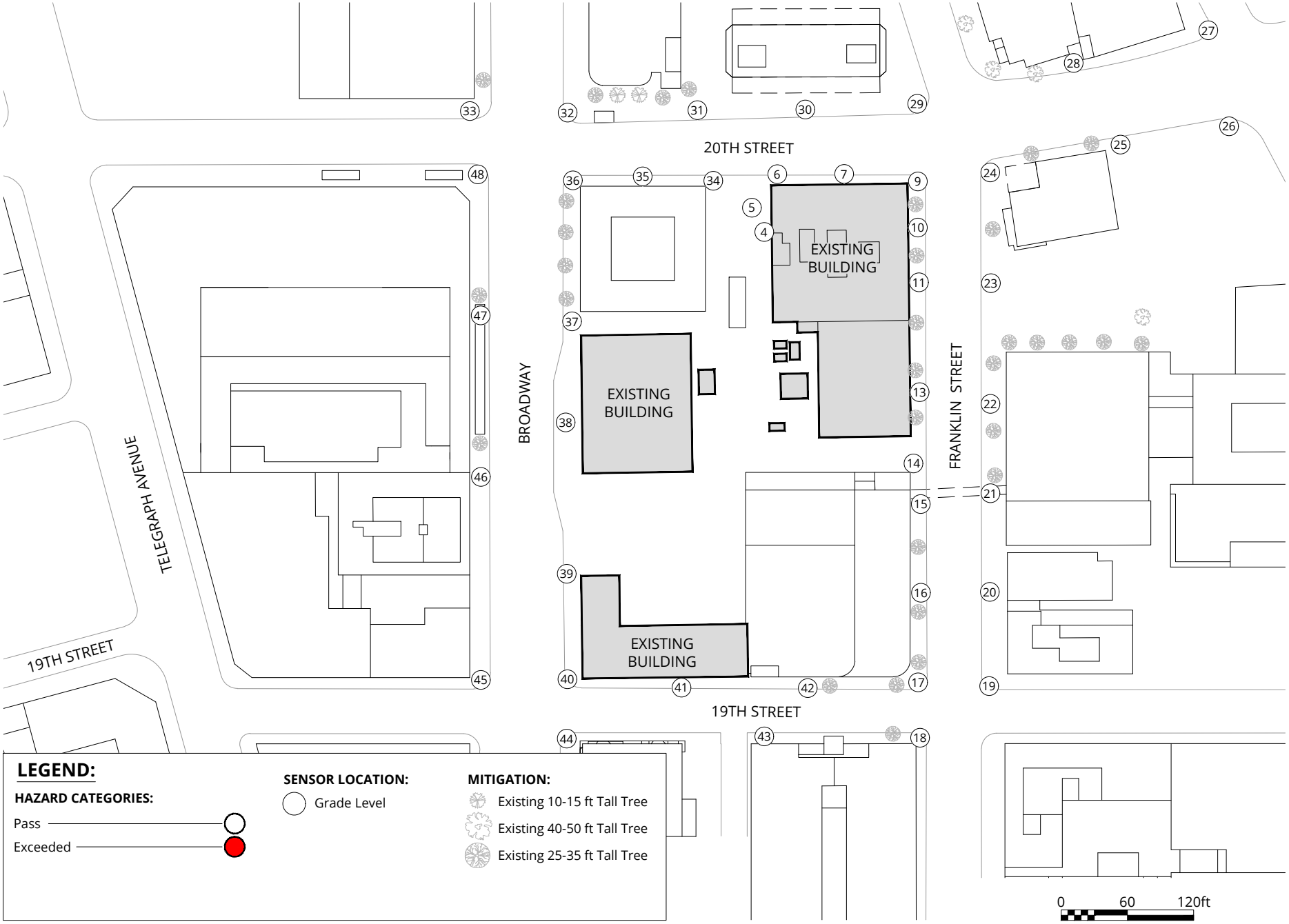
Annual

415 20th Street - Oakland, CA

True North

Project #1904731

Drawn by: DF	Figure: 1C
Approx. Scale:	1"=120'
Date Revised:	June 24, 2020



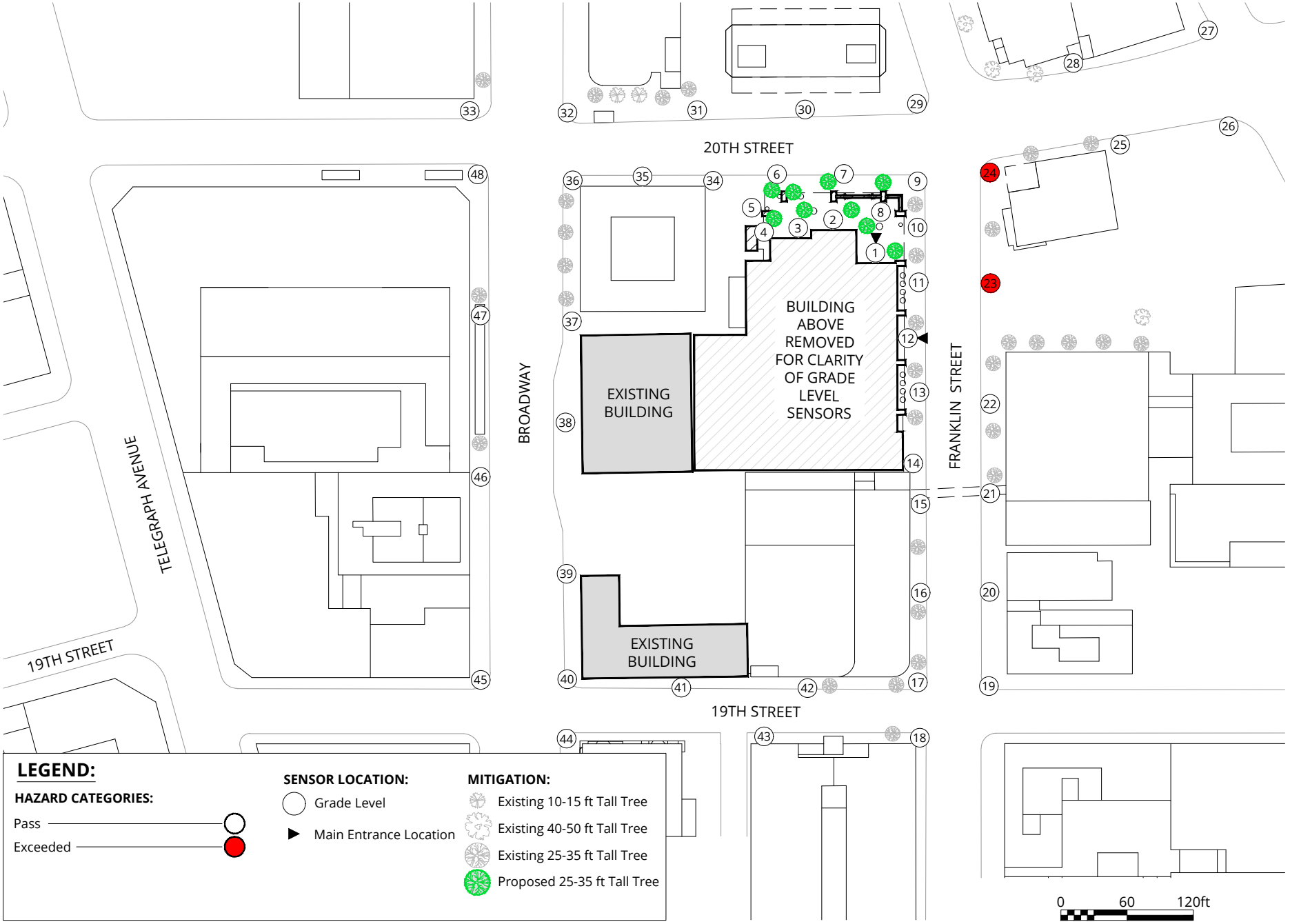
Pedestrian Wind Hazard Conditions
Existing with Landscaping
Annual

415 20th Street - Oakland, CA

True North

Project #1904731

Drawn by: DF	Figure: 1D
Approx. Scale:	1"=120'
Date Revised:	June 24, 2020



Pedestrian Wind Hazard Conditions

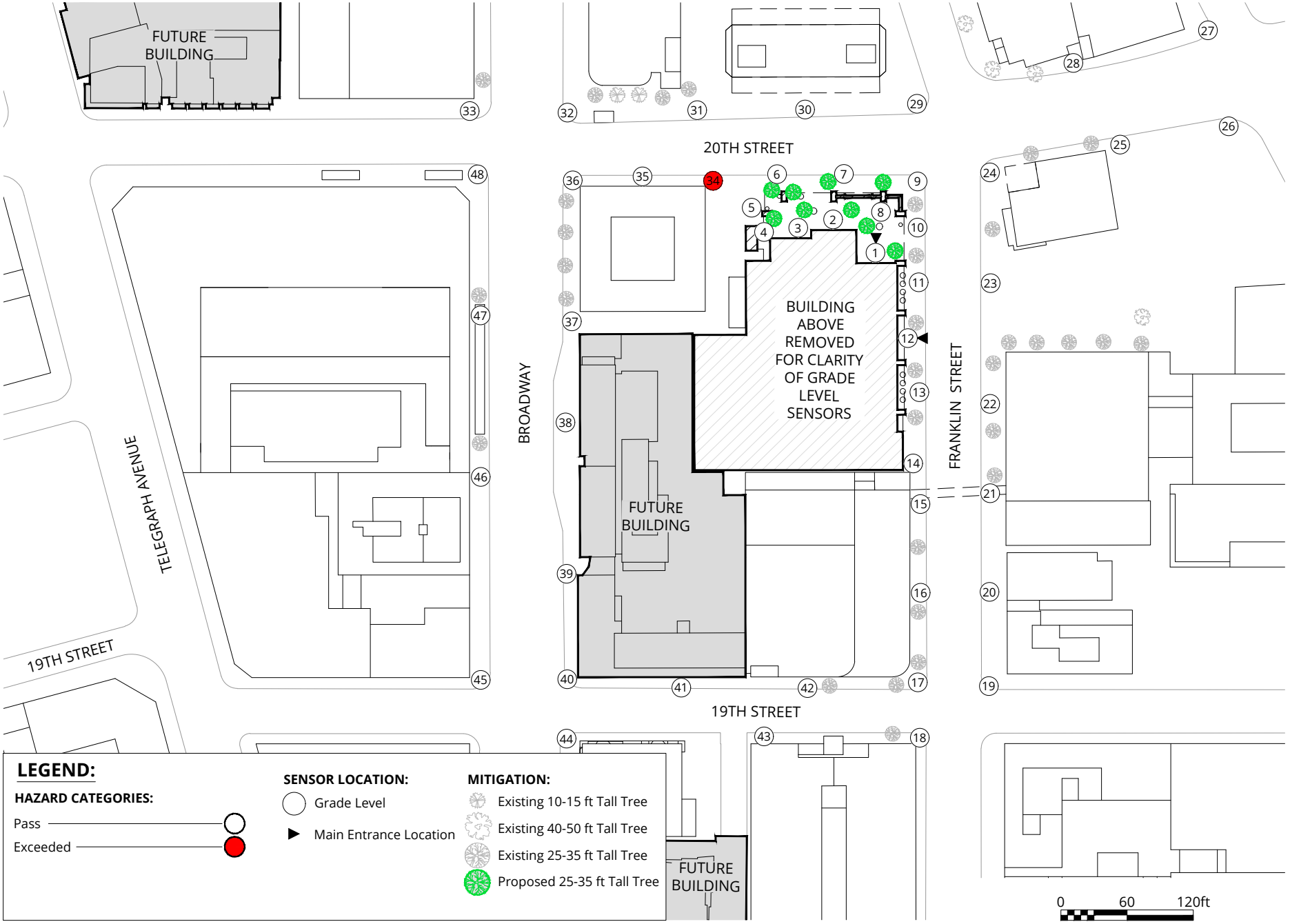
Existing + Project with Landscaping
Annual

415 20th Street - Oakland, CA

True North

Project #1904731

Drawn by: DF	Figure: 1E
Approx. Scale:	1"=120'
Date Revised:	June 24, 2020



LEGEND:

HAZARD CATEGORIES:

- Pass
- Exceeded

SENSOR LOCATION:

- Grade Level
- Main Entrance Location

MITIGATION:

- Existing 10-15 ft Tall Tree
- Existing 40-50 ft Tall Tree
- Existing 25-35 ft Tall Tree
- Proposed 25-35 ft Tall Tree

Pedestrian Wind Hazard Conditions

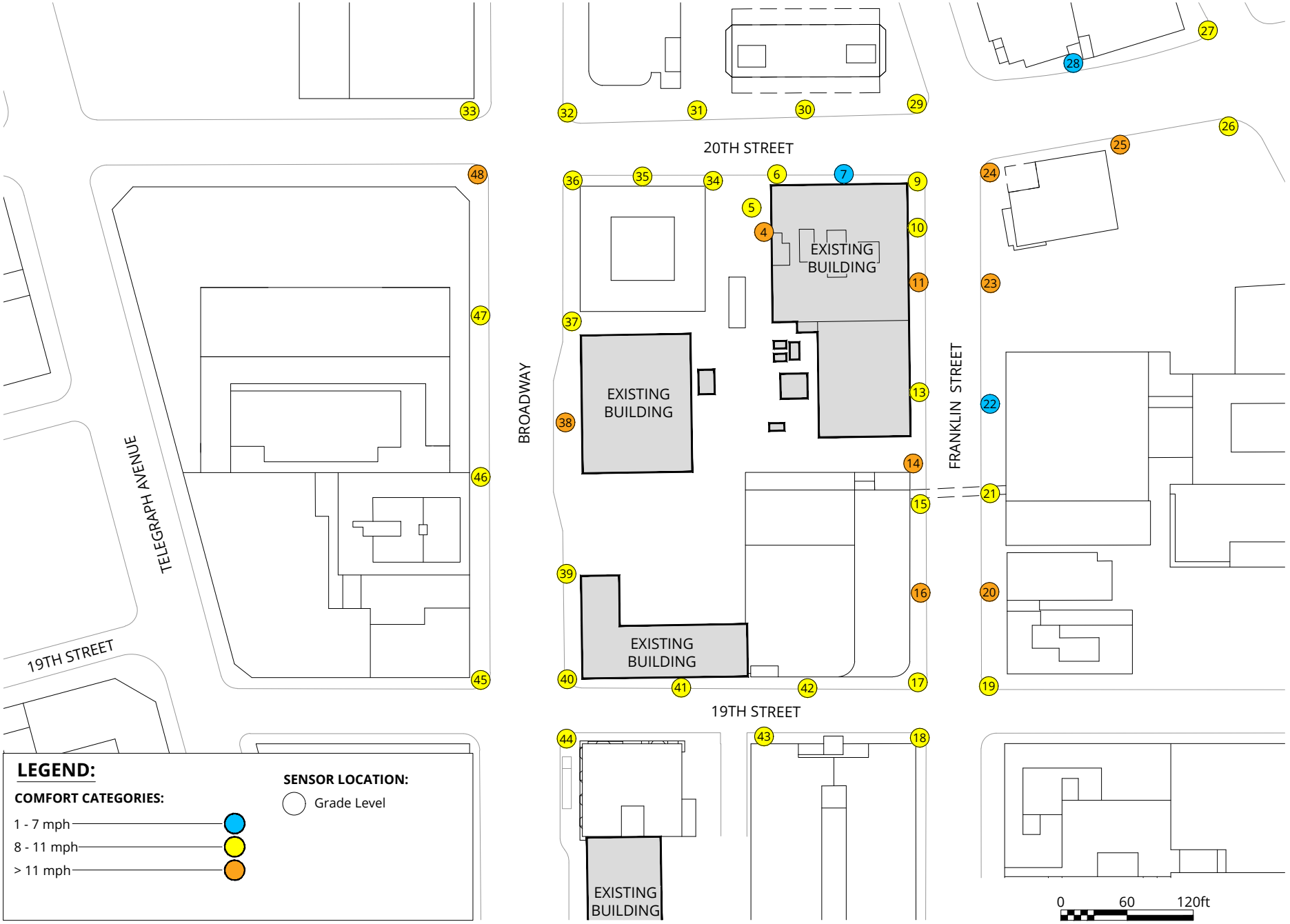
Project + Cumulative with Landscaping
Annual

415 20th Street - Oakland, CA

True North

Project #1904731

Drawn by: DF	Figure: 1F
Approx. Scale:	1"=120'
Date Revised:	June 24, 2020



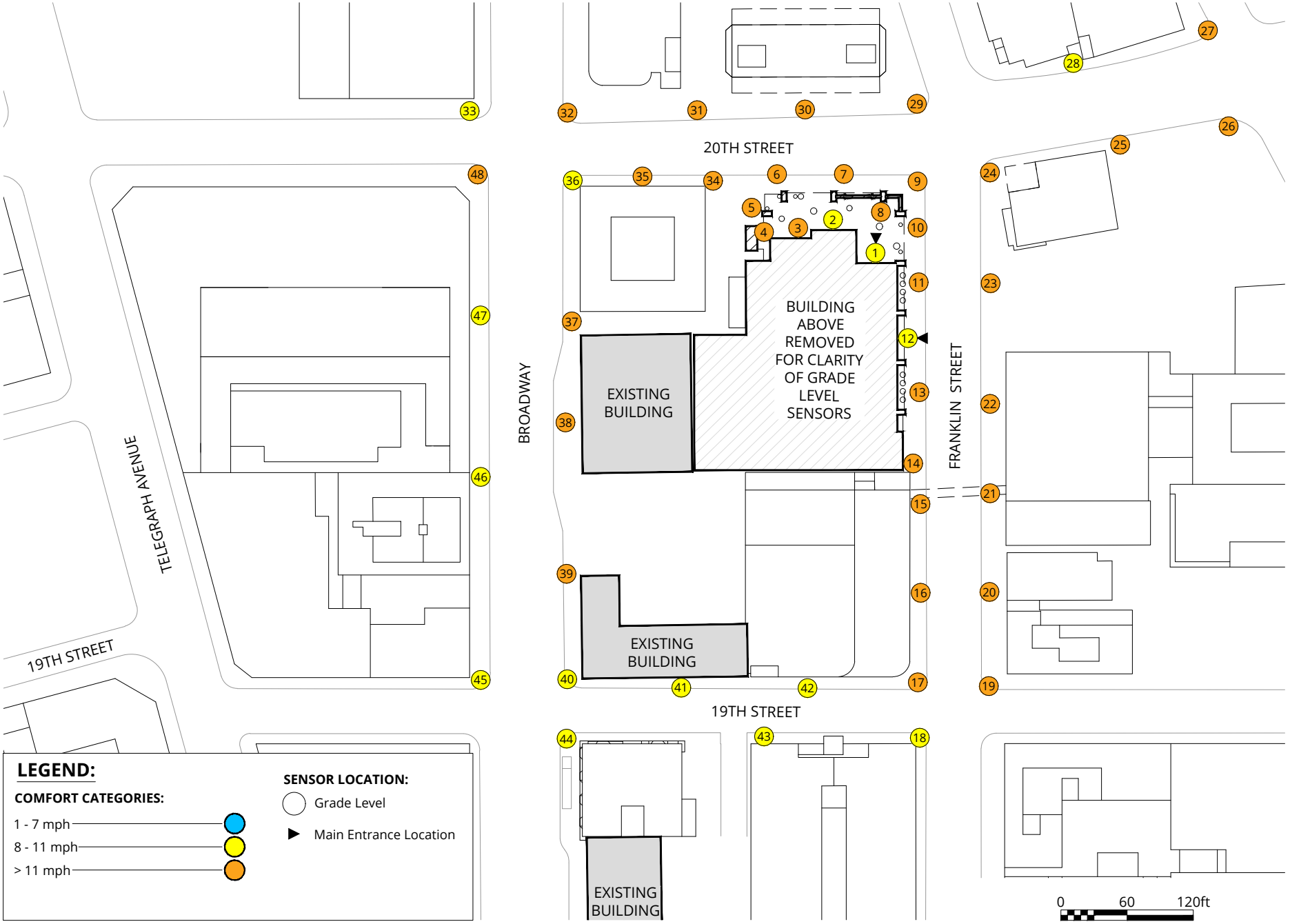
Pedestrian Wind Comfort Conditions
Existing
Annual

415 20th Street - Oakland, CA

True North

Project #1904731

Drawn by: DF	Figure: 2A
Approx. Scale:	1"=120'
Date Revised:	June 24, 2020



Pedestrian Wind Comfort Conditions
Existing + Project
Annual

415 20th Street - Oakland, CA

True North

Project #1904731

Drawn by: DF	Figure: 2B
Approx. Scale:	1"=120'
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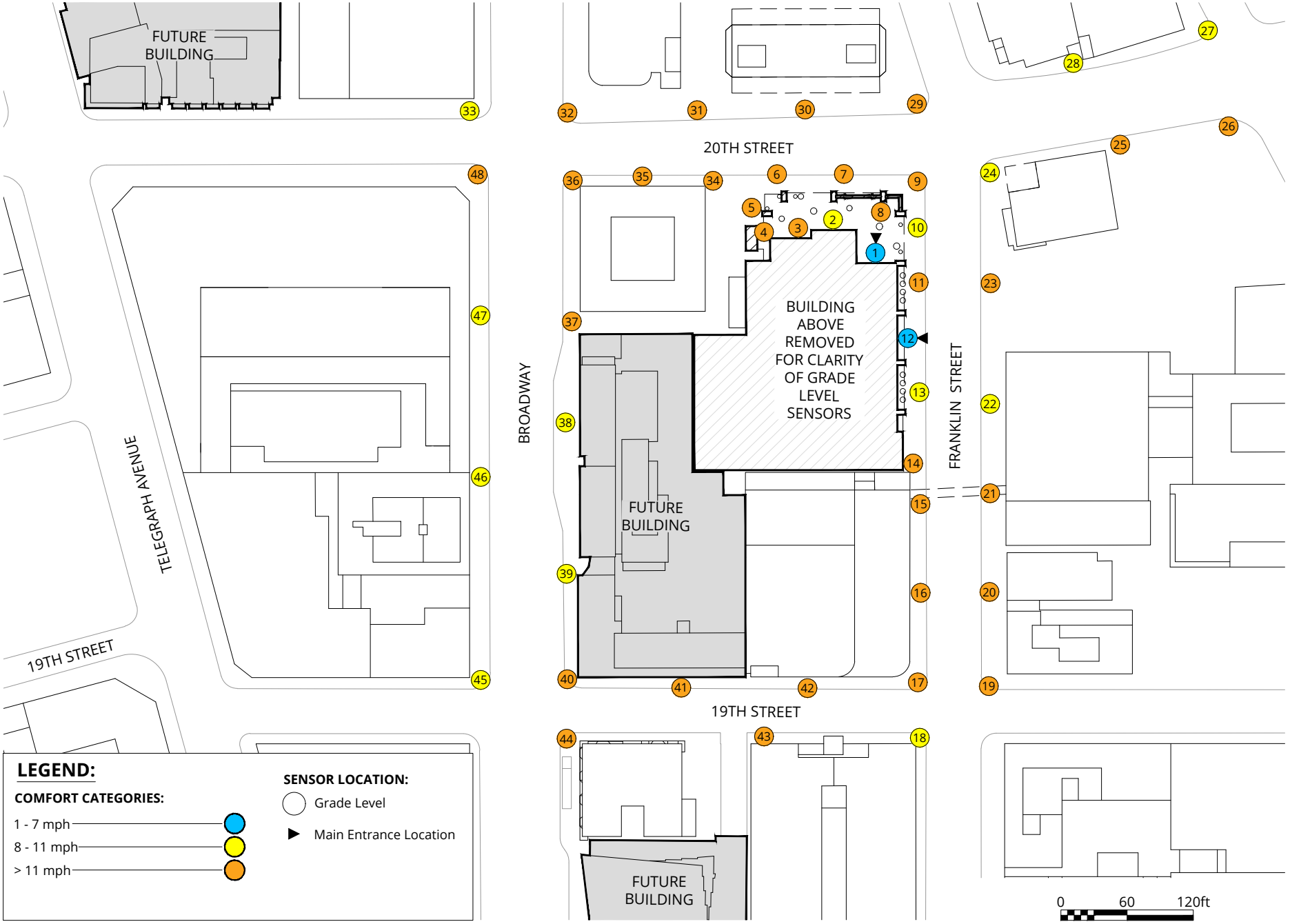

Pedestrian Wind Comfort Conditions
Project + Cumulative
Annual

415 20th Street - Oakland, CA

True North

Project #1904731

Drawn by: DF	Figure: 2C
Approx. Scale:	1"=120'
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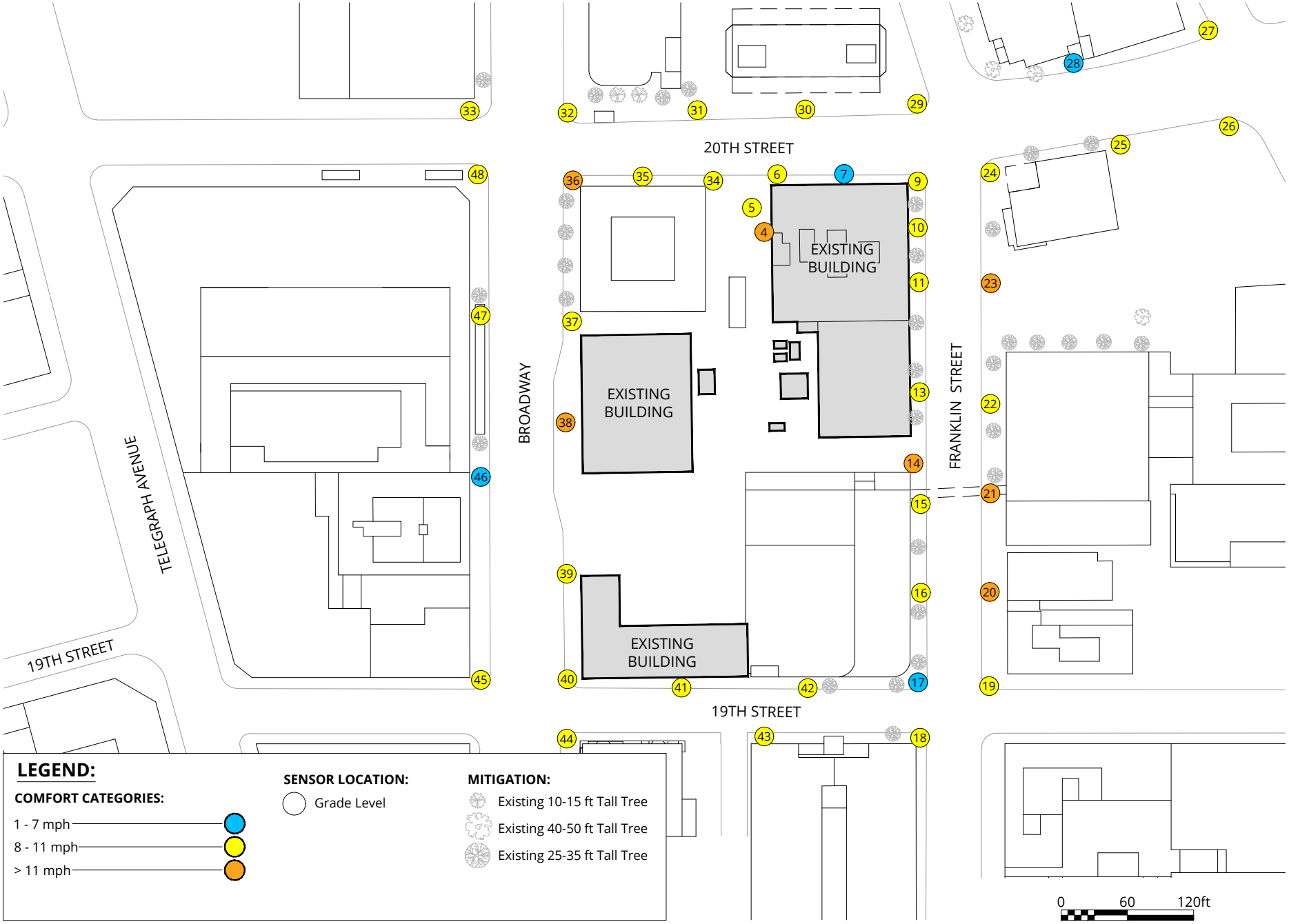

Pedestrian Wind Comfort Conditions

Existing with Landscaping
Annual

415 20th Street - Oakland, CA

True North

Project #1904731

Drawn by: DF	Figure: 2D
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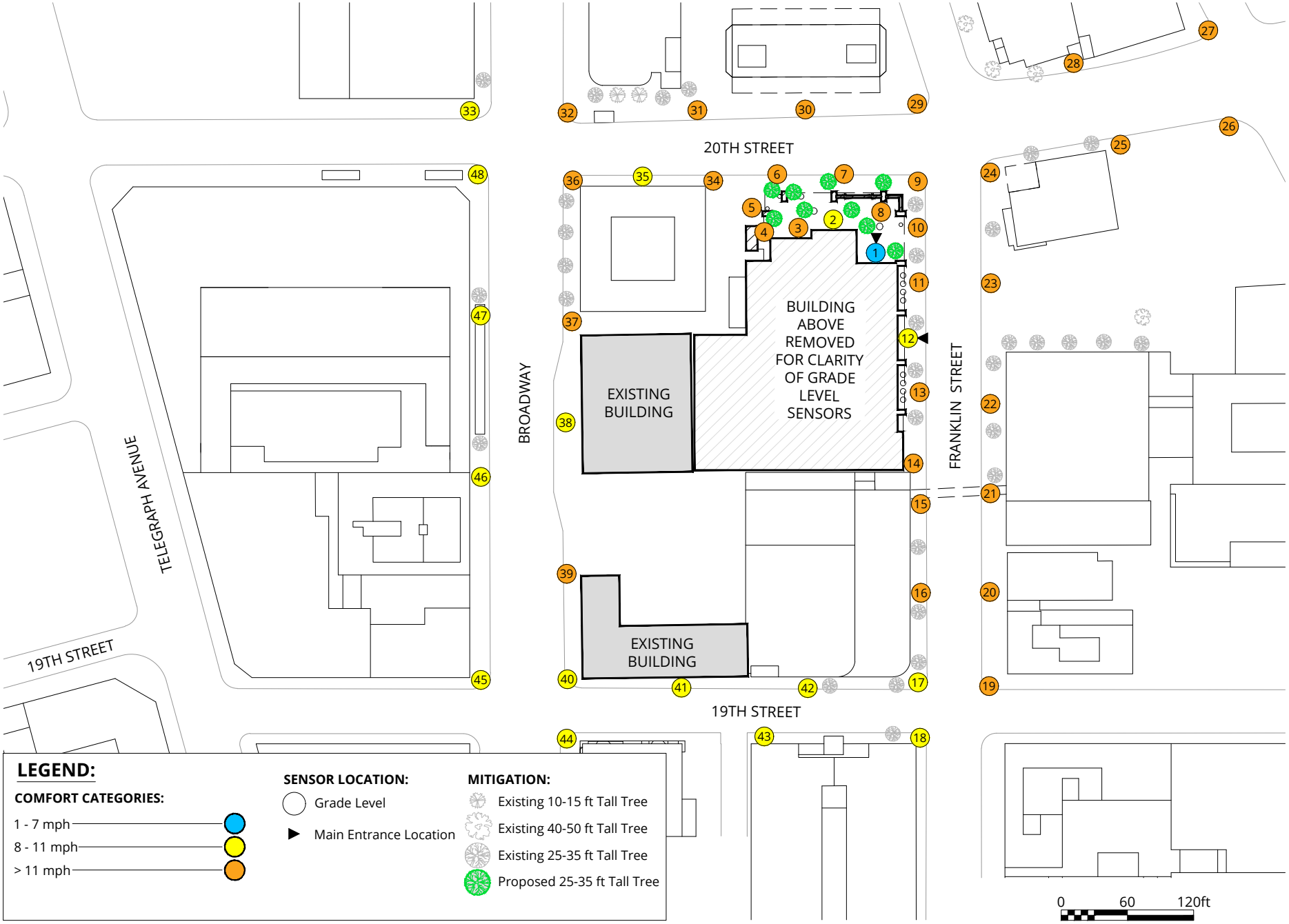

Pedestrian Wind Comfort Conditions

Existing + Project with Landscaping
Annual

415 20th Street - Oakland, CA

True North

Project #1904731

Drawn by: DF	Figure: 2E
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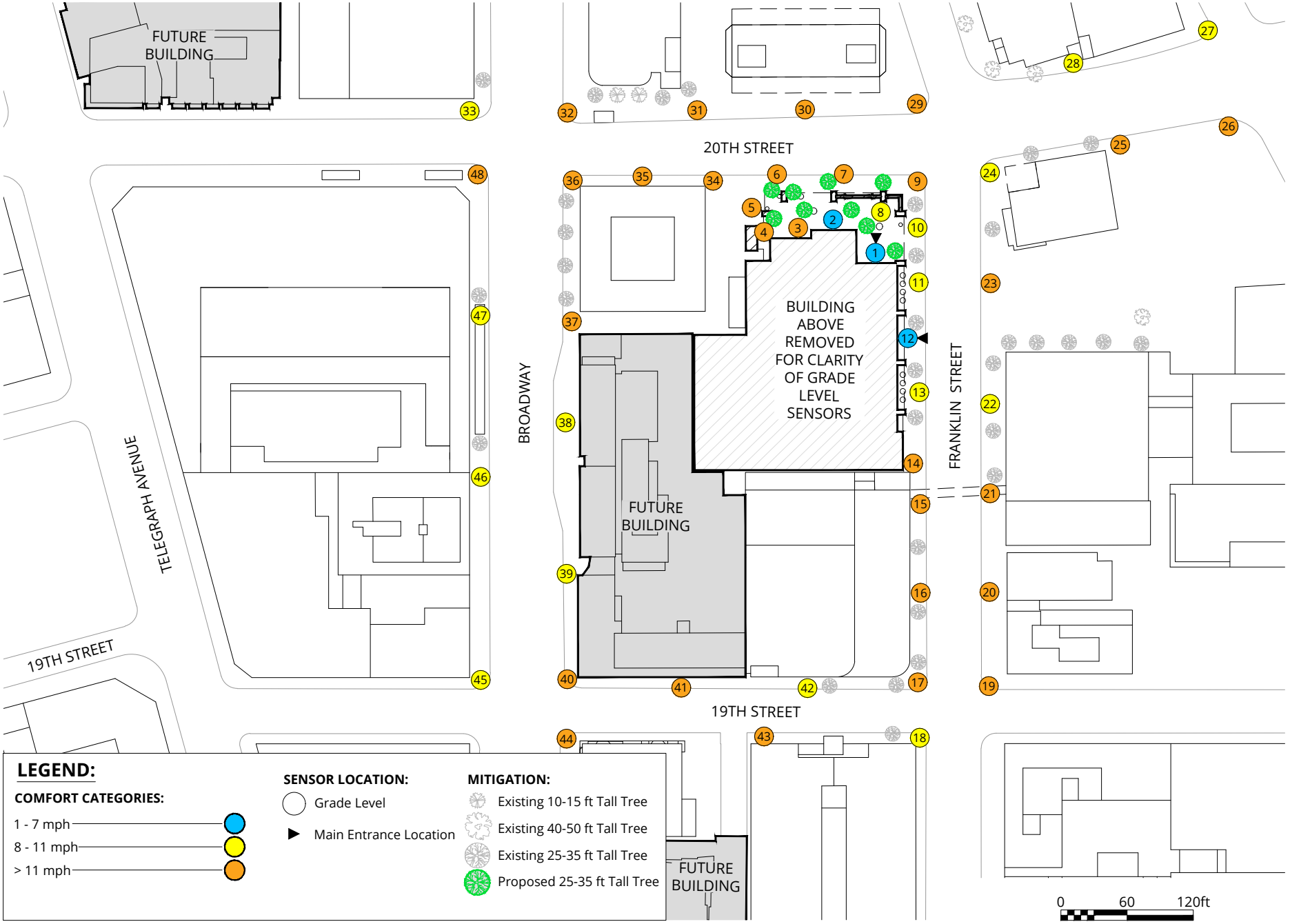


LEGEND:

COMFORT CATEGORIES:

- 1 - 7 mph
- 8 - 11 mph
- > 11 mph

SENSOR LOCATION:

- Grade Level
- Main Entrance Location

MITIGATION:

- Existing 10-15 ft Tall Tree
- Existing 40-50 ft Tall Tree
- Existing 25-35 ft Tall Tree
- Proposed 25-35 ft Tall Tree

Pedestrian Wind Comfort Conditions

Project + Cumulative with Landscaping
Annual

415 20th Street - Oakland, CA

True North

Project #1904731

Drawn by: DF	Figure: 2F
Approx. Scale:	1"=120'
Date Revised:	June 24, 2020

TABLES

Table 1: Wind Hazard Conditions

Location	Existing			Existing+Project			Project+Cumulative			Existing with landscaping			Existing+Project with landscaping			Project+Cumulative with landscaping		
	Wind Speed Exceeded 1hr/yr (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds	Wind Speed Exceeded 1hr/yr (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds	Wind Speed Exceeded 1hr/yr (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds	Wind Speed Exceeded 1hr/yr (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds	Wind Speed Exceeded 1hr/yr (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds	Wind Speed Exceeded 1hr/yr (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds
1	-	-	-	19.51	0		16.79	0		-	-	-	13.94	0		12.90	0	
2	-	-	-	22.43	0		19.76	0		-	-	-	20.38	0		16.74	0	
3	-	-	-	29.41	0		28.01	0		-	-	-	27.35	0		25.97	0	
4	25.90	0		25.76	0		25.41	0		25.94	0		24.63	0		26.34	0	
5	23.92	0		30.81	0		31.01	0		23.88	0		29.58	0		29.89	0	
6	21.29	0		33.01	0		33.63	0		21.67	0		27.91	0		29.17	0	
7	21.21	0		32.76	0		29.56	0		22.80	0		26.26	0		25.17	0	
8	-	-	-	36.01	1	e	32.76	-		-	-	-	33.78	0		31.84	0	
9	22.01	0		35.35	0		30.17	0		21.63	0		33.84	0		28.67	0	
10	23.41	0		33.41	0		27.51	0		18.46	0		30.41	0		23.35	0	
11	26.37	0		30.34	0		28.17	0		21.88	0		29.67	0		26.84	0	
12	-	-	-	22.60	0		19.29	-		-	-	-	23.97	0		17.29	0	
13	26.70	0		28.34	0		22.72	0		19.54	0		27.26	0		20.15	0	
14	29.01	0		28.88	0		28.01	0		27.01	0		29.01	0		28.01	0	
15	20.75	0		36.82	2	e	32.70	0		24.28	0		34.89	0		32.23	0	
16	23.86	0		31.76	0		28.01	0		17.87	0		28.01	0		25.41	0	
17	20.78	0		29.79	0		31.01	0		16.79	0		23.50	0		28.84	0	
18	22.42	0		23.95	0		23.38	0		22.64	0		21.95	0		23.39	0	
19	24.70	0		26.56	0		26.88	0		21.88	0		27.67	0		26.58	0	
20	27.93	0		30.41	0		30.41	0		26.76	0		31.72	0		30.45	0	

Table 1: Wind Hazard Conditions

Location	Existing			Existing+Project			Project+Cumulative			Existing with landscaping			Existing+Project with landscaping			Project+Cumulative with landscaping		
	Wind Speed Exceeded 1hr/yr (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds	Wind Speed Exceeded 1hr/yr (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds	Wind Speed Exceeded 1hr/yr (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds	Wind Speed Exceeded 1hr/yr (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds	Wind Speed Exceeded 1hr/yr (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds	Wind Speed Exceeded 1hr/yr (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds
21	26.01	0		33.91	0		35.41	0		25.89	0		35.01	0		33.91	0	
22	25.35	0		34.01	0		24.50	0		19.01	0		25.84	0		21.73	0	
23	32.51	0		37.21	1	e	31.75	0		31.67	0		36.21	1	e	32.01	0	
24	28.01	0		36.81	1	e	32.51	0		24.58	0		36.41	1	e	32.70	0	
25	26.91	0		34.51	0		28.34	0		27.40	0		31.34	0		25.76	0	
26	28.01	0		28.70	0		28.01	0		27.90	0		29.55	0		29.73	0	
27	23.86	0		27.63	0		25.51	0		25.34	0		30.70	0		34.02	0	
28	24.01	0		29.01	0		22.01	0		22.01	0		26.72	0		20.88	0	
29	25.21	0		34.52	0		31.21	0		26.21	0		33.67	0		30.78	0	
30	25.34	0		31.26	0		33.81	0		26.01	0		30.56	0		33.38	0	
31	25.56	0		28.70	0		34.01	0		25.41	0		26.82	0		28.86	0	
32	26.21	0		30.02	0		32.38	0		24.01	0		26.34	0		28.58	0	
33	23.91	0		24.51	0		24.80	0		23.43	0		23.02	0		24.38	0	
34	24.26	0		29.01	0		36.63	1	e	24.58	0		27.80	0		36.15	1	e
35	21.34	0		25.29	0		27.01	0		21.38	0		25.43	0		25.15	0	
36	22.88	0		28.26	0		31.01	0		30.81	0		31.01	0		29.17	0	
37	23.60	0		26.60	0		26.90	0		22.34	0		26.77	0		26.64	0	
38	27.97	0		26.13	0		20.92	0		28.01	0		24.61	0		21.72	0	
39	22.13	0		26.01	0		24.76	0		23.23	0		26.93	0		24.78	0	
40	20.93	0		21.60	0		32.43	0		21.61	0		21.90	0		31.73	0	

Table 1: Wind Hazard Conditions

Location	Existing			Existing+Project			Project+Cumulative			Existing with landscaping			Existing+Project with landscaping			Project+Cumulative with landscaping		
	Wind Speed Exceeded 1hr/yr (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds	Wind Speed Exceeded 1hr/yr (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds	Wind Speed Exceeded 1hr/yr (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds	Wind Speed Exceeded 1hr/yr (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds	Wind Speed Exceeded 1hr/yr (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds	Wind Speed Exceeded 1hr/yr (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds
41	27.21	0		26.51	0		30.30	0		26.21	0		27.35	0		30.23	0	
42	19.67	0		22.42	0		27.89	0		18.63	0		21.01	0		25.43	0	
43	18.58	0		27.63	0		24.91	0		18.70	0		26.51	0		24.72	0	
44	24.51	0		24.26	0		32.81	0		24.01	0		25.01	0		32.67	0	
45	20.30	0		20.78	0		25.76	0		19.50	0		18.86	0		25.58	0	
46	20.13	0		24.01	0		29.51	0		17.79	0		20.77	0		28.21	0	
47	21.01	0		30.81	0		26.93	0		18.46	0		21.75	0		17.63	0	
48	26.40	0		27.34	0		26.43	0		21.00	0		23.70	0		25.58	0	

Summary	Average (mph)	Total Hours	Total	Average (mph)	Total Hours	Total	Average (mph)	Total Hours	Total	Average (mph)	Total Hours	Total	Average (mph)	Total Hours	Total	Average (mph)	Total Hours	Total
	24	**0**	**0 --- 43**	**29**	**5**	**4 --- 48**	**28**	**1**	**1 --- 48**	**23**	**0**	**0 --- 43**	**27**	**2**	**2 --- 48**	**27**	**1**	**1 --- 48**

Table 2: Wind Comfort Conditions

Location	Existing			Existing+Project			Project+Cumulative			Existing with landscaping			Existing+Project with landscaping			Project+Cumulative with landscaping		
	Wind Speed Exceeded 10% of time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds	Wind Speed Exceeded 10% of time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds	Wind Speed Exceeded 10% of time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds	Wind Speed Exceeded 10% of time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds	Wind Speed Exceeded 10% of time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds	Wind Speed Exceeded 10% of time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds
1	-	-	-	8	2		5	0		-	-	-	5	0		4	0	
2	-	-	-	9	5		9	4		-	-	-	8	3		7	1	
3	-	-	-	13	17	e	13	17	e	-	-	-	12	13	e	12	14	e
4	12	13	e	12	15	e	12	13	e	12	12	e	12	13	e	12	13	e
5	10	7		15	28	e	14	23	e	10	7		14	25	e	14	20	e
6	8	3		15	30	e	16	32	e	8	3		13	18	e	14	26	e
7	7	2		15	27	e	14	22	e	7	2		13	19	e	12	16	e
8	-	-	-	14	26	e	12	12	e	-	-	-	13	18	e	10	7	
9	9	4		17	38	e	13	17	e	9	4		16	36	e	12	14	e
10	11	10		16	31	e	10	7		9	2		15	25	e	9	4	
11	13	19	e	14	24	e	12	11	e	11	10		14	24	e	10	8	
12	-	-	-	9	4		7	2		-	-	-	9	4		7	1	
13	11	10		13	19	e	10	5		9	4		13	20	e	9	3	
14	14	26	e	13	22	e	13	17	e	13	21	e	14	24	e	13	16	e
15	10	5		13	19	e	13	20	e	11	10		13	20	e	12	15	e
16	12	14	e	13	19	e	13	16	e	9	2		12	15	e	12	12	e
17	10	5		12	16	e	15	29	e	7	1		11	10		14	24	e
18	10	6		10	7		11	10		10	6		11	10		11	10	
19	11	10		12	18	e	13	21	e	11	10		13	18	e	13	19	e
20	14	24	e	13	18	e	15	28	e	13	19	e	13	19	e	14	27	e

Table 2: Wind Comfort Conditions

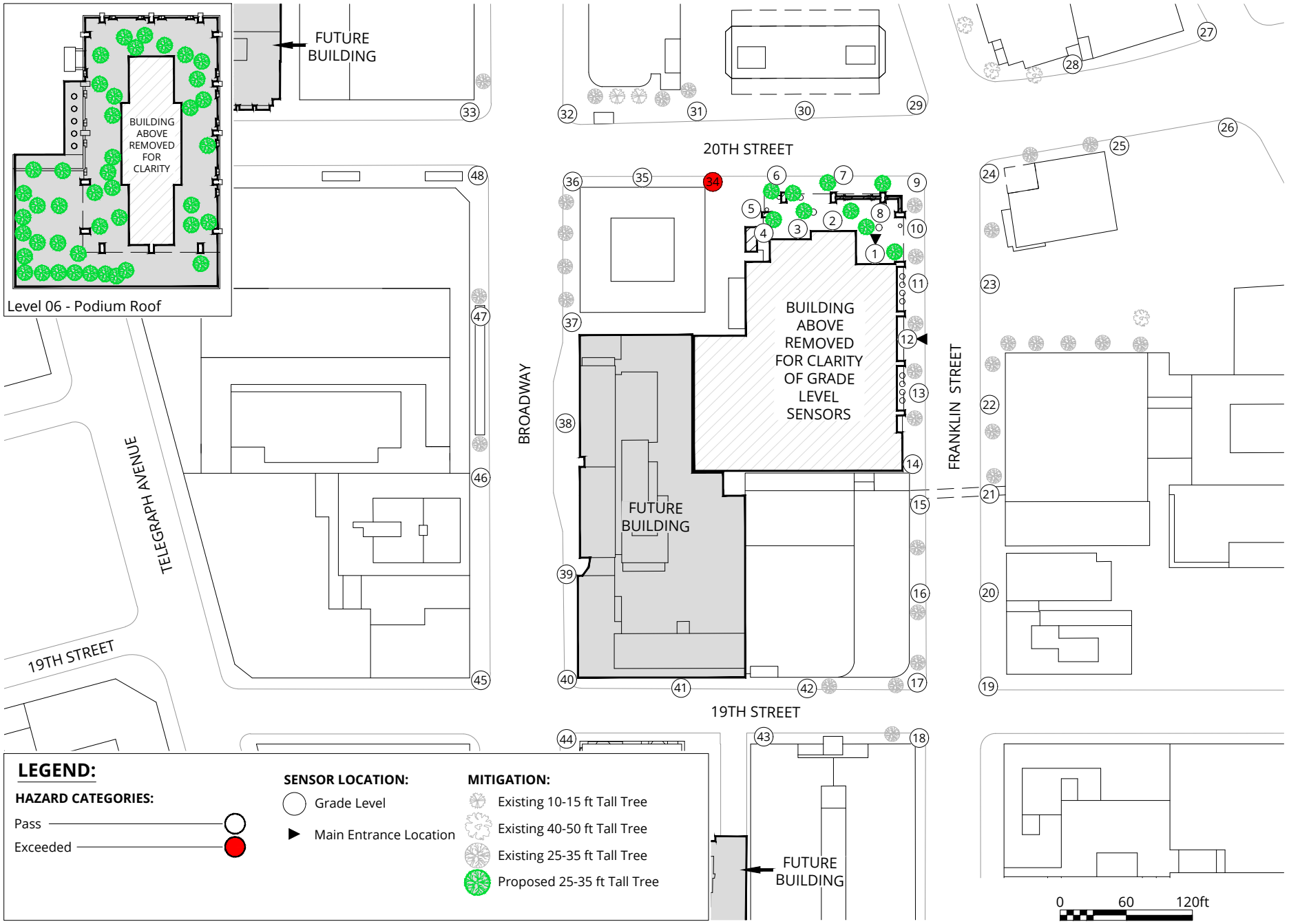
Location	Existing			Existing+Project			Project+Cumulative			Existing with landscaping			Existing+Project with landscaping			Project+Cumulative with landscaping		
	Wind Speed Exceeded 10% of time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds	Wind Speed Exceeded 10% of time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds	Wind Speed Exceeded 10% of time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds	Wind Speed Exceeded 10% of time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds	Wind Speed Exceeded 10% of time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds	Wind Speed Exceeded 10% of time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds
21	10	7		15	27	e	16	31	e	13	19	e	17	38	e	14	24	e
22	7	2		12	15	e	9	5		8	2		12	15	e	9	4	
23	15	32	e	18	42	e	14	23	e	14	27	e	17	40	e	13	17	e
24	13	15	e	16	33	e	11	10		10	8		15	29	e	11	10	
25	12	14	e	16	30	e	14	23	e	11	10		14	24	e	13	18	e
26	11	10		14	23	e	12	14	e	11	10		14	24	e	13	21	e
27	9	4		12	16	e	10	7		9	4		12	16	e	10	7	
28	7	1		11	10		8	3		7	1		12	12	e	8	2	
29	8	3		16	35	e	15	28	e	8	3		16	34	e	15	27	e
30	9	5		15	28	e	16	36	e	9	4		14	27	e	16	31	e
31	11	10		13	17	e	16	34	e	9	4		12	13	e	14	24	e
32	11	10		13	23	e	15	33	e	10	7		12	15	e	13	22	e
33	10	8		10	6		11	10		10	8		10	4		11	10	
34	10	5		13	23	e	16	29	e	10	5		13	21	e	16	26	e
35	10	7		12	14	e	13	21	e	10	5		11	10		12	17	e
36	10	7		10	7		15	30	e	14	26	e	14	23	e	14	26	e
37	10	6		12	18	e	12	15	e	8	3		13	18	e	12	15	e
38	13	18	e	12	14	e	9	4		13	18	e	11	10		10	6	
39	10	6		12	14	e	10	6		10	7		12	14	e	11	10	
40	9	3		9	3		12	14	e	9	4		9	4		12	15	e

Table 2: Wind Comfort Conditions

Location	Existing			Existing+Project			Project+Cumulative			Existing with landscaping			Existing+Project with landscaping			Project+Cumulative with landscaping		
	Wind Speed Exceeded 10% of time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds	Wind Speed Exceeded 10% of time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds	Wind Speed Exceeded 10% of time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds	Wind Speed Exceeded 10% of time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds	Wind Speed Exceeded 10% of time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds	Wind Speed Exceeded 10% of time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds
41	11	10		11	10		14	26	e	11	10		11	10		14	26	e
42	9	3		10	7		12	14	e	8	2		10	5		11	10	
43	9	2		11	10		12	14	e	8	2		11	10		12	13	e
44	11	10		10	7		16	35	e	11	10		11	10		16	34	e
45	9	3		9	4		11	10		9	3		9	3		11	10	
46	9	3		10	7		9	4		7	1		8	2		8	3	
47	9	4		9	5		11	10		9	2		8	2		9	2	
48	12	13	e	12	15	e	13	19	e	10	4		11	10		12	15	e

Summary	Average (mph)	Average (%)	Total	Average (mph)	Average (%)	Total	Average (mph)	Average (%)	Total	Average (mph)	Average (%)	Total	Average (mph)	Average (%)	Total	Average (%)	Total Hours	Total
	10	**9**	**10 --- 43**	**12**	**18**	**33 --- 48**	**12**	**17**	**32 --- 48**	**10**	**7**	**7 --- 43**	**12**	**16**	**31 --- 48**	**12**	**14**	**29 --- 48**

FIGURES



LEGEND:

HAZARD CATEGORIES:

- Pass
- Exceeded

SENSOR LOCATION:

- Grade Level
- Main Entrance Location

MITIGATION:

- Existing 10-15 ft Tall Tree
- Existing 40-50 ft Tall Tree
- Existing 25-35 ft Tall Tree
- Proposed 25-35 ft Tall Tree

Pedestrian Wind Hazard Conditions

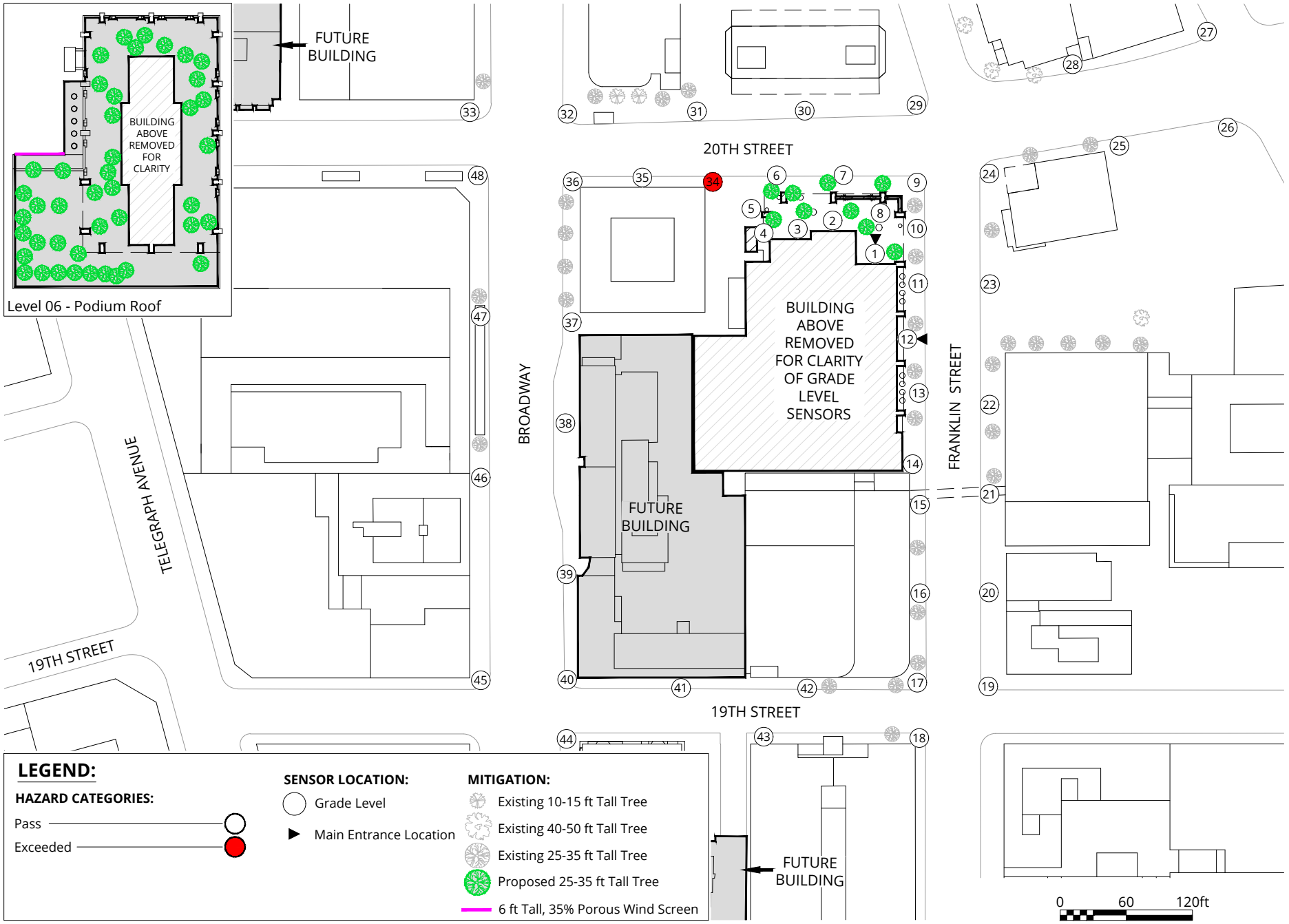
Project + Cumulative with Landscaping on Level 06
Annual

415 20th Street - Oakland, CA

True North

Project #1904731

Drawn by: DF	Figure: 1A
Approx. Scale:	1"=120'
Date Revised:	Oct. 7, 2020



LEGEND:

HAZARD CATEGORIES:

- Pass
- Exceeded

SENSOR LOCATION:

- Grade Level
- Main Entrance Location

MITIGATION:

- Existing 10-15 ft Tall Tree
- Existing 40-50 ft Tall Tree
- Existing 25-35 ft Tall Tree
- Proposed 25-35 ft Tall Tree
- 6 ft Tall, 35% Porous Wind Screen

Pedestrian Wind Hazard Conditions

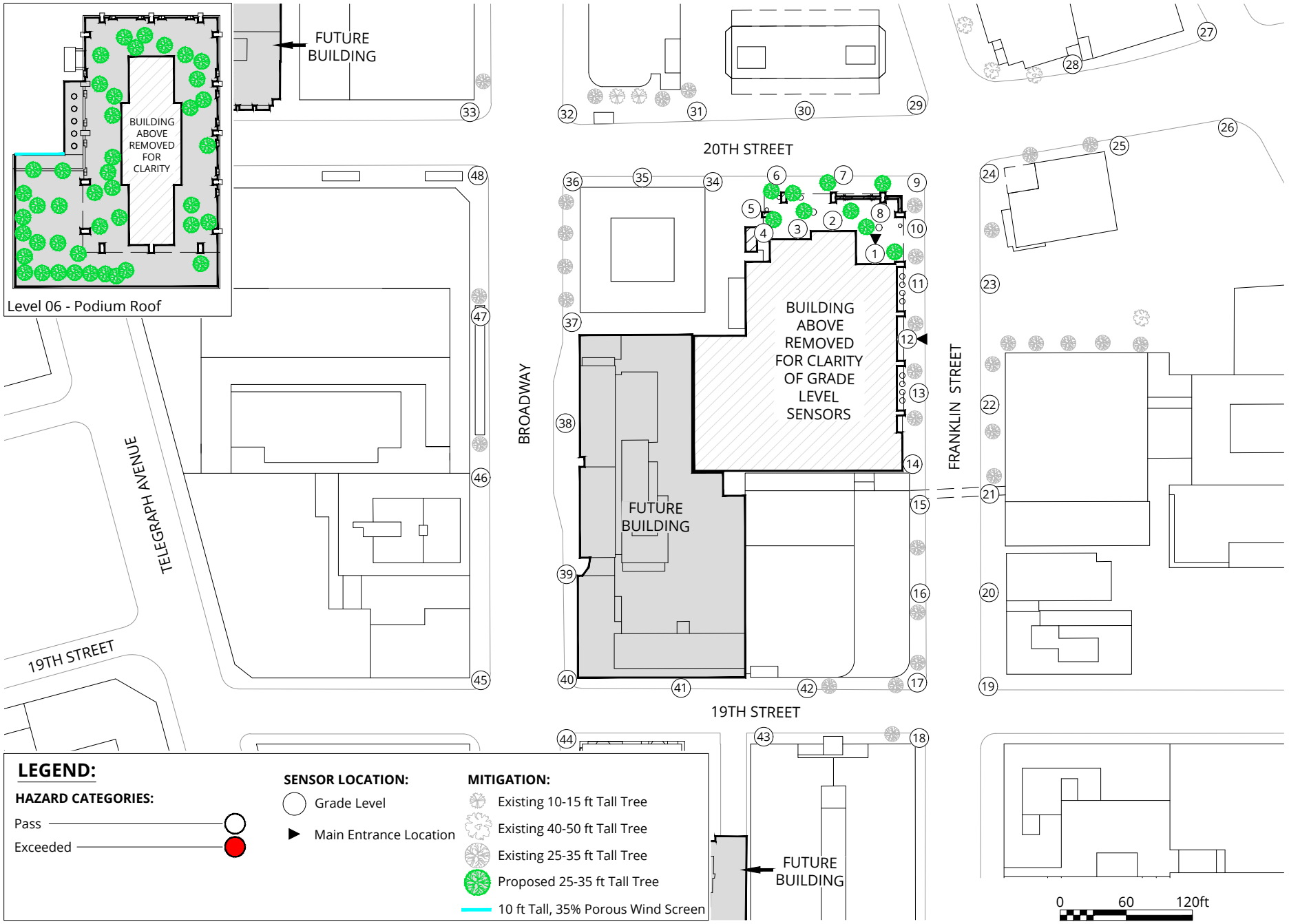
Project + Cumulative with Landscaping and 6 ft Wind Screen on Level 06
Annual

415 20th Street - Oakland, CA

True North

Project #1904731

Drawn by: DF	Figure: 1B
Approx. Scale:	1"=120'
Date Revised:	Oct. 7, 2020



LEGEND:

HAZARD CATEGORIES:

- Pass
- Exceeded

SENSOR LOCATION:

- Grade Level
- Main Entrance Location

MITIGATION:

- Existing 10-15 ft Tall Tree
- Existing 40-50 ft Tall Tree
- Existing 25-35 ft Tall Tree
- Proposed 25-35 ft Tall Tree
- 10 ft Tall, 35% Porous Wind Screen

Pedestrian Wind Hazard Conditions

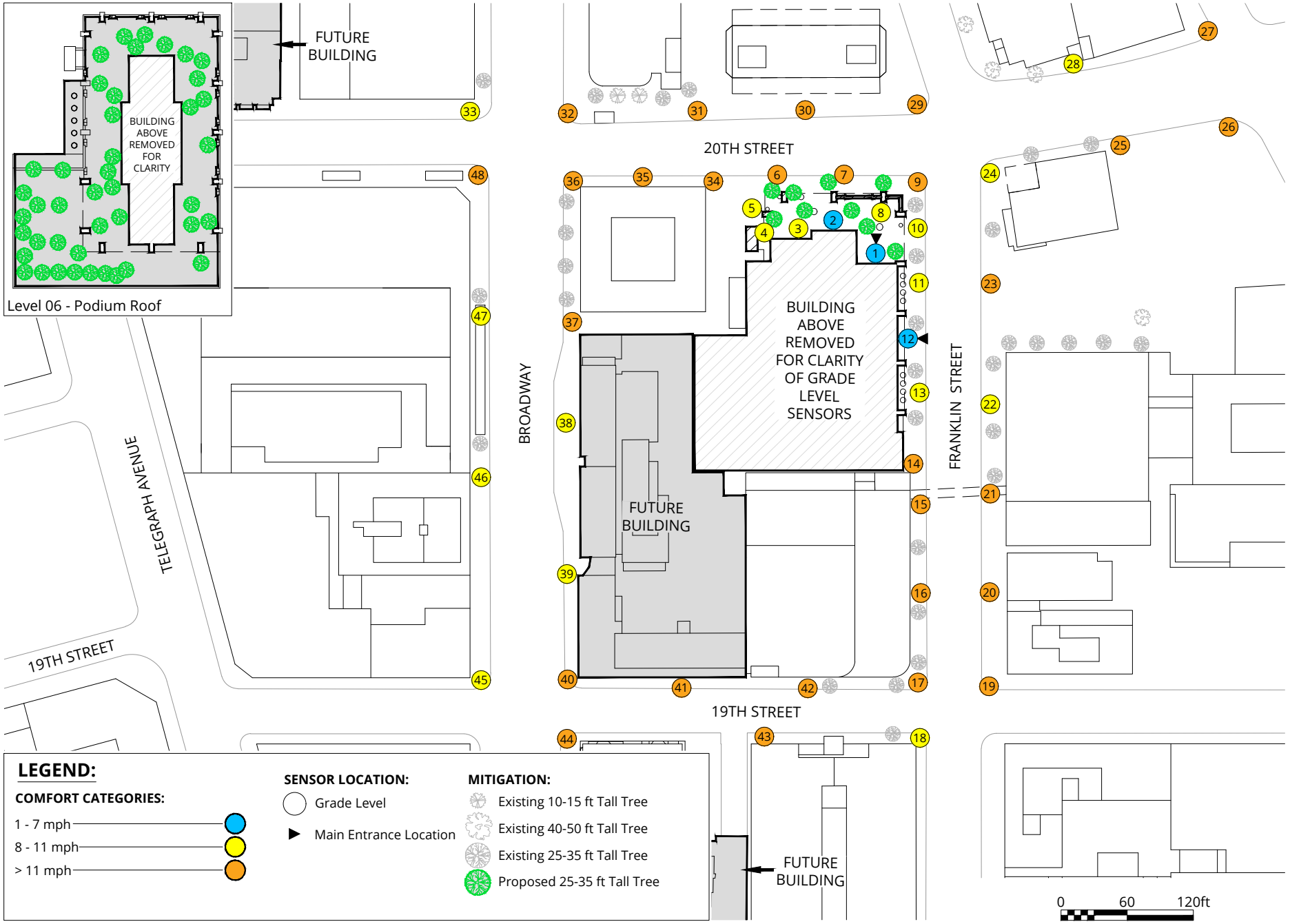
Project + Cumulative with Landscaping and 10 ft Wind Screen on Level 06
Annual

415 20th Street - Oakland, CA

True North

Project #1904731

Drawn by: DF	Figure: 1C
Approx. Scale:	1"=120'
Date Revised:	Oct. 7, 2020



LEGEND:

COMFORT CATEGORIES:

- 1 - 7 mph
- 8 - 11 mph
- > 11 mph

SENSOR LOCATION:

- Grade Level
- Main Entrance Location

MITIGATION:

- Existing 10-15 ft Tall Tree
- Existing 40-50 ft Tall Tree
- Existing 25-35 ft Tall Tree
- Proposed 25-35 ft Tall Tree

Pedestrian Wind Comfort Conditions

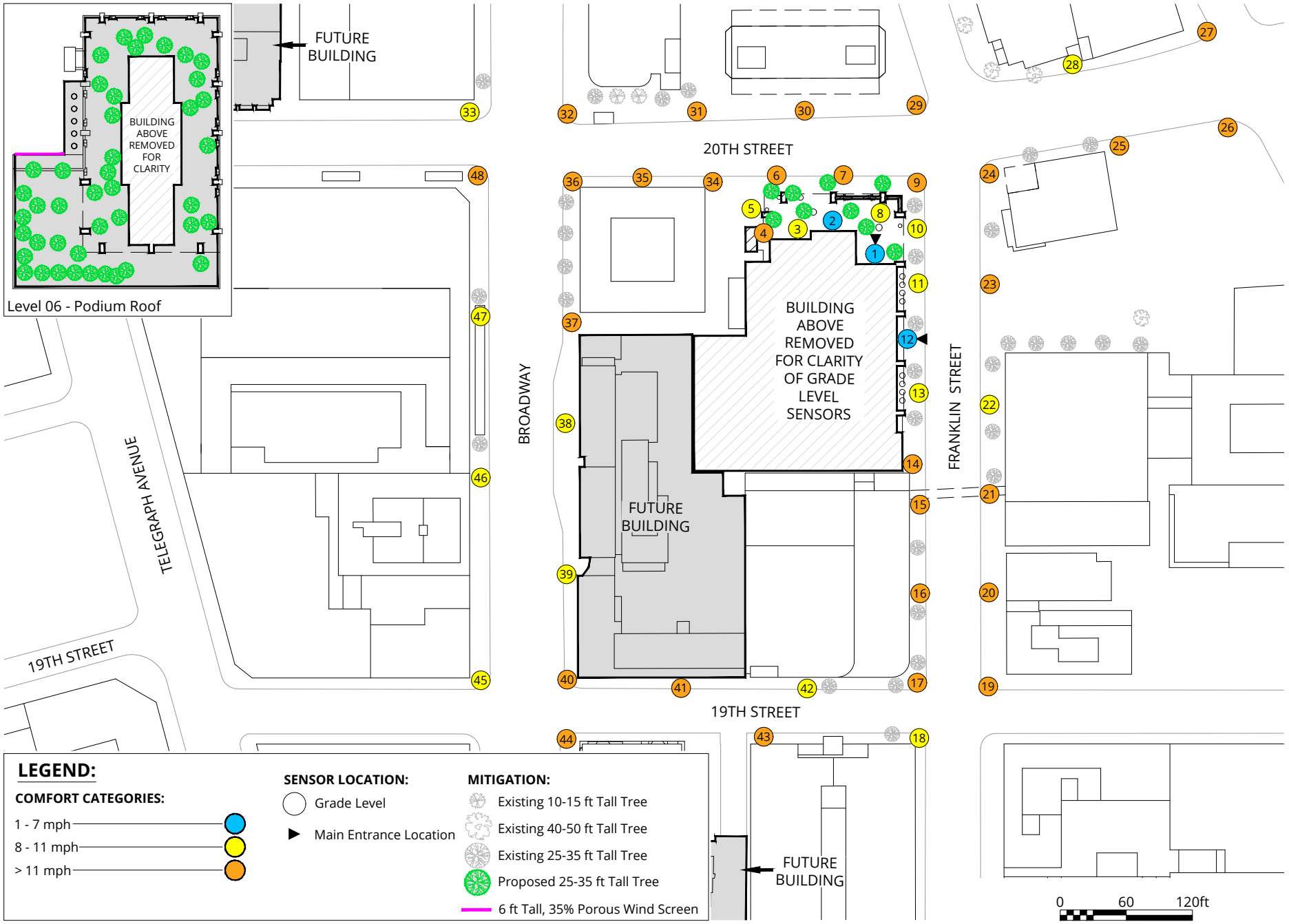
Project + Cumulative with Landscaping on Level 06
Annual

415 20th Street - Oakland, CA

True North

Project #1904731

Drawn by: DF	Figure: 2A
Approx. Scale:	1"=120'
Date Revised:	Oct. 7, 2020



LEGEND:

COMFORT CATEGORIES:

- 1 - 7 mph
- 8 - 11 mph
- > 11 mph

SENSOR LOCATION:

- Grade Level
- Main Entrance Location

MITIGATION:

- Existing 10-15 ft Tall Tree
- Existing 40-50 ft Tall Tree
- Existing 25-35 ft Tall Tree
- Proposed 25-35 ft Tall Tree
- 6 ft Tall, 35% Porous Wind Screen

Pedestrian Wind Comfort Conditions

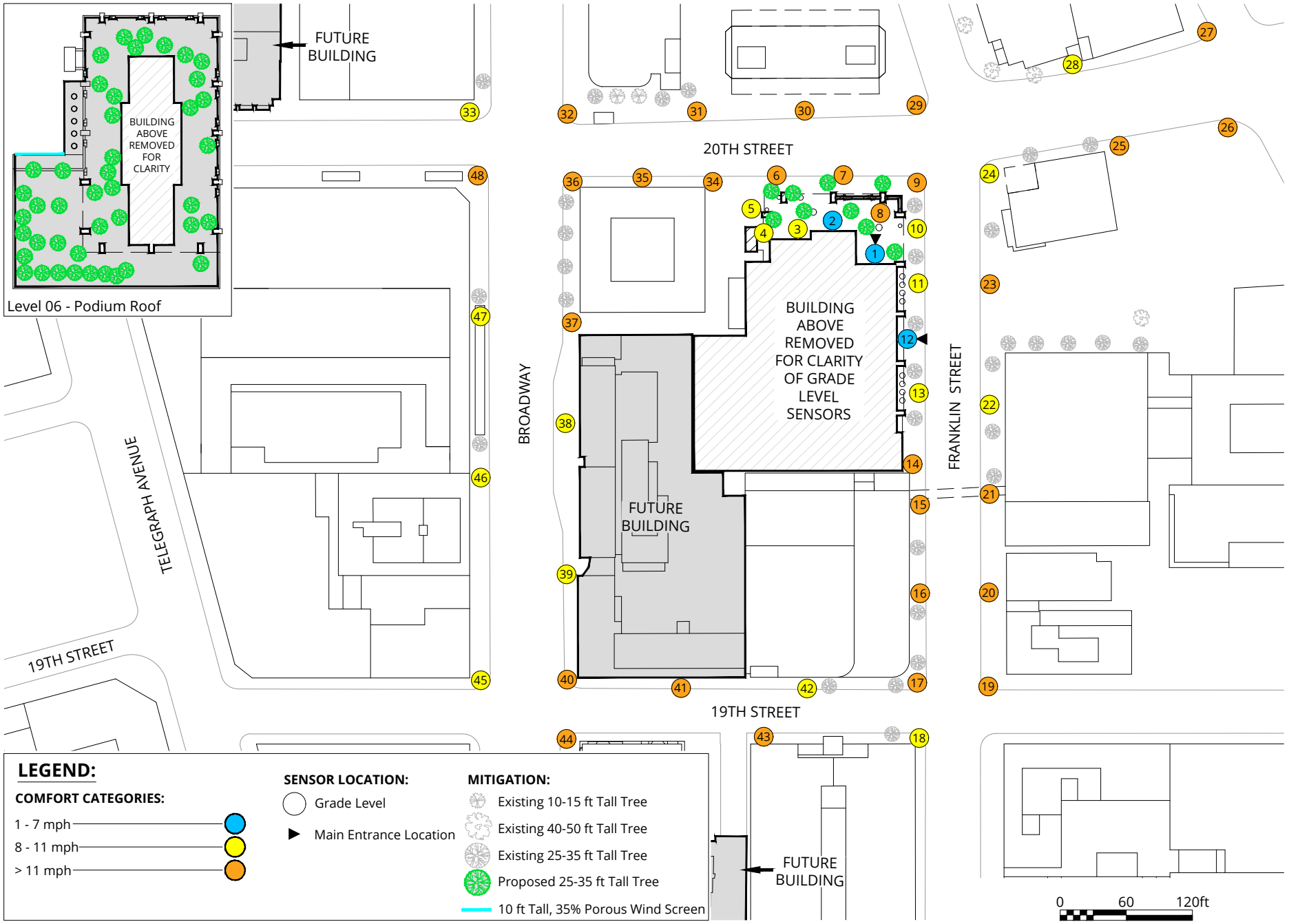
Project + Cumulative with Landscaping and 6 ft Wind Screen on Level 06
Annual

415 20th Street - Oakland, CA

True North

Project #1904731

Drawn by: DF	Figure: 2B
Approx. Scale:	1"=120'
Date Revised:	Oct. 7, 2020



LEGEND:

COMFORT CATEGORIES:

- 1 - 7 mph
- 8 - 11 mph
- > 11 mph

SENSOR LOCATION:

- Grade Level
- Main Entrance Location

MITIGATION:

- Existing 10-15 ft Tall Tree
- Existing 40-50 ft Tall Tree
- Existing 25-35 ft Tall Tree
- Proposed 25-35 ft Tall Tree
- 10 ft Tall, 35% Porous Wind Screen

Pedestrian Wind Comfort Conditions

Project + Cumulative with Landscaping and 10 ft Wind Screen on Level 06
Annual

415 20th Street - Oakland, CA

True North

Project #1904731

Drawn by: DF	Figure: 2C
Approx. Scale:	1"=120'
Date Revised:	Oct. 7, 2020

TABLES

Table 1: Wind Hazard Conditions

Location	Landscaping			Landscaping+6 ft screen			Landscaping+10 ft screen		
	Wind Speed Exceeded 1hr/year (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds	Wind Speed Exceeded 1hr/year (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds	Wind Speed Exceeded 1hr/year (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds
1	17	0		17	0		16	0	
2	16	0		15	0		15	0	
3	23	0		23	0		23	0	
4	28	0		29	0		27	0	
5	23	0		23	0		22	0	
6	29	0		29	0		29	0	
7	26	0		26	0		26	0	
8	33	0		33	0		32	0	
9	28	0		29	0		30	0	
10	26	0		27	0		25	0	
11	25	0		26	0		26	0	
12	19	0		19	0		18	0	
13	20	0		21	0		20	0	
14	27	0		29	0		27	0	
15	32	0		33	0		33	0	
16	26	0		26	0		25	0	
17	28	0		28	0		28	0	
18	26	0		23	0		23	0	
19	28	0		28	0		27	0	
20	32	0		32	0		31	0	
21	34	0		35	0		34	0	
22	23	0		23	0		22	0	
23	32	0		33	0		33	0	
24	34	0		35	0		34	0	
25	26	0		26	0		26	0	
26	30	0		30	0		30	0	
27	33	0		34	0		34	0	
28	22	0		22	0		21	0	
29	31	0		31	0		31	0	
30	32	0		33	0		33	0	
31	29	0		29	0		29	0	
32	30	0		30	0		30	0	
33	23	0		23	0		25	0	
34	36	1	e	36	1	e	35	0	
35	26	0		26	0		26	0	
36	31	0		31	0		32	0	
37	25	0		26	0		25	0	
38	22	0		22	0		22	0	
39	25	0		25	0		26	0	
40	31	0		31	0		32	0	
41	31	0		31	0		31	0	
42	27	0		28	0		26	0	

Table 1: Wind Hazard Conditions

Location	Landscaping			Landscaping+6 ft screen			Landscaping+10 ft screen		
	Wind Speed Exceeded 1hr/year (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds	Wind Speed Exceeded 1hr/year (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds	Wind Speed Exceeded 1hr/year (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds
43	26	0		26	0		26	0	
44	34	0		34	0		34	0	
45	24	0		25	0		25	0	
46	27	0		28	0		28	0	
47	17	0		17	0		17	0	
48	26	0		26	0		26	0	

Summary	Average (mph)	Total Hours	Total	Average (mph)	Total Hours	Total	Average (mph)	Total Hours	Total
	27	**1**	**1 ---- 48**	**27**	**1**	**1 ---- 48**	**27**	**0**	**0 ---- 48**

Table 2: Wind Comfort Conditions

Location	Landscaping			Landscaping+6 ft screen			Landscaping+10 ft screen		
	Wind Speed Exceeded 10% of Time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds	Wind Speed Exceeded 10% of Time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds	Wind Speed Exceeded 10% of Time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds
1	4	0		4	0		4	0	
2	6	0		6	0		6	0	
3	11	10		11	10		10	8	
4	11	10		12	12	e	11	10	
5	11	10		11	10		11	10	
6	14	26	e	14	26	e	14	26	e
7	12	17	e	12	17	e	12	17	e
8	11	10		11	10		12	11	e
9	12	14	e	12	14	e	12	15	e
10	8	3		8	4		8	4	
11	10	8		10	8		10	8	
12	7	1		7	1		7	1	
13	9	3		9	3		9	3	
14	13	17	e	13	17	e	13	16	e
15	13	16	e	13	16	e	12	16	e
16	12	14	e	12	13	e	12	13	e
17	13	22	e	13	22	e	13	21	e
18	11	10		11	10		11	10	
19	14	23	e	13	22	e	13	21	e
20	15	30	e	15	30	e	15	29	e
21	15	28	e	15	27	e	15	26	e
22	9	4		10	5		9	4	
23	13	17	e	13	19	e	13	18	e
24	11	10		12	12	e	11	10	
25	13	18	e	13	19	e	13	19	e
26	13	20	e	13	21	e	13	21	e
27	16	31	e	16	31	e	16	32	e
28	8	3		8	3		8	2	
29	15	27	e	14	27	e	14	27	e
30	15	31	e	15	32	e	15	32	e
31	14	24	e	14	25	e	14	25	e
32	14	22	e	14	23	e	14	25	e
33	10	8		10	8		11	10	
34	15	24	e	16	24	e	15	23	e
35	13	18	e	13	18	e	13	18	e
36	15	30	e	15	30	e	15	32	e
37	12	13	e	12	13	e	12	13	e
38	10	6		10	5		10	5	
39	11	10		11	10		11	10	
40	13	18	e	12	16	e	12	15	e
41	15	29	e	15	27	e	14	27	e
42	12	13	e	11	10		11	10	

Table 2: Wind Comfort Conditions

Location	Landscaping			Landscaping+6 ft screen			Landscaping+10 ft screen		
	Wind Speed Exceeded 10% of Time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds	Wind Speed Exceeded 10% of Time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds	Wind Speed Exceeded 10% of Time (mph)	% of Time Wind Speed Exceeds 11 mph (%)	Exceeds
43	12	16	e	12	15	e	12	15	e
44	17	36	e	16	36	e	17	36	e
45	11	10		11	10		10	7	
46	8	3		8	3		8	3	
47	8	2		8	2		9	2	
48	12	15	e	12	14	e	12	15	e

Summary	Average (mph)	Average (%)	Total	Average (mph)	Average (%)	Total	Average (mph)	Average (%)	Total
	12	**15**	**28 ---- 48**	**12**	**15**	**29 ---- 48**	**12**	**15**	**28 ---- 48**

ATTACHMENT F: AIR QUALITY AND GREENHOUSE GAS EMISSIONS ESTIMATES AND HEALTH RISK ANALYSIS

Oakland 415 20th Street v5

Alameda County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	950.60	1000sqft	3.00	950,600.00	0
Enclosed Parking with Elevator	262.00	Space	0.00	149,090.00	0
Regional Shopping Center	2.28	1000sqft	0.00	2,280.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	63
Climate Zone	5			**Operational Year**	2023
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	294	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - PGE CO2 Intensity Factor updated to 2016 value.

Land Use - Input 3 acres for the project site to account for construction activities needed for a high rise building. Office sqft includes supporting functions such as lobby.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - A drill rig was added to the list because drill-shaft piles are anticipated.

Trips and VMT -

Demolition - Existing building square footage is based on HS20_Development Info_200227 and rounded to the nearest hundred

Grading - Cut 21,000 cyds and fill 22,750 cyds according to project information

Vehicle Trips - Based on trip generation report.

Energy Use -

Water And Wastewater - EBMUD serves the project area and provides 100 percent aerobic process.

Solid Waste -

Water Mitigation - CALGreen Code requires 20 percent indoor water use reduction.

Stationary Sources - Emergency Generators and Fire Pumps - One 1500kW diesel generator would be provided and potentially two future tennant generators (500kW each) could be added.

Table Name	Column Name	Default Value	New Value
tblGrading	MaterialExported	0.00	21,000.00
tblGrading	MaterialImported	0.00	22,750.00
tblLandUse	LandUseSquareFeet	104,800.00	149,090.00
tblLandUse	LotAcreage	21.82	3.00
tblLandUse	LotAcreage	2.36	0.00
tblLandUse	LotAcreage	0.05	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	PhaseName		Site Preparation

tblProjectCharacteristics	CO2IntensityFactor	641.35	294
tblVehicleTrips	ST_TR	2.46	1.10
tblVehicleTrips	ST_TR	49.97	24.53
tblVehicleTrips	SU_TR	1.05	0.47
tblVehicleTrips	SU_TR	25.24	12.39
tblVehicleTrips	WD_TR	11.03	4.94
tblVehicleTrips	WD_TR	42.70	20.96
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaDigestCogenCombDigestGasPercent	0.00	100.00
tblWater	AnaDigestCogenCombDigestGasPercent	0.00	100.00
tblWater	AnaDigestCogenCombDigestGasPercent	0.00	100.00
tblWater	AnaDigestCombDigestGasPercent	100.00	0.00
tblWater	AnaDigestCombDigestGasPercent	100.00	0.00
tblWater	AnaDigestCombDigestGasPercent	100.00	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	1.4751	5.4380	3.7561	0.0144	0.5935	0.1397	0.7332	0.1690	0.1310	0.3000	0.0000	1,331.2422	1,331.2422	0.1244	0.0000	1,334.3526
2022	4.0015	6.2400e-003	0.0137	3.0000e-005	2.3400e-003	3.4000e-004	2.6800e-003	6.2000e-004	3.4000e-004	9.6000e-004	0.0000	2.9564	2.9564	1.1000e-004	0.0000	2.9591
Maximum	**4.0015**	**5.4380**	**3.7561**	**0.0144**	**0.5935**	**0.1397**	**0.7332**	**0.1690**	**0.1310**	**0.3000**	**0.0000**	**1,331.2422**	**1,331.2422**	**0.1244**	**0.0000**	**1,334.3526**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	1.4751	5.4380	3.7561	0.0144	0.5935	0.1397	0.7332	0.1690	0.1310	0.3000	0.0000	1,331.2419	1,331.2419	0.1244	0.0000	1,334.3522
2022	4.0015	6.2400e-003	0.0137	3.0000e-005	2.3400e-003	3.4000e-004	2.6800e-003	6.2000e-004	3.4000e-004	9.6000e-004	0.0000	2.9564	2.9564	1.1000e-004	0.0000	2.9591
Maximum	**4.0015**	**5.4380**	**3.7561**	**0.0144**	**0.5935**	**0.1397**	**0.7332**	**0.1690**	**0.1310**	**0.3000**	**0.0000**	**1,331.2419**	**1,331.2419**	**0.1244**	**0.0000**	**1,334.3522**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2021	3-31-2021	2.1001	2.1001
2	4-1-2021	6-30-2021	1.3336	1.3336
3	7-1-2021	9-30-2021	1.3483	1.3483
4	10-1-2021	12-31-2021	1.9009	1.9009
5	1-1-2022	3-31-2022	4.2942	4.2942
		Highest	4.2942	4.2942

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	4.2321	1.0000e-004	0.0112	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0217	0.0217	6.0000e-005	0.0000	0.0231
Energy	0.0991	0.9013	0.7571	5.4100e-003		0.0685	0.0685		0.0685	0.0685	0.0000	2,682.8894	2,682.8894	0.1867	0.0527	2,703.2658
Mobile	0.8868	5.4230	9.9404	0.0402	3.2189	0.0329	3.2518	0.8652	0.0308	0.8960	0.0000	3,714.5021	3,714.5021	0.1426	0.0000	3,718.0662
Stationary	0.1375	0.5226	0.3506	6.6000e-004		0.0202	0.0202		0.0202	0.0202	0.0000	63.8026	63.8026	8.9500e-003	0.0000	64.0262
Waste						0.0000	0.0000		0.0000	0.0000	179.9413	0.0000	179.9413	10.6342	0.0000	445.7971
Water						0.0000	0.0000		0.0000	0.0000	59.8358	159.0512	218.8870	0.2216	0.1334	264.1720
Total	**5.3556**	**6.8470**	**11.0591**	**0.0463**	**3.2189**	**0.1217**	**3.3406**	**0.8652**	**0.1196**	**0.9847**	**239.7772**	**6,620.2670**	**6,860.0442**	**11.1941**	**0.1861**	**7,195.3504**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	4.2321	1.0000e-004	0.0112	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0217	0.0217	6.0000e-005	0.0000	0.0231
Energy	0.0991	0.9013	0.7571	5.4100e-003		0.0685	0.0685		0.0685	0.0685	0.0000	2,682.8894	2,682.8894	0.1867	0.0527	2,703.2658
Mobile	0.8868	5.4230	9.9404	0.0402	3.2189	0.0329	3.2518	0.8652	0.0308	0.8960	0.0000	3,714.5021	3,714.5021	0.1426	0.0000	3,718.0662
Stationary	0.1375	0.5226	0.3506	6.6000e-004		0.0202	0.0202		0.0202	0.0202	0.0000	63.8026	63.8026	8.9500e-003	0.0000	64.0262
Waste						0.0000	0.0000		0.0000	0.0000	179.9413	0.0000	179.9413	10.6342	0.0000	445.7971
Water						0.0000	0.0000		0.0000	0.0000	47.8687	136.9172	184.7858	0.1783	0.1069	221.0965
Total	**5.3556**	**6.8470**	**11.0591**	**0.0463**	**3.2189**	**0.1217**	**3.3406**	**0.8652**	**0.1196**	**0.9847**	**227.8100**	**6,598.1329**	**6,825.9430**	**11.1507**	**0.1596**	**7,152.2749**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**4.99**	**0.33**	**0.50**	**0.39**	**14.23**	**0.60**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2021	1/28/2021	5	20	
2	Site Preparation	Site Preparation	1/29/2021	2/2/2021	5	3	
3	Grading	Grading	2/3/2021	2/10/2021	5	6	
4	Building Construction	Building Construction	2/11/2021	12/15/2021	5	220	
5	Paving	Paving	12/16/2021	12/29/2021	5	10	
6	Architectural Coating	Architectural Coating	12/30/2021	1/12/2022	5	10	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 3

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,429,320; Non-Residential Outdoor: 476,440; Striped Parking Area: 8,945 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Bore/Drill Rigs	1	8.00	221	0.50
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	377.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	8	20.00	0.00	2,625.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	2,844.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	368.00	181.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	74.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0408	0.0000	0.0408	6.1800e-003	0.0000	6.1800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0317	0.3144	0.2157	3.9000e-004		0.0155	0.0155		0.0144	0.0144	0.0000	34.0008	34.0008	9.5700e-003	0.0000	34.2400
Total	**0.0317**	**0.3144**	**0.2157**	**3.9000e-004**	**0.0408**	**0.0155**	**0.0563**	**6.1800e-003**	**0.0144**	**0.0206**	**0.0000**	**34.0008**	**34.0008**	**9.5700e-003**	**0.0000**	**34.2400**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.5100e-003	0.0508	9.4300e-003	1.5000e-004	3.1900e-003	1.6000e-004	3.3500e-003	8.8000e-004	1.5000e-004	1.0300e-003	0.0000	14.2514	14.2514	7.1000e-004	0.0000	14.2690
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.8000e-004	3.4000e-004	3.5800e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.1900e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	1.0177	1.0177	2.0000e-005	0.0000	1.0183
Total	**1.9900e-003**	**0.0512**	**0.0130**	**1.6000e-004**	**4.3800e-003**	**1.7000e-004**	**4.5400e-003**	**1.2000e-003**	**1.6000e-004**	**1.3500e-003**	**0.0000**	**15.2691**	**15.2691**	**7.3000e-004**	**0.0000**	**15.2874**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0408	0.0000	0.0408	6.1800e-003	0.0000	6.1800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0317	0.3144	0.2157	3.9000e-004		0.0155	0.0155		0.0144	0.0144	0.0000	34.0007	34.0007	9.5700e-003	0.0000	34.2400
Total	**0.0317**	**0.3144**	**0.2157**	**3.9000e-004**	**0.0408**	**0.0155**	**0.0563**	**6.1800e-003**	**0.0144**	**0.0206**	**0.0000**	**34.0007**	**34.0007**	**9.5700e-003**	**0.0000**	**34.2400**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.5100e-003	0.0508	9.4300e-003	1.5000e-004	3.1900e-003	1.6000e-004	3.3500e-003	8.8000e-004	1.5000e-004	1.0300e-003	0.0000	14.2514	14.2514	7.1000e-004	0.0000	14.2690
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.8000e-004	3.4000e-004	3.5800e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.1900e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	1.0177	1.0177	2.0000e-005	0.0000	1.0183
Total	**1.9900e-003**	**0.0512**	**0.0130**	**1.6000e-004**	**4.3800e-003**	**1.7000e-004**	**4.5400e-003**	**1.2000e-003**	**1.6000e-004**	**1.3500e-003**	**0.0000**	**15.2691**	**15.2691**	**7.3000e-004**	**0.0000**	**15.2874**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0283	0.0000	0.0283	0.0151	0.0000	0.0151	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.2200e-003	0.0653	0.0348	7.0000e-005		3.2000e-003	3.2000e-003		2.9500e-003	2.9500e-003	0.0000	6.2565	6.2565	2.0200e-003	0.0000	6.3071
Total	**6.2200e-003**	**0.0653**	**0.0348**	**7.0000e-005**	**0.0283**	**3.2000e-003**	**0.0315**	**0.0151**	**2.9500e-003**	**0.0180**	**0.0000**	**6.2565**	**6.2565**	**2.0200e-003**	**0.0000**	**6.3071**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0105	0.3539	0.0657	1.0300e-003	0.0222	1.0800e-003	0.0233	6.1200e-003	1.0300e-003	7.1500e-003	0.0000	99.2304	99.2304	4.9200e-003	0.0000	99.3534
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-004	7.0000e-005	7.2000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.2035	0.2035	0.0000	0.0000	0.2037
Total	**0.0106**	**0.3540**	**0.0664**	**1.0300e-003**	**0.0225**	**1.0800e-003**	**0.0236**	**6.1800e-003**	**1.0300e-003**	**7.2100e-003**	**0.0000**	**99.4340**	**99.4340**	**4.9200e-003**	**0.0000**	**99.5571**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0283	0.0000	0.0283	0.0151	0.0000	0.0151	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.2200e-003	0.0653	0.0348	7.0000e-005		3.2000e-003	3.2000e-003		2.9500e-003	2.9500e-003	0.0000	6.2565	6.2565	2.0200e-003	0.0000	6.3071
Total	**6.2200e-003**	**0.0653**	**0.0348**	**7.0000e-005**	**0.0283**	**3.2000e-003**	**0.0315**	**0.0151**	**2.9500e-003**	**0.0180**	**0.0000**	**6.2565**	**6.2565**	**2.0200e-003**	**0.0000**	**6.3071**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0105	0.3539	0.0657	1.0300e-003	0.0222	1.0800e-003	0.0233	6.1200e-003	1.0300e-003	7.1500e-003	0.0000	99.2304	99.2304	4.9200e-003	0.0000	99.3534
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-004	7.0000e-005	7.2000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.2035	0.2035	0.0000	0.0000	0.2037
Total	**0.0106**	**0.3540**	**0.0664**	**1.0300e-003**	**0.0225**	**1.0800e-003**	**0.0236**	**6.1800e-003**	**1.0300e-003**	**7.2100e-003**	**0.0000**	**99.4340**	**99.4340**	**4.9200e-003**	**0.0000**	**99.5571**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0209	0.0000	0.0209	0.0103	0.0000	0.0103	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.8700e-003	0.0742	0.0476	9.0000e-005		3.4800e-003	3.4800e-003		3.2000e-003	3.2000e-003	0.0000	7.8161	7.8161	2.5300e-003	0.0000	7.8793
Total	**6.8700e-003**	**0.0742**	**0.0476**	**9.0000e-005**	**0.0209**	**3.4800e-003**	**0.0244**	**0.0103**	**3.2000e-003**	**0.0135**	**0.0000**	**7.8161**	**7.8161**	**2.5300e-003**	**0.0000**	**7.8793**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0114	0.3835	0.0712	1.1100e-003	0.0241	1.1700e-003	0.0253	6.6300e-003	1.1200e-003	7.7500e-003	0.0000	107.5091	107.5091	5.3300e-003	0.0000	107.6423
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	1.0000e-004	1.0700e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.3053	0.3053	1.0000e-005	0.0000	0.3055
Total	**0.0115**	**0.3836**	**0.0722**	**1.1100e-003**	**0.0244**	**1.1700e-003**	**0.0256**	**6.7200e-003**	**1.1200e-003**	**7.8500e-003**	**0.0000**	**107.8144**	**107.8144**	**5.3400e-003**	**0.0000**	**107.9478**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0209	0.0000	0.0209	0.0103	0.0000	0.0103	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.8700e-003	0.0742	0.0476	9.0000e-005		3.4800e-003	3.4800e-003		3.2000e-003	3.2000e-003	0.0000	7.8161	7.8161	2.5300e-003	0.0000	7.8793
Total	**6.8700e-003**	**0.0742**	**0.0476**	**9.0000e-005**	**0.0209**	**3.4800e-003**	**0.0244**	**0.0103**	**3.2000e-003**	**0.0135**	**0.0000**	**7.8161**	**7.8161**	**2.5300e-003**	**0.0000**	**7.8793**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0114	0.3835	0.0712	1.1100e-003	0.0241	1.1700e-003	0.0253	6.6300e-003	1.1200e-003	7.7500e-003	0.0000	107.5091	107.5091	5.3300e-003	0.0000	107.6423
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	1.0000e-004	1.0700e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.3053	0.3053	1.0000e-005	0.0000	0.3055
Total	**0.0115**	**0.3836**	**0.0722**	**1.1100e-003**	**0.0244**	**1.1700e-003**	**0.0256**	**6.7200e-003**	**1.1200e-003**	**7.8500e-003**	**0.0000**	**107.8144**	**107.8144**	**5.3400e-003**	**0.0000**	**107.9478**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2091	1.9175	1.8233	2.9600e-003		0.1055	0.1055		0.0991	0.0991	0.0000	254.8010	254.8010	0.0615	0.0000	256.3378
Total	**0.2091**	**1.9175**	**1.8233**	**2.9600e-003**		**0.1055**	**0.1055**		**0.0991**	**0.0991**	**0.0000**	**254.8010**	**254.8010**	**0.0615**	**0.0000**	**256.3378**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0616	2.1297	0.4511	5.4500e-003	0.1308	4.4400e-003	0.1352	0.0378	4.2500e-003	0.0421	0.0000	521.5835	521.5835	0.0287	0.0000	522.2997
Worker	0.1293	0.0921	0.9648	3.0400e-003	0.3201	2.1500e-003	0.3222	0.0851	1.9800e-003	0.0871	0.0000	274.6458	274.6458	6.5600e-003	0.0000	274.8098
Total	**0.1909**	**2.2218**	**1.4159**	**8.4900e-003**	**0.4508**	**6.5900e-003**	**0.4574**	**0.1230**	**6.2300e-003**	**0.1292**	**0.0000**	**796.2293**	**796.2293**	**0.0352**	**0.0000**	**797.1095**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2091	1.9175	1.8233	2.9600e-003		0.1055	0.1055		0.0991	0.0991	0.0000	254.8007	254.8007	0.0615	0.0000	256.3375
Total	**0.2091**	**1.9175**	**1.8233**	**2.9600e-003**		**0.1055**	**0.1055**		**0.0991**	**0.0991**	**0.0000**	**254.8007**	**254.8007**	**0.0615**	**0.0000**	**256.3375**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0616	2.1297	0.4511	5.4500e-003	0.1308	4.4400e-003	0.1352	0.0378	4.2500e-003	0.0421	0.0000	521.5835	521.5835	0.0287	0.0000	522.2997
Worker	0.1293	0.0921	0.9648	3.0400e-003	0.3201	2.1500e-003	0.3222	0.0851	1.9800e-003	0.0871	0.0000	274.6458	274.6458	6.5600e-003	0.0000	274.8098
Total	**0.1909**	**2.2218**	**1.4159**	**8.4900e-003**	**0.4508**	**6.5900e-003**	**0.4574**	**0.1230**	**6.2300e-003**	**0.1292**	**0.0000**	**796.2293**	**796.2293**	**0.0352**	**0.0000**	**797.1095**

3.6 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.4700e-003	0.0542	0.0613	9.0000e-005		2.8900e-003	2.8900e-003		2.6700e-003	2.6700e-003	0.0000	8.1853	8.1853	2.5700e-003	0.0000	8.2496
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**5.4700e-003**	**0.0542**	**0.0613**	**9.0000e-005**		**2.8900e-003**	**2.8900e-003**		**2.6700e-003**	**2.6700e-003**	**0.0000**	**8.1853**	**8.1853**	**2.5700e-003**	**0.0000**	**8.2496**

3.6 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.2000e-004	2.3000e-004	2.3800e-003	1.0000e-005	7.9000e-004	1.0000e-005	8.0000e-004	2.1000e-004	0.0000	2.2000e-004	0.0000	0.6785	0.6785	2.0000e-005	0.0000	0.6789
Total	**3.2000e-004**	**2.3000e-004**	**2.3800e-003**	**1.0000e-005**	**7.9000e-004**	**1.0000e-005**	**8.0000e-004**	**2.1000e-004**	**0.0000**	**2.2000e-004**	**0.0000**	**0.6785**	**0.6785**	**2.0000e-005**	**0.0000**	**0.6789**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.4700e-003	0.0542	0.0613	9.0000e-005		2.8900e-003	2.8900e-003		2.6700e-003	2.6700e-003	0.0000	8.1853	8.1853	2.5700e-003	0.0000	8.2496
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**5.4700e-003**	**0.0542**	**0.0613**	**9.0000e-005**		**2.8900e-003**	**2.8900e-003**		**2.6700e-003**	**2.6700e-003**	**0.0000**	**8.1853**	**8.1853**	**2.5700e-003**	**0.0000**	**8.2496**

3.6 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.2000e-004	2.3000e-004	2.3800e-003	1.0000e-005	7.9000e-004	1.0000e-005	8.0000e-004	2.1000e-004	0.0000	2.2000e-004	0.0000	0.6785	0.6785	2.0000e-005	0.0000	0.6789
Total	**3.2000e-004**	**2.3000e-004**	**2.3800e-003**	**1.0000e-005**	**7.9000e-004**	**1.0000e-005**	**8.0000e-004**	**2.1000e-004**	**0.0000**	**2.2000e-004**	**0.0000**	**0.6785**	**0.6785**	**2.0000e-005**	**0.0000**	**0.6789**

3.7 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.2000e-004	1.5300e-003	1.8200e-003	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005	0.0000	0.2553	0.2553	2.0000e-005	0.0000	0.2558
Total	**1.0002**	**1.5300e-003**	**1.8200e-003**	**0.0000**		**9.0000e-005**	**9.0000e-005**		**9.0000e-005**	**9.0000e-005**	**0.0000**	**0.2553**	**0.2553**	**2.0000e-005**	**0.0000**	**0.2558**

3.7 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4000e-004	1.7000e-004	1.7600e-003	1.0000e-005	5.9000e-004	0.0000	5.9000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.5021	0.5021	1.0000e-005	0.0000	0.5024
Total	**2.4000e-004**	**1.7000e-004**	**1.7600e-003**	**1.0000e-005**	**5.9000e-004**	**0.0000**	**5.9000e-004**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**0.5021**	**0.5021**	**1.0000e-005**	**0.0000**	**0.5024**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.2000e-004	1.5300e-003	1.8200e-003	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005	0.0000	0.2553	0.2553	2.0000e-005	0.0000	0.2558
Total	**1.0002**	**1.5300e-003**	**1.8200e-003**	**0.0000**		**9.0000e-005**	**9.0000e-005**		**9.0000e-005**	**9.0000e-005**	**0.0000**	**0.2553**	**0.2553**	**2.0000e-005**	**0.0000**	**0.2558**

3.7 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4000e-004	1.7000e-004	1.7600e-003	1.0000e-005	5.9000e-004	0.0000	5.9000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.5021	0.5021	1.0000e-005	0.0000	0.5024
Total	**2.4000e-004**	**1.7000e-004**	**1.7600e-003**	**1.0000e-005**	**5.9000e-004**	**0.0000**	**5.9000e-004**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**0.5021**	**0.5021**	**1.0000e-005**	**0.0000**	**0.5024**

3.7 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.9998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.2000e-004	5.6300e-003	7.2500e-003	1.0000e-005		3.3000e-004	3.3000e-004		3.3000e-004	3.3000e-004	0.0000	1.0213	1.0213	7.0000e-005	0.0000	1.0230
Total	**4.0006**	**5.6300e-003**	**7.2500e-003**	**1.0000e-005**		**3.3000e-004**	**3.3000e-004**		**3.3000e-004**	**3.3000e-004**	**0.0000**	**1.0213**	**1.0213**	**7.0000e-005**	**0.0000**	**1.0230**

3.7 Architectural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.8000e-004	6.0000e-004	6.4600e-003	2.0000e-005	2.3400e-003	2.0000e-005	2.3600e-003	6.2000e-004	1.0000e-005	6.4000e-004	0.0000	1.9351	1.9351	4.0000e-005	0.0000	1.9362
Total	**8.8000e-004**	**6.0000e-004**	**6.4600e-003**	**2.0000e-005**	**2.3400e-003**	**2.0000e-005**	**2.3600e-003**	**6.2000e-004**	**1.0000e-005**	**6.4000e-004**	**0.0000**	**1.9351**	**1.9351**	**4.0000e-005**	**0.0000**	**1.9362**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.9998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.2000e-004	5.6300e-003	7.2500e-003	1.0000e-005		3.3000e-004	3.3000e-004		3.3000e-004	3.3000e-004	0.0000	1.0213	1.0213	7.0000e-005	0.0000	1.0230
Total	**4.0006**	**5.6300e-003**	**7.2500e-003**	**1.0000e-005**		**3.3000e-004**	**3.3000e-004**		**3.3000e-004**	**3.3000e-004**	**0.0000**	**1.0213**	**1.0213**	**7.0000e-005**	**0.0000**	**1.0230**

3.7 Architectural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.8000e-004	6.0000e-004	6.4600e-003	2.0000e-005	2.3400e-003	2.0000e-005	2.3600e-003	6.2000e-004	1.0000e-005	6.4000e-004	0.0000	1.9351	1.9351	4.0000e-005	0.0000	1.9362
Total	**8.8000e-004**	**6.0000e-004**	**6.4600e-003**	**2.0000e-005**	**2.3400e-003**	**2.0000e-005**	**2.3600e-003**	**6.2000e-004**	**1.0000e-005**	**6.4000e-004**	**0.0000**	**1.9351**	**1.9351**	**4.0000e-005**	**0.0000**	**1.9362**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.8868	5.4230	9.9404	0.0402	3.2189	0.0329	3.2518	0.8652	0.0308	0.8960	0.0000	3,714.5021	3,714.5021	0.1426	0.0000	3,718.0662
Unmitigated	0.8868	5.4230	9.9404	0.0402	3.2189	0.0329	3.2518	0.8652	0.0308	0.8960	0.0000	3,714.5021	3,714.5021	0.1426	0.0000	3,718.0662

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	4,695.96	1,045.66	446.78	8,525,362	8,525,362
Regional Shopping Center	47.79	55.93	28.25	80,933	80,933
Total	4,743.75	1,101.59	475.03	8,606,295	8,606,295

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Enclosed Parking with Elevator	0.561348	0.038614	0.190285	0.107199	0.015389	0.005180	0.024554	0.046236	0.002209	0.002456	0.005491	0.000334	0.000704
General Office Building	0.561348	0.038614	0.190285	0.107199	0.015389	0.005180	0.024554	0.046236	0.002209	0.002456	0.005491	0.000334	0.000704
Regional Shopping Center	0.561348	0.038614	0.190285	0.107199	0.015389	0.005180	0.024554	0.046236	0.002209	0.002456	0.005491	0.000334	0.000704

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,701.7646	1,701.7646	0.1679	0.0347	1,716.3106
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,701.7646	1,701.7646	0.1679	0.0347	1,716.3106
NaturalGas Mitigated	0.0991	0.9013	0.7571	5.4100e-003		0.0685	0.0685		0.0685	0.0685	0.0000	981.1249	981.1249	0.0188	0.0180	986.9552
NaturalGas Unmitigated	0.0991	0.9013	0.7571	5.4100e-003		0.0685	0.0685		0.0685	0.0685	0.0000	981.1249	981.1249	0.0188	0.0180	986.9552

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	1.83751e+007	0.0991	0.9007	0.7566	5.4000e-003		0.0685	0.0685		0.0685	0.0685	0.0000	980.5652	980.5652	0.0188	0.0180	986.3922
Regional Shopping Center	10488	6.0000e-005	5.1000e-004	4.3000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.5597	0.5597	1.0000e-005	1.0000e-005	0.5630
Total		**0.0991**	**0.9013**	**0.7571**	**5.4000e-003**		**0.0685**	**0.0685**		**0.0685**	**0.0685**	**0.0000**	**981.1249**	**981.1249**	**0.0188**	**0.0180**	**986.9552**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	1.83751e+007	0.0991	0.9007	0.7566	5.4000e-003		0.0685	0.0685		0.0685	0.0685	0.0000	980.5652	980.5652	0.0188	0.0180	986.3922
Regional Shopping Center	10488	6.0000e-005	5.1000e-004	4.3000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.5597	0.5597	1.0000e-005	1.0000e-005	0.5630
Total		**0.0991**	**0.9013**	**0.7571**	**5.4000e-003**		**0.0685**	**0.0685**		**0.0685**	**0.0685**	**0.0000**	**981.1249**	**981.1249**	**0.0188**	**0.0180**	**986.9552**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking with Elevator	873667	116.5089	0.0115	2.3800e-003	117.5048
General Office Building	1.18635e+007	1,582.0692	0.1561	0.0323	1,595.5921
Regional Shopping Center	23894.4	3.1865	3.1000e-004	7.0000e-005	3.2137
Total		**1,701.7646**	**0.1679**	**0.0347**	**1,716.3106**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking with Elevator	873667	116.5089	0.0115	2.3800e-003	117.5048
General Office Building	1.18635e+007	1,582.0692	0.1561	0.0323	1,595.5921
Regional Shopping Center	23894.4	3.1865	3.1000e-004	7.0000e-005	3.2137
Total		**1,701.7646**	**0.1679**	**0.0347**	**1,716.3106**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	4.2321	1.0000e-004	0.0112	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0217	0.0217	6.0000e-005	0.0000	0.0231
Unmitigated	4.2321	1.0000e-004	0.0112	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0217	0.0217	6.0000e-005	0.0000	0.0231

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.5000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.7311					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0300e-003	1.0000e-004	0.0112	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0217	0.0217	6.0000e-005	0.0000	0.0231
Total	**4.2321**	**1.0000e-004**	**0.0112**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**	**0.0000**	**0.0217**	**0.0217**	**6.0000e-005**	**0.0000**	**0.0231**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.5000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.7311					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0300e-003	1.0000e-004	0.0112	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0217	0.0217	6.0000e-005	0.0000	0.0231
Total	**4.2321**	**1.0000e-004**	**0.0112**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**	**0.0000**	**0.0217**	**0.0217**	**6.0000e-005**	**0.0000**	**0.0231**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	184.7858	0.1783	0.1069	221.0965
Unmitigated	218.8870	0.2216	0.1334	264.1720

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	168.954 / 103.552	218.6684	0.2214	0.1332	263.9082
Regional Shopping Center	0.168885 / 0.10351	0.2186	2.2000e-004	1.3000e-004	0.2638
Total		**218.8870**	**0.2216**	**0.1334**	**264.1720**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	135.163 / 103.552	184.6013	0.1781	0.1068	220.8757
Regional Shopping Center	0.135108 / 0.10351	0.1845	1.8000e-004	1.1000e-004	0.2208
Total		**184.7858**	**0.1783**	**0.1069**	**221.0965**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	179.9413	10.6342	0.0000	445.7971
Unmitigated	179.9413	10.6342	0.0000	445.7971

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
General Office Building	884.06	179.4562	10.6056	0.0000	444.5951
Regional Shopping Center	2.39	0.4852	0.0287	0.0000	1.2019
Total		**179.9413**	**10.6342**	**0.0000**	**445.7971**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
General Office Building	884.06	179.4562	10.6056	0.0000	444.5951
Regional Shopping Center	2.39	0.4852	0.0287	0.0000	1.2019
Total		**179.9413**	**10.6342**	**0.0000**	**445.7971**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	2	0	50	670.5	0.73	Diesel
Emergency Generator	1	0	50	2011	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	tons/yr										MT/yr					
Emergency Generator - Diesel (600 - 750 HP)	0.0550	0.1537	0.1402	2.6000e-004		8.0900e-003	8.0900e-003		8.0900e-003	8.0900e-003	0.0000	25.5134	25.5134	3.5800e-003	0.0000	25.6028
Emergency Generator - Diesel (750 - 9999 HP)	0.0825	0.3690	0.2104	4.0000e-004		0.0121	0.0121		0.0121	0.0121	0.0000	38.2892	38.2892	5.3700e-003	0.0000	38.4234
Total	**0.1375**	**0.5226**	**0.3506**	**6.6000e-004**		**0.0202**	**0.0202**		**0.0202**	**0.0202**	**0.0000**	**63.8026**	**63.8026**	**8.9500e-003**	**0.0000**	**64.0262**

11.0 Vegetation

Oakland 415 20th Street Exis Cond v1

Alameda County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Research & Development	82.90	1000sqft	3.00	82,900.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	63
Climate Zone	5			**Operational Year**	2023
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	294	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - PGE CO2 Intensity Factor updated to 2016 value.

Land Use - Existing land use based on the trip generation report.

Construction Phase - Construction emissions are not included in the analysis for existing conditions

Off-road Equipment - Construction emissions are not included in the analysis for existing conditions

Grading - Construction emissions are not included in the analysis for existing conditions

Demolition - Construction emissions are not included in the analysis for existing conditions

Trips and VMT - Construction emissions are not included in the analysis for existing conditions

On-road Fugitive Dust - Construction emissions are not included in the analysis for existing conditions

Architectural Coating - Construction emissions are not included in the analysis for existing conditions

Vehicle Trips - Trip rates based on the trip generation report.

Energy Use -

Water And Wastewater - EBMUD serves the project area and provides 100 percent aerobic process.

Water Mitigation - CALGreen Code requires 20 percent indoor water use reduction.

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	1.90	3.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	294
tblVehicleTrips	ST_TR	1.90	1.40
tblVehicleTrips	SU_TR	1.11	0.82
tblVehicleTrips	WD_TR	8.11	5.96
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaDigestCogenCombDigestGasPercent	0.00	100.00
tblWater	AnaDigestCombDigestGasPercent	100.00	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	SepticTankPercent	10.33	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.2218	2.0847	1.6828	3.0800e-003	0.0720	0.1104	0.1825	0.0319	0.1035	0.1354	0.0000	269.8574	269.8574	0.0593	0.0000	271.3403
2021	0.5062	0.6888	0.6521	1.2000e-003	0.0111	0.0352	0.0462	3.0100e-003	0.0330	0.0361	0.0000	104.8986	104.8986	0.0219	0.0000	105.4468
Maximum	**0.5062**	**2.0847**	**1.6828**	**3.0800e-003**	**0.0720**	**0.1104**	**0.1825**	**0.0319**	**0.1035**	**0.1354**	**0.0000**	**269.8574**	**269.8574**	**0.0593**	**0.0000**	**271.3403**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.2218	2.0847	1.6828	3.0800e-003	0.0720	0.1104	0.1825	0.0319	0.1035	0.1354	0.0000	269.8572	269.8572	0.0593	0.0000	271.3400
2021	0.5062	0.6888	0.6521	1.2000e-003	0.0111	0.0352	0.0462	3.0100e-003	0.0330	0.0361	0.0000	104.8985	104.8985	0.0219	0.0000	105.4467
Maximum	**0.5062**	**2.0847**	**1.6828**	**3.0800e-003**	**0.0720**	**0.1104**	**0.1825**	**0.0319**	**0.1035**	**0.1354**	**0.0000**	**269.8572**	**269.8572**	**0.0593**	**0.0000**	**271.3400**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	4-21-2020	7-20-2020	0.9283	0.9283
2	7-21-2020	10-20-2020	0.7607	0.7607
3	10-21-2020	1-20-2021	0.7463	0.7463
4	1-21-2021	4-20-2021	0.7271	0.7271
5	4-21-2021	7-20-2021	0.3151	0.3151
		Highest	0.9283	0.9283

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.3671	1.0000e-005	7.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.4800e-003	1.4800e-003	0.0000	0.0000	1.5800e-003
Energy	0.0111	0.1006	0.0845	6.0000e-004		7.6400e-003	7.6400e-003		7.6400e-003	7.6400e-003	0.0000	193.0680	193.0680	0.0103	3.7100e-003	194.4331
Mobile	0.0948	0.5822	1.0830	4.4200e-003	0.3555	3.6100e-003	0.3591	0.0955	3.3800e-003	0.0989	0.0000	408.1132	408.1132	0.0154	0.0000	408.4991
Waste						0.0000	0.0000		0.0000	0.0000	1.2788	0.0000	1.2788	0.0756	0.0000	3.1683
Water						0.0000	0.0000		0.0000	0.0000	14.4215	26.6734	41.0949	0.0523	0.0319	51.9097
Total	**0.4730**	**0.6827**	**1.1682**	**5.0200e-003**	**0.3555**	**0.0113**	**0.3667**	**0.0955**	**0.0110**	**0.1066**	**15.7003**	**627.8561**	**643.5564**	**0.1536**	**0.0356**	**658.0117**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.3671	1.0000e-005	7.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.4800e-003	1.4800e-003	0.0000	0.0000	1.5800e-003
Energy	0.0111	0.1006	0.0845	6.0000e-004		7.6400e-003	7.6400e-003		7.6400e-003	7.6400e-003	0.0000	193.0680	193.0680	0.0103	3.7100e-003	194.4331
Mobile	0.0948	0.5822	1.0830	4.4200e-003	0.3555	3.6100e-003	0.3591	0.0955	3.3800e-003	0.0989	0.0000	408.1132	408.1132	0.0154	0.0000	408.4991
Waste						0.0000	0.0000		0.0000	0.0000	1.2788	0.0000	1.2788	0.0756	0.0000	3.1683
Water						0.0000	0.0000		0.0000	0.0000	11.5372	21.3387	32.8759	0.0418	0.0255	41.5277
Total	**0.4730**	**0.6827**	**1.1682**	**5.0200e-003**	**0.3555**	**0.0113**	**0.3667**	**0.0955**	**0.0110**	**0.1066**	**12.8160**	**622.5214**	**635.3374**	**0.1432**	**0.0292**	**647.6297**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**18.37**	**0.85**	**1.28**	**6.81**	**17.91**	**1.58**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/21/2020	5/18/2020	5	20	
2	Site Preparation	Site Preparation	5/19/2020	5/21/2020	5	3	
3	Grading	Grading	5/22/2020	5/29/2020	5	6	
4	Building Construction	Building Construction	5/30/2020	4/2/2021	5	220	
5	Paving	Paving	4/3/2021	4/16/2021	5	10	
6	Architectural Coating	Architectural Coating	4/17/2021	4/30/2021	5	10	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 3

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 124,350; Non-Residential Outdoor: 41,450; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Grading	Excavators	1	8.00	158	0.38
Paving	Pavers	1	8.00	130	0.42
Paving	Rollers	2	6.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Paving	Paving Equipment	2	6.00	132	0.36
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	27.00	14.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0331	0.3320	0.2175	3.9000e-004		0.0166	0.0166		0.0154	0.0154	0.0000	33.9986	33.9986	9.6000e-003	0.0000	34.2386
Total	**0.0331**	**0.3320**	**0.2175**	**3.9000e-004**		**0.0166**	**0.0166**		**0.0154**	**0.0154**	**0.0000**	**33.9986**	**33.9986**	**9.6000e-003**	**0.0000**	**34.2386**

3.2 Demolition - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.2000e-004	3.8000e-004	3.9200e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.1900e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	1.0543	1.0543	3.0000e-005	0.0000	1.0550
Total	**5.2000e-004**	**3.8000e-004**	**3.9200e-003**	**1.0000e-005**	**1.1900e-003**	**1.0000e-005**	**1.1900e-003**	**3.2000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**1.0543**	**1.0543**	**3.0000e-005**	**0.0000**	**1.0550**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0331	0.3320	0.2175	3.9000e-004		0.0166	0.0166		0.0154	0.0154	0.0000	33.9986	33.9986	9.6000e-003	0.0000	34.2385
Total	**0.0331**	**0.3320**	**0.2175**	**3.9000e-004**		**0.0166**	**0.0166**		**0.0154**	**0.0154**	**0.0000**	**33.9986**	**33.9986**	**9.6000e-003**	**0.0000**	**34.2385**

3.2 Demolition - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.2000e-004	3.8000e-004	3.9200e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.1900e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	1.0543	1.0543	3.0000e-005	0.0000	1.0550
Total	**5.2000e-004**	**3.8000e-004**	**3.9200e-003**	**1.0000e-005**	**1.1900e-003**	**1.0000e-005**	**1.1900e-003**	**3.2000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**1.0543**	**1.0543**	**3.0000e-005**	**0.0000**	**1.0550**

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0271	0.0000	0.0271	0.0149	0.0000	0.0149	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.1100e-003	0.0636	0.0323	6.0000e-005		3.3000e-003	3.3000e-003		3.0300e-003	3.0300e-003	0.0000	5.0146	5.0146	1.6200e-003	0.0000	5.0552
Total	**6.1100e-003**	**0.0636**	**0.0323**	**6.0000e-005**	**0.0271**	**3.3000e-003**	**0.0304**	**0.0149**	**3.0300e-003**	**0.0179**	**0.0000**	**5.0146**	**5.0146**	**1.6200e-003**	**0.0000**	**5.0552**

3.3 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.0000e-005	7.0000e-005	7.1000e-004	0.0000	2.1000e-004	0.0000	2.1000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.1898	0.1898	0.0000	0.0000	0.1899
Total	**9.0000e-005**	**7.0000e-005**	**7.1000e-004**	**0.0000**	**2.1000e-004**	**0.0000**	**2.1000e-004**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**0.0000**	**0.1898**	**0.1898**	**0.0000**	**0.0000**	**0.1899**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0271	0.0000	0.0271	0.0149	0.0000	0.0149	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.1100e-003	0.0636	0.0323	6.0000e-005		3.3000e-003	3.3000e-003		3.0300e-003	3.0300e-003	0.0000	5.0146	5.0146	1.6200e-003	0.0000	5.0551
Total	**6.1100e-003**	**0.0636**	**0.0323**	**6.0000e-005**	**0.0271**	**3.3000e-003**	**0.0304**	**0.0149**	**3.0300e-003**	**0.0179**	**0.0000**	**5.0146**	**5.0146**	**1.6200e-003**	**0.0000**	**5.0551**

3.3 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.0000e-005	7.0000e-005	7.1000e-004	0.0000	2.1000e-004	0.0000	2.1000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.1898	0.1898	0.0000	0.0000	0.1899
Total	**9.0000e-005**	**7.0000e-005**	**7.1000e-004**	**0.0000**	**2.1000e-004**	**0.0000**	**2.1000e-004**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**0.0000**	**0.1898**	**0.1898**	**0.0000**	**0.0000**	**0.1899**

3.4 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0197	0.0000	0.0197	0.0101	0.0000	0.0101	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.2900e-003	0.0792	0.0482	9.0000e-005		3.8200e-003	3.8200e-003		3.5100e-003	3.5100e-003	0.0000	7.8176	7.8176	2.5300e-003	0.0000	7.8808
Total	**7.2900e-003**	**0.0792**	**0.0482**	**9.0000e-005**	**0.0197**	**3.8200e-003**	**0.0235**	**0.0101**	**3.5100e-003**	**0.0136**	**0.0000**	**7.8176**	**7.8176**	**2.5300e-003**	**0.0000**	**7.8808**

3.4 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-004	1.1000e-004	1.1800e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.3163	0.3163	1.0000e-005	0.0000	0.3165
Total	**1.6000e-004**	**1.1000e-004**	**1.1800e-003**	**0.0000**	**3.6000e-004**	**0.0000**	**3.6000e-004**	**9.0000e-005**	**0.0000**	**1.0000e-004**	**0.0000**	**0.3163**	**0.3163**	**1.0000e-005**	**0.0000**	**0.3165**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0197	0.0000	0.0197	0.0101	0.0000	0.0101	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.2900e-003	0.0792	0.0482	9.0000e-005		3.8200e-003	3.8200e-003		3.5100e-003	3.5100e-003	0.0000	7.8176	7.8176	2.5300e-003	0.0000	7.8808
Total	**7.2900e-003**	**0.0792**	**0.0482**	**9.0000e-005**	**0.0197**	**3.8200e-003**	**0.0235**	**0.0101**	**3.5100e-003**	**0.0136**	**0.0000**	**7.8176**	**7.8176**	**2.5300e-003**	**0.0000**	**7.8808**

3.4 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-004	1.1000e-004	1.1800e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.3163	0.3163	1.0000e-005	0.0000	0.3165
Total	**1.6000e-004**	**1.1000e-004**	**1.1800e-003**	**0.0000**	**3.6000e-004**	**0.0000**	**3.6000e-004**	**9.0000e-005**	**0.0000**	**1.0000e-004**	**0.0000**	**0.3163**	**0.3163**	**1.0000e-005**	**0.0000**	**0.3165**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1632	1.4773	1.2973	2.0700e-003		0.0860	0.0860		0.0809	0.0809	0.0000	178.3397	178.3397	0.0435	0.0000	179.4274
Total	**0.1632**	**1.4773**	**1.2973**	**2.0700e-003**		**0.0860**	**0.0860**		**0.0809**	**0.0809**	**0.0000**	**178.3397**	**178.3397**	**0.0435**	**0.0000**	**179.4274**

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.0500e-003	0.1267	0.0273	3.0000e-004	7.0800e-003	5.9000e-004	7.6700e-003	2.0500e-003	5.6000e-004	2.6100e-003	0.0000	28.5142	28.5142	1.6400e-003	0.0000	28.5552
Worker	7.1900e-003	5.3000e-003	0.0544	1.6000e-004	0.0164	1.1000e-004	0.0166	4.3700e-003	1.1000e-004	4.4800e-003	0.0000	14.6124	14.6124	3.8000e-004	0.0000	14.6218
Total	**0.0112**	**0.1320**	**0.0817**	**4.6000e-004**	**0.0235**	**7.0000e-004**	**0.0242**	**6.4200e-003**	**6.7000e-004**	**7.0900e-003**	**0.0000**	**43.1266**	**43.1266**	**2.0200e-003**	**0.0000**	**43.1770**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1632	1.4773	1.2973	2.0700e-003		0.0860	0.0860		0.0809	0.0809	0.0000	178.3395	178.3395	0.0435	0.0000	179.4272
Total	**0.1632**	**1.4773**	**1.2973**	**2.0700e-003**		**0.0860**	**0.0860**		**0.0809**	**0.0809**	**0.0000**	**178.3395**	**178.3395**	**0.0435**	**0.0000**	**179.4272**

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.0500e-003	0.1267	0.0273	3.0000e-004	7.0800e-003	5.9000e-004	7.6700e-003	2.0500e-003	5.6000e-004	2.6100e-003	0.0000	28.5142	28.5142	1.6400e-003	0.0000	28.5552
Worker	7.1900e-003	5.3000e-003	0.0544	1.6000e-004	0.0164	1.1000e-004	0.0166	4.3700e-003	1.1000e-004	4.4800e-003	0.0000	14.6124	14.6124	3.8000e-004	0.0000	14.6218
Total	**0.0112**	**0.1320**	**0.0817**	**4.6000e-004**	**0.0235**	**7.0000e-004**	**0.0242**	**6.4200e-003**	**6.7000e-004**	**7.0900e-003**	**0.0000**	**43.1266**	**43.1266**	**2.0200e-003**	**0.0000**	**43.1770**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0627	0.5753	0.5470	8.9000e-004		0.0316	0.0316		0.0297	0.0297	0.0000	76.4403	76.4403	0.0184	0.0000	76.9013
Total	**0.0627**	**0.5753**	**0.5470**	**8.9000e-004**		**0.0316**	**0.0316**		**0.0297**	**0.0297**	**0.0000**	**76.4403**	**76.4403**	**0.0184**	**0.0000**	**76.9013**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.4300e-003	0.0494	0.0105	1.3000e-004	3.0300e-003	1.0000e-004	3.1400e-003	8.8000e-004	1.0000e-004	9.8000e-004	0.0000	12.1030	12.1030	6.6000e-004	0.0000	12.1197
Worker	2.8500e-003	2.0300e-003	0.0212	7.0000e-005	7.0400e-003	5.0000e-005	7.0900e-003	1.8700e-003	4.0000e-005	1.9200e-003	0.0000	6.0452	6.0452	1.4000e-004	0.0000	6.0488
Total	**4.2800e-003**	**0.0515**	**0.0317**	**2.0000e-004**	**0.0101**	**1.5000e-004**	**0.0102**	**2.7500e-003**	**1.4000e-004**	**2.9000e-003**	**0.0000**	**18.1482**	**18.1482**	**8.0000e-004**	**0.0000**	**18.1685**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0627	0.5753	0.5470	8.9000e-004		0.0316	0.0316		0.0297	0.0297	0.0000	76.4402	76.4402	0.0184	0.0000	76.9013
Total	**0.0627**	**0.5753**	**0.5470**	**8.9000e-004**		**0.0316**	**0.0316**		**0.0297**	**0.0297**	**0.0000**	**76.4402**	**76.4402**	**0.0184**	**0.0000**	**76.9013**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.4300e-003	0.0494	0.0105	1.3000e-004	3.0300e-003	1.0000e-004	3.1400e-003	8.8000e-004	1.0000e-004	9.8000e-004	0.0000	12.1030	12.1030	6.6000e-004	0.0000	12.1197
Worker	2.8500e-003	2.0300e-003	0.0212	7.0000e-005	7.0400e-003	5.0000e-005	7.0900e-003	1.8700e-003	4.0000e-005	1.9200e-003	0.0000	6.0452	6.0452	1.4000e-004	0.0000	6.0488
Total	**4.2800e-003**	**0.0515**	**0.0317**	**2.0000e-004**	**0.0101**	**1.5000e-004**	**0.0102**	**2.7500e-003**	**1.4000e-004**	**2.9000e-003**	**0.0000**	**18.1482**	**18.1482**	**8.0000e-004**	**0.0000**	**18.1685**

3.6 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.4700e-003	0.0542	0.0613	9.0000e-005		2.8900e-003	2.8900e-003		2.6700e-003	2.6700e-003	0.0000	8.1853	8.1853	2.5700e-003	0.0000	8.2496
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**5.4700e-003**	**0.0542**	**0.0613**	**9.0000e-005**		**2.8900e-003**	**2.8900e-003**		**2.6700e-003**	**2.6700e-003**	**0.0000**	**8.1853**	**8.1853**	**2.5700e-003**	**0.0000**	**8.2496**

3.6 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.2000e-004	2.3000e-004	2.3800e-003	1.0000e-005	7.9000e-004	1.0000e-005	8.0000e-004	2.1000e-004	0.0000	2.2000e-004	0.0000	0.6785	0.6785	2.0000e-005	0.0000	0.6789
Total	**3.2000e-004**	**2.3000e-004**	**2.3800e-003**	**1.0000e-005**	**7.9000e-004**	**1.0000e-005**	**8.0000e-004**	**2.1000e-004**	**0.0000**	**2.2000e-004**	**0.0000**	**0.6785**	**0.6785**	**2.0000e-005**	**0.0000**	**0.6789**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.4700e-003	0.0542	0.0613	9.0000e-005		2.8900e-003	2.8900e-003		2.6700e-003	2.6700e-003	0.0000	8.1853	8.1853	2.5700e-003	0.0000	8.2496
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**5.4700e-003**	**0.0542**	**0.0613**	**9.0000e-005**		**2.8900e-003**	**2.8900e-003**		**2.6700e-003**	**2.6700e-003**	**0.0000**	**8.1853**	**8.1853**	**2.5700e-003**	**0.0000**	**8.2496**

3.6 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.2000e-004	2.3000e-004	2.3800e-003	1.0000e-005	7.9000e-004	1.0000e-005	8.0000e-004	2.1000e-004	0.0000	2.2000e-004	0.0000	0.6785	0.6785	2.0000e-005	0.0000	0.6789
Total	**3.2000e-004**	**2.3000e-004**	**2.3800e-003**	**1.0000e-005**	**7.9000e-004**	**1.0000e-005**	**8.0000e-004**	**2.1000e-004**	**0.0000**	**2.2000e-004**	**0.0000**	**0.6785**	**0.6785**	**2.0000e-005**	**0.0000**	**0.6789**

3.7 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.4323					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0900e-003	7.6300e-003	9.0900e-003	1.0000e-005		4.7000e-004	4.7000e-004		4.7000e-004	4.7000e-004	0.0000	1.2766	1.2766	9.0000e-005	0.0000	1.2788
Total	**0.4334**	**7.6300e-003**	**9.0900e-003**	**1.0000e-005**		**4.7000e-004**	**4.7000e-004**		**4.7000e-004**	**4.7000e-004**	**0.0000**	**1.2766**	**1.2766**	**9.0000e-005**	**0.0000**	**1.2788**

3.7 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.0000e-005	6.0000e-005	6.0000e-004	0.0000	2.0000e-004	0.0000	2.0000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1696	0.1696	0.0000	0.0000	0.1697
Total	**8.0000e-005**	**6.0000e-005**	**6.0000e-004**	**0.0000**	**2.0000e-004**	**0.0000**	**2.0000e-004**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**0.1696**	**0.1696**	**0.0000**	**0.0000**	**0.1697**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.4323					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0900e-003	7.6300e-003	9.0900e-003	1.0000e-005		4.7000e-004	4.7000e-004		4.7000e-004	4.7000e-004	0.0000	1.2766	1.2766	9.0000e-005	0.0000	1.2788
Total	**0.4334**	**7.6300e-003**	**9.0900e-003**	**1.0000e-005**		**4.7000e-004**	**4.7000e-004**		**4.7000e-004**	**4.7000e-004**	**0.0000**	**1.2766**	**1.2766**	**9.0000e-005**	**0.0000**	**1.2788**

3.7 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.0000e-005	6.0000e-005	6.0000e-004	0.0000	2.0000e-004	0.0000	2.0000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1696	0.1696	0.0000	0.0000	0.1697
Total	**8.0000e-005**	**6.0000e-005**	**6.0000e-004**	**0.0000**	**2.0000e-004**	**0.0000**	**2.0000e-004**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**0.1696**	**0.1696**	**0.0000**	**0.0000**	**0.1697**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0948	0.5822	1.0830	4.4200e-003	0.3555	3.6100e-003	0.3591	0.0955	3.3800e-003	0.0989	0.0000	408.1132	408.1132	0.0154	0.0000	408.4991
Unmitigated	0.0948	0.5822	1.0830	4.4200e-003	0.3555	3.6100e-003	0.3591	0.0955	3.3800e-003	0.0989	0.0000	408.1132	408.1132	0.0154	0.0000	408.4991

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Research & Development	494.08	116.06	67.98	950,390	950,390
Total	494.08	116.06	67.98	950,390	950,390

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Research & Development	9.50	7.30	7.30	33.00	48.00	19.00	82	15	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Research & Development	0.561348	0.038614	0.190285	0.107199	0.015389	0.005180	0.024554	0.046236	0.002209	0.002456	0.005491	0.000334	0.000704

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	83.5775	83.5775	8.2400e-003	1.7100e-003	84.2919
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	83.5775	83.5775	8.2400e-003	1.7100e-003	84.2919
NaturalGas Mitigated	0.0111	0.1006	0.0845	6.0000e-004		7.6400e-003	7.6400e-003		7.6400e-003	7.6400e-003	0.0000	109.4905	109.4905	2.1000e-003	2.0100e-003	110.1412
NaturalGas Unmitigated	0.0111	0.1006	0.0845	6.0000e-004		7.6400e-003	7.6400e-003		7.6400e-003	7.6400e-003	0.0000	109.4905	109.4905	2.1000e-003	2.0100e-003	110.1412

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Research & Development	2.05178e+006	0.0111	0.1006	0.0845	6.0000e-004		7.6400e-003	7.6400e-003		7.6400e-003	7.6400e-003	0.0000	109.4905	109.4905	2.1000e-003	2.0100e-003	110.1412
Total		**0.0111**	**0.1006**	**0.0845**	**6.0000e-004**		**7.6400e-003**	**7.6400e-003**		**7.6400e-003**	**7.6400e-003**	**0.0000**	**109.4905**	**109.4905**	**2.1000e-003**	**2.0100e-003**	**110.1412**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Research & Development	2.05178e+006	0.0111	0.1006	0.0845	6.0000e-004		7.6400e-003	7.6400e-003		7.6400e-003	7.6400e-003	0.0000	109.4905	109.4905	2.1000e-003	2.0100e-003	110.1412
Total		**0.0111**	**0.1006**	**0.0845**	**6.0000e-004**		**7.6400e-003**	**7.6400e-003**		**7.6400e-003**	**7.6400e-003**	**0.0000**	**109.4905**	**109.4905**	**2.1000e-003**	**2.0100e-003**	**110.1412**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Research & Development	626724	83.5775	8.2400e-003	1.7100e-003	84.2919
Total		**83.5775**	**8.2400e-003**	**1.7100e-003**	**84.2919**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Research & Development	626724	83.5775	8.2400e-003	1.7100e-003	84.2919
Total		**83.5775**	**8.2400e-003**	**1.7100e-003**	**84.2919**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.3671	1.0000e-005	7.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.4800e-003	1.4800e-003	0.0000	0.0000	1.5800e-003
Unmitigated	0.3671	1.0000e-005	7.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.4800e-003	1.4800e-003	0.0000	0.0000	1.5800e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0432					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3238					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	7.0000e-005	1.0000e-005	7.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.4800e-003	1.4800e-003	0.0000	0.0000	1.5800e-003
Total	**0.3671**	**1.0000e-005**	**7.6000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.4800e-003**	**1.4800e-003**	**0.0000**	**0.0000**	**1.5800e-003**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0432					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3238					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	7.0000e-005	1.0000e-005	7.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.4800e-003	1.4800e-003	0.0000	0.0000	1.5800e-003
Total	**0.3671**	**1.0000e-005**	**7.6000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.4800e-003**	**1.4800e-003**	**0.0000**	**0.0000**	**1.5800e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	32.8759	0.0418	0.0255	41.5277
Unmitigated	41.0949	0.0523	0.0319	51.9097

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Research & Development	40.7614 / 0	41.0949	0.0523	0.0319	51.9097
Total		**41.0949**	**0.0523**	**0.0319**	**51.9097**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Research & Development	32.6091 / 0	32.8759	0.0418	0.0255	41.5277
Total		**32.8759**	**0.0418**	**0.0255**	**41.5277**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	1.2788	0.0756	0.0000	3.1683
Unmitigated	1.2788	0.0756	0.0000	3.1683

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Research & Development	6.3	1.2788	0.0756	0.0000	3.1683
Total		**1.2788**	**0.0756**	**0.0000**	**3.1683**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Research & Development	6.3	1.2788	0.0756	0.0000	3.1683
Total		**1.2788**	**0.0756**	**0.0000**	**3.1683**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Summary of ISCST3 Model Parameters, Assumptions, and Results for DPM and $PM_{2.5}$ Emissions during Construction

ISCST3 Model Parameters and Assumptions			
Source Type	**Units**	**Value**	**Notes**
Volume Source: Off-Road Equipment Exhaust			
Hours/Work Day	hours/day	12.00	Construction hours are limited to 7AM-7PM Monday through Friday
DPM Emission Rate	gram/second	0.003937	Exhaust PM_{10} from off-road equipment
Number of Sources	count	24	SMAQMD, 2015
Emission Rate/Source	gram/second	0.000164	Scaling factor is (1/Emission Rate) to convert result from ISCST3
Release Height	meters	5.0	SMAQMD, 2015
Length of Side	meters	10.0	SMAQMD, 2015
Initial Lateral Dimension	meters	2.3	ISCST3 Calculator
Initial Vertical Dimension	meters	1.0	SMAQMD, 2015
ISCST3 Model Results			
Sensitive Receptor	**Pollutant**	**Annual Average Concentration**	**Notes**
MEIR	DPM ($\mu g/m^3$)	0.0203	Nearest residential receptor under the unmitigated scenario
	$PM_{2.5}$ ($\mu g/m^3$)	0.0191	Nearest residential receptor under the unmitigated scenario
MEIS	DPM ($\mu g/m^3$)	0.0019	Nearest school receptor under the unmitigated scenario
	$PM_{2.5}$ ($\mu g/m^3$)	0.0018	Nearest school receptor under the unmitigated scenario

Notes:

DPM = diesel particulate matter

PM_{10} = particulate matter with aerodynamic resistance diameters equal to or less than 10 microns

$PM_{2.5}$ = particulate matter with aerodynamic resistance diameters equal to or less than 2.5 microns

$\mu g/m^3$ = micrograms per cubic meter

Sacramento Metropolitan Air Quality Management District (SMAQMD), 2015. *Guide to Air Quality Assessment in Sacramento County* . June.

Summary of Health Risk Assessment at MEIR for DPM Emissions during Construction

Health Risk Assessment Parameters and Results					
Unmitigated DPM Emissions					
Inhalation Cancer Risk Assessment for DPM	**Units**	**Age Group**			**Notes**
		3rd Trimester	**0-2 Years**	**2-9 Years**	
DPM Concentration (C)	$\mu g/m^3$	0.020	0.020	0.020	ISCST3 Annual Average
Daily Breathing Rate (DBR)	L/kg-day	361	1090	861	95th percentile (OEHHA, 2015)
Inhalation absorption factor (A)	unitless	1.0	1.0	1.0	OEHHA, 2015
Exposure Frequency (EF)	unitless	0.96	0.96	0.96	350 days/365 days in a year (OEHHA, 2015)
Dose Conversion Factor (CF_D)	$mg\text{-}m^3/\mu g\text{-}L$	0.000001	0.000001	0.000001	Conversion of µg to mg and L to m^3
Dose	mg/kg/day	0.000007	0.000021	0.000017	$C*DBR*A*EF*CF_D$ (OEHHA, 2015)
Cancer Potency Factor (CPF)	$(mg/kg/day)^{-1}$	1.1	1.1	1.1	OEHHA, 2015
Age Sensitivity Factor (ASF)	unitless	10	10	3	OEHHA, 2015
Annual Exposure Duration (ED)	years	0.25	2.00	0.42	Based on total construction period of 32 months
Averaging Time (AT)	years	70	70	70	70 years for residents (OEHHA, 2015)
Fraction of time at home (FAH)	unitless	0.85	0.85	0.72	OEHHA, 2015.
Cancer Risk Conversion Factor (CF)	m^3/L	1000000	1000000	1000000	Chances per million (OEHHA, 2015)
Cancer Risk	per million	0.23	5.67	0.24	D*CPF*ASF*ED/AT*FAH*CF (OEHHA, 2015)
Total Cancer Risk	per million	6.15			At MEIR location
Hazard Index for DPM	**Units**	**Value**	**Notes**		
Chronic REL	$\mu g/m^3$	5.0	OEHHA, 2015		
Chronic Hazard Index for DPM	unitless	0.00	At MEIR location		

Notes:

DPM = diesel particulate matter

REL = reference exposure level

$\mu g/m^3$ = micrograms per cubic meter

L/kg-day = liters per kilogram-day

m^3/L = cubic meters per liter

$(mg/kg/day)^{-1}$ = 1/milligrams per kilograms per day

MEIR = maximum exposed individual resident

Office of Environmental Health Hazard Assessment (OEHHA), 2015. *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments. February.*

Summary of Health Risk Assessment at MEIS for DPM Emissions during Construction

Health Risk Assessment Parameters and Results			
Unmitigated DPM Emissions			
Inhalation Cancer Risk Assessment for DPM	**Units**	**Age Group** **2-16 Years**	**Notes**
DPM Concentration (C)	$\mu g/m^3$	0.002	ISCST3 Annual Average
Worker Adjustment Factor (WAF)	unitless	2.8	OEHHA,2015 4-44 to 4-45
Daily Breathing Rate (DBR)	L/kg-8 Hr	520	95th percentile, moderate intensity (OEHHA, 2015)
Inhalation absorption factor (A)	unitless	1.0	OEHHA, 2015
Exposure Frequency (EF)	unitless	0.68	180 days/365 days. Minimum amount of instructional days per scho
Dose Conversion Factor (CF_D)	$mg\text{-}m^3/\mu g\text{-}L$	0.000001	Conversion of µg to mg and L to m^3
Dose	mg/kg/day	0.000002	$C*WAF*DBR*A*EF*CF_D$ (OEHHA, 2015)
Cancer Potency Factor (CPF)	$(mg/kg/day)^{-1}$	1.1	OEHHA, 2015
Age Sensitivity Factor (ASF)	unitless	3	OEHHA, 2015
Annual Exposure Duration (ED)	years	2.67	Based on total construction period of 32 months
Averaging Time (AT)	years	70	70 years for residents (OEHHA, 2015)
Cancer Risk Conversion Factor (CF)	m^3/L	1000000	Chances per million (OEHHA, 2015)
Cancer Risk	per million	0.23	D*CPF*ASF*ED/AT*CF (OEHHA, 2015)
Total Cancer Risk	per million	0.23	At MEIS location
Hazard Index for DPM	**Units**	**Value**	**Notes**
Chronic REL	$\mu g/m^3$	5.0	OEHHA, 2015
Chronic Hazard Index for DPM	unitless	0.00	At MEIS location

Notes:

DPM = diesel particulate matter

REL = reference exposure level

$\mu g/m^3$ = micrograms per cubic meter

L/kg-day = liters per kilogram-day

m^3/L = cubic meters per liter

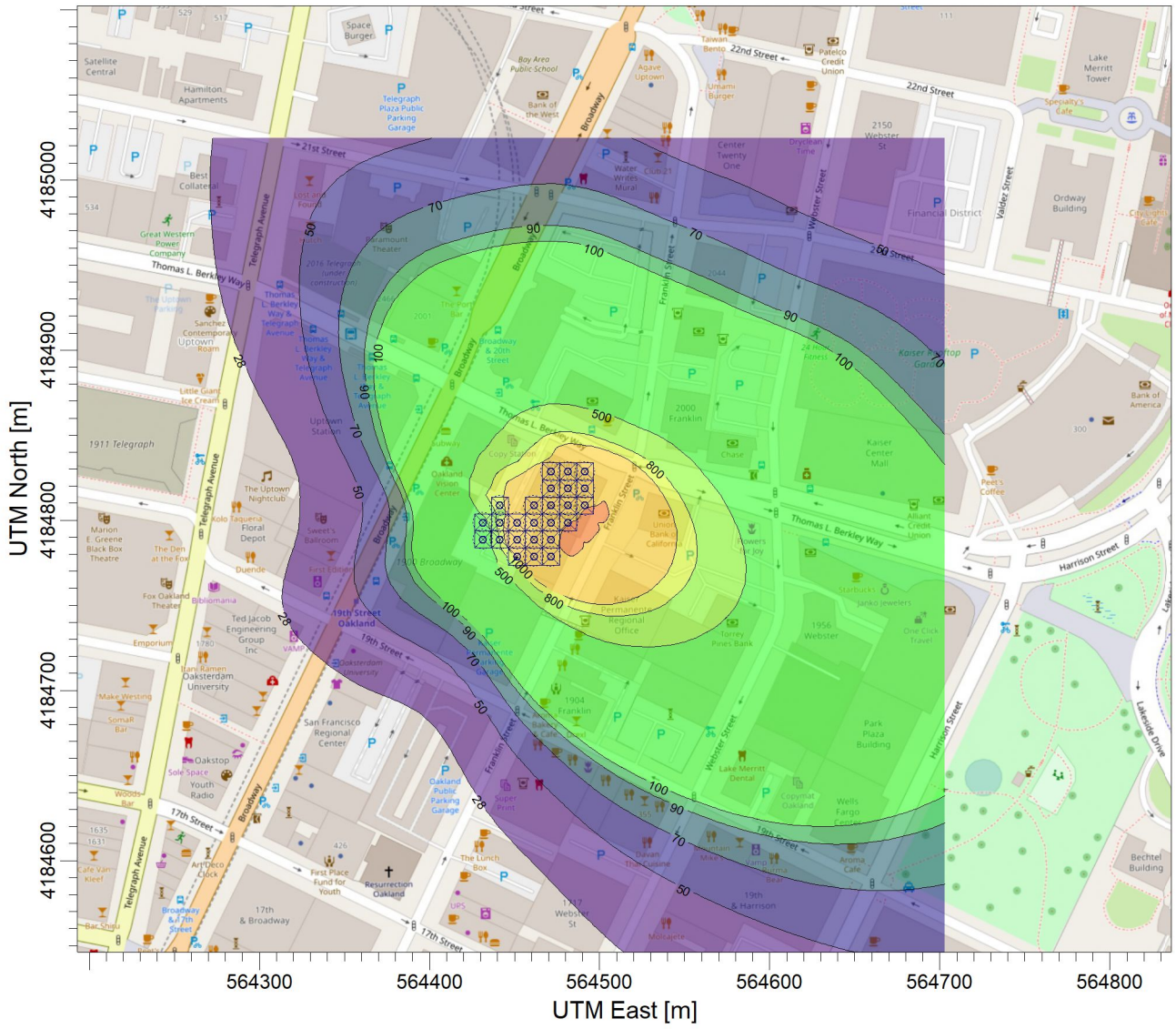
$(mg/kg/day)^{-1}$ = 1/milligrams per kilograms per day

MEIS = maximum exposed individual student

Office of Environmental Health Hazard Assessment (OEHHA), 2015. *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments. February.*

PROJECT TITLE:

415 20th Street Oakland



PLOT FILE OF PERIOD VALUES FOR SOURCE GROUP: ALL ug/m^3

Max: 2764 [ug/m^3] at (564483.00, 4184784.50)

COMMENTS:	SOURCES: **25**	COMPANY NAME:	
	RECEPTORS: **2601**	MODELER:	
	OUTPUT TYPE: **Concentration**	SCALE: 1:4,046 0 0.1 km	
	MAX: **2764 ug/m^3**	DATE: **5/4/2020**	PROJECT NO.:

ATTACHMENT G: HISTORIC RESOURCES ANALYSIS

MEMORANDUM - DRAFT

DATE May 21, 2020
TO Brandon Northart
bnorthart@up-partners.com

OF Urban Planning Partners, Inc.
388 17th Street, Suite 230
Oakland, CA 94612
510.251.8210 Ext. 1015

CC Stacy Kozakavich, Project Manager
kozakavich@page-turnbull.com

Ruth Todd, Principal
Page & Turnbull
ruthtodd@page-turnbull.com

PROJECT NO. 20023
PROJECT 415 20th Street Oakland

FROM Josh Bevan, Cultural Resources Planner Page & Turnbull
bevan@page-turnbull.com

VIA Email

REGARDING: **Historic Resource Memorandum**

This Historic Resource Memorandum has been prepared for the property addressed 415 20th Street (APN 8-638-7-11) in the City of Oakland. 415 20th Street contains a four-story commercial-office building that was constructed in 1965 and heavily altered between 1999 and 2001. The building is considered to be age-eligible for evaluation as a historical resource under the California Environmental Quality Act (CEQA) and does not appear to have been previously surveyed or evaluated. The building is proposed to be demolished to accommodate construction of a high-rise tower at the subject property.

This memorandum describes the construction and alteration history of the building to substantiate the differences between its original design and current appearance, and to briefly describe the site history and its location relative to adjacent historical resources and historic districts. The memorandum does not include a full evaluation for eligibility for listing in the California Register of Historical Resources (California Register) or for local designation.

Site Development Summary

The existing four-story commercial-office building at 415 20th Street was constructed in 1965 for Wells Fargo as an Oakland branch headquarters location. In the years prior to the construction of the Wells Fargo-commissioned building, the southern portion of the site was developed with residential and commercial buildings. It contained several residences by 1889, and by 1911 the northern portion of the site contained a warehouse building and two apartment/flats buildings. As of the late 1930s, the northeastern portion of the site was occupied by an automotive fuel filling station. The northwestern portion of the site was developed with a laundry facility, and the remainder of the site was a surface parking lot. By the mid-1950s the site was again altered, and featured a gas station at

center with a surrounding parking lot area.[1] In 1965, pre-existing structures were replaced by the subject building, when the site was redeveloped during a period of modern commercial development in the vicinity of 20th and Franklin streets.

Wells Fargo Bank Building - 1965
The subject building was originally designed by the architectural firm of Carl Warnecke and Associates. Based on a building permit application dating to 1964, it appears that John Carl Warnecke, principal architect Carl Warnecke's son and prominent modernist architect, was architect of record for the project who served as primary designer of the building (a list of building permits and copies of extant permit records are presented in **Appendix A and Appendix B**). Construction began in late 1964 and was completed by late 1965. The building was originally designed with a main entrance at the southwest corner of 20th and Franklin streets and a rear entrance accessed by a passage off of Broadway.[2] An early rendering of the design for the building published in 1964 illustrated the exterior with a prominent recessed main entrance framed by concrete pilasters, banks of windows separated by concrete shade screens at the second, third, and forth stories, and a top-heavy horizontal massing, created by a fourth story that overhung the second and third stories at each corner of the building. Overall the building's exterior featured concrete cladding, minimal ornamentation, and deep set windows typically of modern buildings designed in the Brutalist style that was adapted to many commercial, government, and civic buildings of the period **(Figure 1)**.

In May 1965, an updated rendering was published, representing a truer representation the building's original design when completed in late 1965, and including additional detail regarding the exterior materials. The main floor banking area was "enclosed on three sides by a 90-foot span of glass;" presumably glass curtain walls visible along the first story exterior. The 66-foot tall, four-story, steel-frame building was to be clad with precast concrete panels with an exposed granite aggregate set in white cement. The façade of the first story was recessed slightly beneath the second and third stories, which featured a uniform fenestration of vertically divided windows in a curtain wall system. Slender columns of concrete-wrapped steel extended from the ground to fourth story, outboard of the first, second, and third stories. The columns extended to the base of the fourth story, which overhung the lower stories and featured bands of windows divided by concrete columns. Overall, the updated 1965 rendering indicates the design shifted to incorporate more extensive glazing at the second and third stories and, although still appearing somewhat Brutalist in aesthetic, the building's appearance was more representative of modernist International style office buildings that featured abundant, typically metal-framed glass exteriors and elements of precast concrete. Between 1965 and 1999, the subject building received interior alterations primarily related to partition removal or realignment. The ground floor contained a branch bank and upper floors contained office spaces.

Remodeling as Oakland Scientific Center – 1999-Present
In 1999, the University of California's Lawrence Berkeley National Laboratory began a lease of the property and the building was heavily altered at the interior and exterior to accommodate a new use as the Lawrence Berkeley National Laboratory's Oakland Scientific Center, the Laboratory's first off-site facility in Oakland. As described on the Lawrence Berkeley Laboratory's website in 2001:

[1] Ibid., v.
[2] "Wells Fargo to Build New Bank," *Oakland Tribune*, March 24, 1964.

> The four-story Oakland Scientific Facility (OSF) at 415 20th St., designed by international architectural firm KMD of San Francisco, is on the site of a former Wells Fargo Bank building. It provides 16,000 square feet of computer area, with an additional 4,000 square feet to be built out over the next two years. The site was selected and leased in August 1999. […]
>
> The entire Oakland building is 27,000 square feet in size, with floors three and four slated to be occupied by employees from the University of California's Office of the President.[3]

As part of the project to adapt the building to a new use between 1999 and 2001, a one-story wing was constructed at the south façade during the remodeling period. Since the building's dedication in 2001, no major alterations have occurred the building's ca. 1999-2001 design, based upon available building and construction records.

The current appearance of the Oakland Scientific Center is distinctly different from the building's original 1965 appearance, as designed by architect John Carl Warnecke. The exterior has been re-skinned with a recessed first story featuring stone cladding. The second through fourth stories feature a generally uniform glass-curtain wall exterior with blue-green glass divided by metal mullions. Metal spandrels divide each story and create horizontal bands across each façade. Overall, the building's height, massing, and footprint, appear to be similar to the original design, but the building's fenestration, original main entrance location, and historic materials appear to have been completely replaced. Thus, the present design predominantly reflects the building's remodeling between 1999 and 2001 rather than it original construction in 1965 **(Figure 3)**.

Figure 1: Early rendering of 415 20th Street. Source: *Oakland Tribune*, March 24, 1964.

[3] Ron Kolb, "Berkeley Lab Dedicates Computing Sciences Facility in Oakland," Lawrence Berkeley Laboratory *Research* News website. May 24, 2001. Accessed May 15, 2020. https://www2.lbl.gov/Science-Articles/Archive/oak-nersc-event.html.

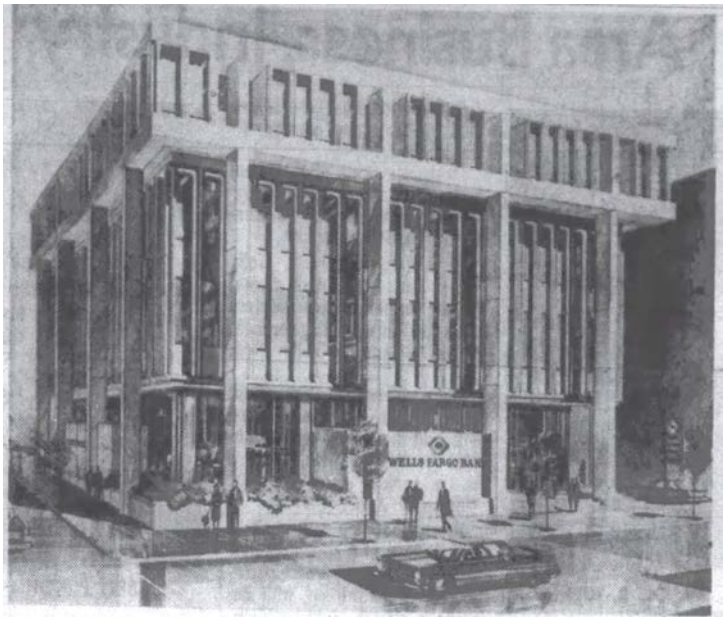


Figure 2: Updated rendering for Wells Fargo Bank building at 415 20th Street, 1965. Source: *Oakland Tribune*, May 25, 1965.

Figure 3: 415 20th Street viewed from intersection of 20th and Franklin Streets looking southwest, April 26, 2020. Photograph by Page & Turnbull.

Current Historic Status and Relationship to Surrounding Historic Resources
As of this memorandum's preparation, 415 20th Street has not been assigned a historic status in relation to potential eligibility for local, State, or national historic designation. The following discussion of the City Oakland's criteria for qualification as a historical resource under CEQA and criteria for local register eligibility is referenced from the City of Oakland CEQA Thresholds of Significance Guidelines.[4]

In the City of Oakland, an historical resource under CEQA is a resource that meets any of the following criteria:

1) A resource listed in, or determined to be eligible for listing in the California Register of Historical Resources;

   Discussion: 415 20th Street is not currently listed in the California Register and has not previously been determined to be eligible for listing in the California Register as an individual resource, or as a contributing resource to a potential, eligible, or formally designated historic district.

2) A resource included in Oakland's Local Register of historical resources (defined below), unless the preponderance of evidence demonstrates that it is not historically or culturally significant;

   The City of Oakland's Local Register (Historic Preservation Element Policy 3.8) includes the following:

   - All Designated Historic Properties (Landmarks, Heritage Properties, Study List Properties, Preservation Districts, and S-7 and S-20 Preservation Combining Zone Properties); and
   - Potential Designated Historic Properties that have an existing rating of "A" or "B" or are located within an Area of Primary Importance."

   Discussion: 415 20th Street is not currently included in Oakland's Local Register of historical resources.

3) A resource identified as significant (e.g., rated 1-5) in a historical resource survey recorded on Department of Parks and Recreation [DPR] Form 523, unless the preponderance of evidence demonstrates that it is not historically or culturally significant;

   Discussion: 415 20th Street has not been identified as significant as a historical resource survey recorded on DPR Form 523; thus, the building has not been assigned a rating of 1-5.

[4] City of Oakland CEQA Thresholds, (Oakland, CA: City of Oakland, October 28, 2013), Appendix A: Guidance on Historical Resources. Accessed online. http://www2.oaklandnet.com/oakca1/groups/ceda/documents/report/oak051200.pdf.

4) Meets the criteria for listing on the California Register of Historical Resources; or

Discussion: Preliminary research has not found that the subject property would meet any of the criteria for listing of the California Register of Historical Resources, which are based on the criteria of the National Register of Historic Places.

Although age-eligible for historic evaluation as of 2020, the building appears to have lost its association to its original 1965 design due to the nature of remodeling undertaken between 1999 and 2001. The building's current design has remained similar to its appearance as completed in 2001, however, the alteration does not appear to represent an exceptionally significant example of architecture such that it would merit consideration for evaluation under criteria considerations of the National Register of Historic Places or the California Register.

Preliminary research did not identify any significant historical associations that would warrant consideration under Criterion 1 (Events) or 3 (Persons) of the California Register. The subject building was one of several banking buildings developed in the vicinity of 20th and Franklin Streets during the early to mid-1960s. Although the immediate vicinity of the subject property contains several buildings of similar original use, period of construction, and modern architectural aesthetic, the area has not been found to be a potential historic district to date. Moreover, alterations to the subject building between 1999 and 2001 have heavily impaired its representation of its original design, associated with its period of original construction and architectural trends of that period. Therefore, the subject property would likely not contribute to potential historic district related to modern banking or bank architecture in Oakland.

The building's current design is associated with its use as a secondary scientific facility by the Lawrence Berkeley National Laboratory. As of 2020, the building's relatively short period of operation in association with the nationally-prominent Laboratory (less than twenty full years) has not existed for a period of time sufficient to understand or evaluate the significance of any scientific work done by the Laboratory within the building.

5) A resource that is determined by the Oakland City Council to be historically or culturally significant even though it does not meet the other four criteria listed above.

Although the Oakland City Council could determine the property to be historically or culturally significant, it is the professional opinion of Page & Turnbull that the subject property lacks historic integrity that would be required to support any finding of historical or cultural significance.

Conclusion

Based on preliminary research, the subject building at 415 20th Street does <u>not</u> appear to meet the City of Oakland's thresholds of significance to be considered a historical resource for the purposes of CEQA review.

Appendix A: Construction and Alteration Records

The following table lists construction records on file at the City of Oakland Planning Department. Permits listed as expired or canceled are not included.

File Date	Status	Record #	Record Type	Description	Short Notes
11/5/1964	N/A	C13803	Building Permit application	4-story-over-basement, 65-foot tall building (Wells Fargo Bank Building). Contractor: M&K Corporation. Architect: John Carl Warnecke	N/A
10/21/1965	Final	44245	Sign permit.	Federal Sign and Signal Corp.	N/A
10/21/1965	Final	44246	Pole Sign permit.	Federal Sign and Signal Corp.	N/A
11/3/1965	Final	44271	Electrical permit related to signs.	Ad-Art Inc.	N/A
Illegible (possible 1968)	Final	46606	Wells Fargo Bank sign	Federal Sign and Signal Corp.	N/A
4/7/1969	Final	C47667	Alteration at interior	Add partitions as per plans. Contractor: Permanente Services.	N/A
11/17/1969	Final	C51323	Electrical	Remove electrical and phone floor outlets – reinstall where indicated on drawing. Relocate existing tellers counters and partitions. Contractor: Wells Fargo Bank.	N/A
7/7/1975	Final	C84371	Alteration at interior	Demolish selected interior partition walls on 4th floor.	N/A
9/8/1975	Final	C85498	Alteration at interior	New office partitions on fourth floor. Contractor: Partition Specialties Inc.	N/A
9/8/1977	Final	C98423	Alteration at interior	Take down and re-erect existing partition. Addition of 4 private offices	N/A

File Date	Status	Record #	Record Type	Description	Short Notes
				to existing space at 4th floor. Contractor: PSI	
11/28/1988	Final	E8803976	Building/Non-Residential/Electrical/Alteration	Build out space for future deli.	Build out space for future deli.
4/10/1989	Final	B8901447	Building/Non-Residential/Building/Alteration	Remodeling of Bank Space-1st floor.	Remodeling of Bank Space-1st floor.
5/16/1989	Final	E8901522	Building/Non-Residential/Electrical/Alteration	Remodel	Remodel
5/22/1995	Final	OB950104	Building/Public Use/Activity/Obstructions	2 meters for parking a crane for replacement of plate glass. Meter nos. 20-409 and 20-411. Effective 5-24-95.	2 meters for parking a crane for replacement of plate glass. Meter nos. 20-409 and 20-411. Effective 5-24-95.
7/23/1999	Final	B9902895	Building/Non-Residential/Building/Alteration	Remove exterior concrete panels on existing Wells Fargo Bldg. on three sides, all 4 stories. Interior demo of non-structural partitions and equipment.	Remove exterior concrete panels on existing Wells Fargo Bldg. on three sides, all 4 stories. Interior demo of non-structural partitions and equipment.
8/6/1999	Final	OB990487	Building/Public Use/Activity/Obstructions	Reserve meter nos:f-1921,1923,1925,1931,1933 & traffic lane adjacent to these meters to park a crane. Plan approved by traffic engineering. Franklin Street side of property.	Permit Reinstated and not finaled. June X3235.
8/18/1999	Final	OB990516	Building/Public Use/Activity/Obstructions	Reserve meter nos:f-1921,1923,1925,1931,1933 & traffic lane adjacent to these meters to park a crane. plan approved by traffic engineering. Franklin Street side of property.	Reserve meter nos:f-1921,1923,1925,1931,1933 & traffic lane adjacent to these meters to park a crane. plan approved by traffic engineering. Franklin Street side of property.

File Date	Status	Record #	Record Type	Description	Short Notes
8/27/1999	Final	B9903455	Building/Non-Residential/Building/Alteration	Retrofitting, structural, mechanical, electrical, etc. to meet new ADA codes. Exterior walls cladding, grading.	Retrofitting, structural, mechanical, electrical, etc. to meet new ADA codes. Exterior walls cladding, grading.
9/20/1999	Final	E9903047	Building/Non-Residential/Electrical/Alteration	Electrical for core and shell; future t.i.	Electrical for core and shell; future t.i.
9/20/1999	Final	P9902236	Building/Non-Residential/Plumbing/Alteration	Plumbing for future t.i., structural. Core building.	Plumbing for future t.i., structural. Core building.
9/20/1999	Final	M9901465	Building/Non-Residential/Mechanical/Alteration	Mechanical for future t.i.	Mechanical for future t.i.
9/23/1999	Permit Issued	OB990633	Building/Public Use/Activity/Obstructions	Reserve 400 ft of sidewalk space for construction purposes. 150 ft on 20th Street side, s/s, w/o franklin. 250 ft Franklin side, w/s/s/o 20th Street. 4-5-00 new fees $1,875/mo (+7 meters)	Reserve 400 ft of sidewalk space for construction purposes. 150 ft on 20th Street side, s/s, w/o franklin. 250 ft Franklin side, w/s/s/o 20th Street. 4-5-00 new fees $1,875/mo (+7 meters)
10/28/1999	Final	GR9900055	Building/Public Infrastructure/Grading/NA	Excavation for new building	Excavation for new building
10/29/1999	Final	OB990724	Building/Public Use/Activity/Obstructions	Reserve 5 meter spots & 125 ft traffic lane for construction purposes. meter nos: f-1939,37,35,33,31 & 25 approved by traffic engineering. Franklin Street bet. 19th & 20th.	Reserve 5 meter spots & 125 ft traffic lane for construction purposes. meter nos: f-1939,37,35,33,31 & 25 approved by traffic engineering. Franklin Street bet. 19th & 20th.

File Date	Status	Record #	Record Type	Description	Short Notes
11/1/1999	Final	OB990727	Building/Public Use/Activity/Obstructions	Reserve 1 traffic lane for construction purposes. Franklin Street between 19th & 20th Street approved by traffic engineering.	Reserve 1 traffic lane for construction purposes. Franklin Street between 19th & 20th Street approved by traffic engineering.
11/1/1999	Final	OB990728	Building/Public Use/Activity/Obstructions	Reserve 6 meters for construction purposes. meters will be removed. will talk to waver garett with traffic. meter nos: f-1933,31,35,37,39 & 20-409.	Reserve 6 meters for construction purposes. meters will be removed. will talk to waver garett with traffic. meter nos: f-1933,31,35,37,39 & 20-409.
11/3/1999	Final	OB990732	Building/Public Use/Activity/Obstructions	Closed 20th between Broadway & Franklin for construction, from 7:00pm to5:00 am. all lanes including parking lanes.	Closed 20th between Broadway & Franklin for construction, from 7:00pm to5:00 am. all lanes including parking lanes.
11/4/1999	Final	OB990742	Building/Public Use/Activity/Obstructions	Reserve 400 ft traffic & parking lane. 20th Street between Franklin & Broadway. for construction purposes. approved by traffic engineering.	Reserve 400 ft traffic & parking lane. 20th Street between Franklin & Broadway. for construction purposes. approved by traffic engineering.
11/12/1999	Final	OB990759	Building/Public Use/Activity/Obstructions	Closed 20th between Broadway & Franklin for construction, from 7:00pm to5:00 am. all lanes including parking lanes. rained out on the 16th-transferred to the 17th.	Closed 20th between Broadway & Franklin for construction, from 7:00pm to5:00 am. all lanes including parking lanes. rained out on the 16th-transferred to the 17th.

File Date	Status	Record #	Record Type	Description	Short Notes
11/17/1999	Final	OB990765	Building/Public Use/Activity/Obstructions	Reserve 200 ft, 2 traffic lanes for construction purposes. Franklin Street between 19th & 20th Street approved by traffic engineering.	Reserve 200 ft, 2 traffic lanes for construction purposes. Franklin Street between 19th & 20th Street approved by traffic engineering.
12/15/1999	Final	B9905099	Building/Non-Residential/Building/Addition	One-story 9500sf rear addition to a 4 story computer center. (Also see B9903455 & GR9900055)	One-story 9500sf rear addition to a 4 story computer center. (Also see B9903455 & GR9900055)
12/20/1999	Final	OB990867	Building/Public Use/Activity/Obstructions	Close 350' of travelled lane on 20th st & 350' on franklin	Close 350' of travelled lane on 20th st & 350' on franklin
2/15/2000	Application Approved	X0000130	Building/Public Infrastructure/Excavation/NA	New business - install primary UG service	new business - install primary UG service
2/24/2000	Permit Issued	SL000155	Building/Private Infrastructure/Sewer Lateral/NA	Sewer lateral repair	sewer lateral repair
2/24/2000	Permit Issued	X0000166	Building/Public Infrastructure/Excavation/NA	New sewer connection on Franklin Street side excavation (2nd connection)	New sewer connection on Franklin Street side excavation (2nd connection)
2/24/2000	Permit Issued	X0000165	Building/Public Infrastructure/Excavation/NA	New sewer connection on Franklin Street side excavation (1st connection)	New sewer connection on Franklin Street side excavation (1st connection)
2/24/2000	Permit Issued	SL000157	Building/Private Infrastructure/Sewer Lateral/NA	New sewer connection on Franklin Street side 2nd connection	New sewer connection on Franklin Street side 2nd connection
2/24/2000	Permit Issued	SL000156	Building/Private Infrastructure/Sewer Lateral/NA	New sewer connection on Franklin Street side	New sewer connection on Franklin Street side

File Date	Status	Record #	Record Type	Description	Short Notes
4/3/2000	Final	B0001395	Building/Non-Residential/Building/Alteration	Tenant improvement for Lawrence Berkeley National Laboratory Computing Center. Architectural documents submitted 3/2/2000. (Related to B9903455 Retrofit).	Tenant improvement for Lawrence Berkeley National Laboratory Computing Center. Architectural documents submitted 3/2/2000. (Related to B9903455 Retrofit).
4/13/2000	Permit Issued	OB000283	Building/Public Use/Activity/Obstructions	Reserve 400 ft of sidewalk space for construction purposes. 150 ft on 20th Street side,s/s, w/o Franklin. 250 ft Franklin side, w/s/s/o 20th Street. 4-5-00 new fees $1,875/mo (+7 meters)	Reserve 400 ft of sidewalk space for construction purposes. 150 ft on 20th Street side,s/s, w/o Franklin. 250 ft Franklin side, w/s/s/o 20th Street. 4-5-00 new fees $1,875/mo (+7 meters)
5/17/2000	Permit Issued	X0000449	Building/Public Infrastructure/Excavation/NA	New sewer lateral connection excavation	New sewer lateral connection excavation
5/17/2000	Permit Issued	SL000452	Building/Private Infrastructure/Sewer Lateral/NA	New sewer lateral connection	New sewer lateral connection
5/17/2000	Permit Issued	X0000450	Building/Public Infrastructure/Excavation/NA	Sewer lateral capping at main	Sewer lateral capping at main
6/26/2000	Final	B0002793	Building/Non-Residential/Building/Alteration	T.I. of 1st floor. Labeled by owner as addendum "H"	T.I. of 1st floor. Labeled by owner as addendum "H"
6/27/2000	Permit Issued	X0000772	Building/Public Infrastructure/Excavation/NA	New storm drain excavation	New storm drain excavation
6/27/2000	Permit Issued	SL000583	Building/Private Infrastructure/Sewer Lateral/NA	New storm drain	New storm drain
8/2/2000	Final	B0003383	Building/Non-Residential/Building/Alteration	T.I. to second floor labeled by owner as addendum G	T.I. to second floor labeled by owner as addendum G
8/2/2000	Final	B0003385	Building/Non-Residential/Building/Alteration	Alternate 1&2 of first floor. T.I. labeled by owner as addendum I	Alternate 1&2 of first floor. T.I. labeled by owner as addendum I

File Date	Status	Record #	Record Type	Description	Short Notes
8/14/2000	Permit Issued	CGS000293	Building/Public Infrastructure/Curb-Gutter Sidewalk/NA	Replace 4810 sq ft of s/w, 384 lin ft of curb, 768 sq ft of gutter, one 100 sq ft handicap ramp, 182 sq ft of d/w	Replace 4810 sq ft of s/w, 384 lin ft of curb, 768 sq ft of gutter, one 100 sq ft handicap ramp, 182 sq ft of d/w
8/14/2000	Closed	ENMI00057	Building/Public Use/Facility/Minor Encroachment	Construct tree wells recorded 2-16-01	Construct tree wells recorded 2-16-01
9/6/2000	Permit Issued	OB000636	Building/Public Use/Activity/Obstructions	Reserve 400ft of sidewalk space for construction purposes. 150ft on 20th Street side, s/s, w/o Franklin side, w/s s/o 20th Street. 4-4-00 new fees $1,875/mo(+7 meters)	Reserve 400ft of sidewalk space for construction purposes. 150ft on 20th Street side, s/s, w/o Franklin side, w/s s/o 20th Street. 4-4-00 new fees $1,875/mo(+7 meters)
11/1/2000	Final	E0003871	Building/Non-Residential/Electrical/Alteration	T.I. to second floor labeled by owner as addendum G	T.I. to second floor labeled by owner as addendum G
11/1/2000	Final	P0002918	Building/Non-Residential/Plumbing/Alteration	T.I. to second floor labeled by owner as addendum G	T.I. to second floor labeled by owner as addendum G
11/1/2000	Final	M0001782	Building/Non-Residential/Mechanical/Alteration	T.I. to second floor labeled by owner as addendum G 26-30 dampers	T.I. to second floor labeled by owner as addendum G 26-30 dampers
1/23/2001	Final	S0100006	Building/Non-Residential/Sign/Alteration	Install 1 non-illuminated flush mounted sign	Install 1 non-illuminated flush mounted sign
2/21/2001	Application Approved	X0100453	Building/Public Infrastructure/Excavation/NA	Install fiber at 415 20th Street	Install fiber at 415 20th Street
3/1/2001	Final	B0100889	Building/Non-Residential/Building/Alteration	Canopy for Lawrence Berkeley National Laboratory	Canopy for Lawrence Berkeley National Laboratory
4/10/2001	Final	B0101558	Building/Non-Residential/Building/Alteration	Tenant improvements (finishes) of 3rd and 4th floors.	Tenant improvements (finishes) of 3rd and 4th floors.

File Date	Status	Record #	Record Type	Description	Short Notes
4/10/2001	Final	M0100609	Building/Non-Residential/Mechanical/Alteration	Tenant improvements (finishes) of 3rd and 4th floors. Mechanical for B0101558.	Tenant improvements (finishes) of 3rd and 4th floors. Mechanical for B0101558.
4/10/2001	Final	P0101047	Building/Non-Residential/Plumbing/Alteration	Tenant improvements (finishes) of 3rd and 4th floors. Plumbing for B0101558.	Tenant improvements (finishes) of 3rd and 4th floors. Plumbing for B0101558.
4/10/2001	Final	E0101266	Building/Non-Residential/Electrical/Alteration	Tenant improvements (finishes) of 3rd and 4th floors. Electrical for B0101558.	Tenant improvements (finishes) of 3rd and 4th floors. Electrical for B0101558.
5/7/2001	Approved	X0100858	Building/Public Infrastructure/Excavation/NA	Place 2 4" plastic conduits between existing splice boxes	Place 2 4" plastic conduits between existing splice boxes
5/17/2001	Final	B0101558-R02	Building/Non-Residential/Building/Alteration	Page A1.04 & A2.04 const & reflec ceiling	Page A1.04 & A2.04 const & reflec ceiling
2/1/2002	Final	B0200438	Building/Non-Residential/Building/Alteration	Partition and refurbish 11 workstations approximately 1500 ft sq.	Partition and refurbish 11 workstations approximately 1500 ft sq.
9/5/2002	Permit Issued	OB020586	Building/Public Use/Activity/Obstructions	Reserve meter # F-1925,1927,1929,1931,1933,1935,1937 & 1939 for construction	Reserve meter # F-1925,1927,1929,1931,1933,1935,1937 & 1939 for construction
10/1/2002	Final	M0201762	Building/Non-Residential/Mechanical/Alteration	Install new piping to existing chiller, 3 new pumps. ADD 1-14-03: 7 new air handling units and piping.	Install new piping to existing chiller, 3 new pumps. ADD 1-14-03: 7 new air handling units and piping.
10/1/2002	Final	P0202883	Building/Non-Residential/Plumbing/Alteration	Floor drain	Floor drain
10/4/2002	Final	E0203747	Building/Non-Residential/Electrical/Alteration	Electrical for loading dock expansion.	Electrical for loading dock expansion.

File Date	Status	Record #	Record Type	Description	Short Notes
10/4/2002	Final	E0203748	Building/Non-Residential/Electrical/Alteration	Electrical/T.I. on ground floor for computer room buildout.	Electrical/T.I. on ground floor for computer room buildout.
11/1/2002	Permit Issued	OB020737	Building/Public Use/Activity/Obstructions	Reserve Meter # F-1925,1927 & 1929 for construction	Reserve Meter # F-1925,1927 & 1929 for construction
1/30/2004	Application Approved	X0400141	Building/Public Infrastructure/Excavation/NA	Install telecom conduits	Install telecom conduits
2/27/2004	Permit Issued	OB040115	Building/Public Use/Activity/Obstructions	Install telecom conduits reserve meters for construction Meter Numbers: F-1945; -1943	Install telecom conduits reserve meters for construction Meter Numbers: F-1945; -1943
5/19/2006	Permit Issued	X0600502	Building/Public Infrastructure/Excavation/NA	trench, relocate conduit, cable	trench, relocate conduit, cable
7/5/2006	Final	E0602181	Building/Non-Residential/Electrical/Alteration	Expand electrical and mechanical distribution system for computer floor.	Expand electrical and mechanical distribution system for computer floor.
9/13/2006	Final	B0604105	Building/Non-Residential/Building/Alteration	Expand electrical and mechanical distribution system for computer floor. 12/21/06: Add battery room in basement.	Expand electrical and mechanical distribution system for computer floor. 12/21/06: Add battery room in basement.
9/21/2006	Final	B0604234	Building/Non-Residential/Building/Repair	Repair water leak at the roof (west) expansion joint between 1-story & 4-story sections of the building.	Repair water leak at the roof (west) expansion joint between 1-story & 4-story sections of the building.
1/2/2007	Permit Issued	X0700055	Building/Public Infrastructure/Excavation/NA	Pot hole to locate utilities for Quest project 62D4QFW on Franklin, 20th St to Harrison St Loc #3	Pot hole to locate utilities for Quest project 62D4QFW on Franklin, 20th St to Harrison St Loc #3

File Date	Status	Record #	Record Type	Description	Short Notes
3/1/2007	Permit Issued	X0700222	Building/Public Infrastructure/Excavation/NA	Excavate in s/w to verify foundation waterproofing Excavation in sidewalk area only. C-42 license required for work in street.	Excavate in s/w to verify foundation waterproofing Excavation in sidewalk area only. C-42 license required for work in street.
3/15/2007	Expired	B0701106	Building/Non-Residential/Building/Alteration	Replace exterior stucco w/alum compose panels	Replace exterior stucco w/alum compose panels
3/28/2007	Fully Executed	ENMI07083	Building/Public Use/Facility/Minor Encroachment	Manhole for 2-2" hdpe 300' cable for Quest project 62D4QFW on 20th St from Harrison St to Franklin St.	No manhole
3/28/2007	Final	X0700307	Building/Public Infrastructure/Excavation/NA	Pull 2-2" hdpe 300' cable for Quest project 62D4QFW on 20th St from Harrison St to Franklin St. Manhole under separate ENMI.	Finaled by senior construction inspector Carl Sibley X7262
6/19/2007	Permit Issued	OB070420	Building/Public Use/Activity/Obstructions	Reserve parking for construction meters 20-409;-411	Reserve parking for construction meters 20-409;-411
4/26/2010	Permit Issued	OB100237	Building/Public Use/Activity/Obstructions	Reserve metered space(s) related to State File #DR10-045. No impact on traffic lane or sidewalk allowed. Meter # 20-411; 20-409	Reserve metered space(s) related to State File #DR10-045. No impact on traffic lane or sidewalk allowed. Meter # 20-411; 20-409
7/12/2010	Permit Issued	X1000901	Building/Public Infrastructure/Excavation/NA	Install new 12kv service	Install new 12kv service
7/28/2010	Permit Issued	OB100426	Building/Public Use/Activity/Obstructions	Reserve metered space(s) related to State File #DR10-045. No impact on traffic lane or sidewalk allowed. Meter # 20-411; 20-409	Reserve metered space(s) related to State File #DR10-045. No impact on traffic lane or sidewalk allowed. Meter # 20-411; 20-409

File Date	Status	Record #	Record Type	Description	Short Notes
9/8/2010	Permit Issued	OB100520	Building/Public Use/Activity/Obstructions	Reserve metered spaces along Franklin St. Ref: State File #D R10-045. Separate OB needed for road closure.	Reserve metered spaces along Franklin St. Ref: State File #D R10-045. Separate OB needed for road closure.
9/8/2010	Permit Issued	OB100521	Building/Public Use/Activity/Obstructions	Block traffic lane per approved TSD10-0062 Ref: State File # DR10-045; block sidewalk.	Block traffic lane per approved TSD10-0062 Ref: State File # DR10-045; block sidewalk.
8/10/2011	Permit Issued	X1100827	Building/Public Infrastructure/Excavation/NA	Rod & rope to place fiber optic cable in existing AT&T ducts along Franklin from 14th to 20th St. 11079 Call for PWA PRE-CON prior to start work: 510-238-3651.	Rod & rope to place fiber optic cable in existing AT&T ducts along Franklin from 14th to 20th St. 11079 Call for PWA PRE-CON prior to start work: 510-238-3651.
9/1/2011	Final	X1100956	Building/Public Infrastructure/Excavation/NA	Trench approx 36'; place 1-4" conduit & cable in existing AT&T ducts along Franklin from 14th to 20th St. 11079-P03 Call for PWA PRE-CON prior to start work: 510-238-3651.	Final inspection by City Inspector Lulseged Girma.
12/10/2013	Permit Issued	OB131145	Building/Public Use/Activity/Obstructions	Reserve 10 spaces on Franklin Street (44172); 2 spaces on 20th Street 20-409;-40100 for window cleaning. Include 50' sidewalk Prevent debris/wastewater from entering storm drain system.	Reserve 10 spaces on Franklin Street (44172); 2 spaces on 20th Street 20-409;-40100 for window cleaning. Include 50' sidewalk Prevent debris/wastewater from entering storm drain system.

File Date	Status	Record #	Record Type	Description	Short Notes
12/22/2015	Final	OB1501387	Obstruction	Reserve 4 metered spaces in front of parcel for special event, dumpster, construction vehicle, moving van or storage pod. No impact on traffic lane or sidewalk allowed. To Have Illegally Parked Vehicle Ticketed Call 510-777-3333. Applicant arranges towing. For Towed Vehicle: Call 510-238-3021.Contact: 510 927-0203Boom lift for cleaning windows will be in parking area.	Reserve 9 metered space(s) in front of parcel on Piedmont Ave for special event, dumpster, construction vehicle, moving van or storage pod. No impact on traffic lane or sidewalk allowed. To Have Illegally Parked Vehicle Ticketed Call 510-777-3333. Applica
7/16/2019	Permit Expired	X1900424	OPW - Excavation	Soil boring(s) along Thomas L Berkeley Way in parking lane. No impact on traffic lane or sidewalk allowed. Ensure that environmental controls are in place to prevent dust/debris/waste water from contaminating environment. If working within 25' feet of a monument you must comply with State Law 8771, contact the Inspector prior to starting excavation: minimum $5,800.00 fine for non-compliance. Comply with all terms of City of Oakland Public Works Standards, Street Excavation Rules, Revised March 2015 and City Council Ordinance No. 13300 C.M.S. Five day prior notice required for work lasting five days or less in business/commercial districts; 72 hour notice in residential districts. Ten day prior notice required for work lasting six days or more in all districts. Call PWA inspection prior to start: 510-238-3651. email PWA_inspections@oaklandnet.com.	

File Date	Status	Record #	Record Type	Description	Short Notes
7/16/2019	Permit Expired	OB1901703	Obstruction	5 metered in front of parcel only for potholing. No impact on traffic lane or sidewalk allowed. No-parking signs picked up by applicant after payment, 4th floor. To Have Illegally Parked Vehicle Ticketed Call 510-777-3333. Applicant arranges towing. Comply with terms set forth in CVC Section 22651 (m). For Towed Vehicle: Call 510-777-3333.Soil boring(s) along Thomas L Berkeley Way in parking lane. No impact on traffic lane or sidewalk allowed. Ensure that environmental controls are in place to prevent dust/debris/waste water from contaminating environment. If working within 25' feet of a monument you must comply with State Law 8771, contact the Inspector prior to starting excavation: minimum $5,800.00 fine for non-compliance. Comply with all terms of City of Oakland Public Works Standards, Street Excavation Rules, Revised March 2015 and City Council Ordinance No. 13300 C.M.S. Five day prior notice required for work lasting five days or less in business/commercial districts; 72 hour notice in residential districts. Ten day prior notice required for work lasting six days or more in all districts. Call PWA inspection prior to start: 510-238-3651. email PWA_inspections@oaklandnet.com. 08/02/19: TCP approved for traffic lane 9:00AM-4:00PM, Per P. Taylor	

Appendix B: Copies of Building Permit Records

FOR OFFICE USE ONLY

HOUSING DIVISION

FIRE MARSHAL APPROVAL

CITY MANAGER PERMIT No.

MOVING PERMIT NO.

PORT OF OAKLAND APPROVAL

PLUMBING PERMIT NO.

HEALTH DEPT. APPROVAL

ZONING OR PLANNING NO.

B OF E & A ITEM NO. Open 8/ 2/19/70 on HR. ...

H A & A B RES. NO.

BUILDING & HOUSING DEPARTMENT — CITY OF OAKLAND

WRITE IN INK - FILE ALL COPIES

Inspected

C13803

DATE FILED November 5, 1964

DATE ISSUED DEC - 1 1964 PERMIT NO.

APPLICATION FOR PERMIT TO:

ALTER ___ ADD TO ___ NEW CONSTR. ___

REPAIR ___ WRECK ___ OTHER ___

JOB LOCATION 20th & Franklin Streets

OWNER'S NAME Wells Fargo Bank

OWNER'S ADDRESS 464 California St., San Francisco

OWNER'S PHONE NO. EX 6-2564

FIELD CHECK BY ___ DATE ___

Approved YES ___ NO ___

REMARKS (conditions noted) ___

415 20th St.

VALUE: $1,882,000

Address Fee $ 4.00

General Fee $ 1948

Checking Fee $ 800.00

Receipt No. 26598

TOTAL FEES $ 2752

ADDITIONAL COST:

$ ___ Add'l Fee $ ___

Date ___ Add'l Checking Fee $ ___

TOTAL VALUE:

$ ___ TOTAL FEES $ ___

PLAN FILED Yes ✓ No ___ SURVEYS FILED Yes ✓ No ___

MAP NO. 155 TRACT NAME/NO. ___

TYPE OF BUILDING I II III IV V H.T. (I-hr) N

OCCUPANCY GROUP A B C D E F G H I J DIV. 1 2 3 4 5

ZONING DISTRICT AA A B CC C D E F G H I S1 L T UR

FIRE ZONE 1 2 3

NEW CONSTRUCTION

Size of new building ___ x ___

Height to highest point 65'

No. of Stories 4 & Basement

Specific type of Occupancy Well Fargo Bank Bldg.

Number of Families ___

Size of Lot ___ x ___

Material of Exterior Walls ___

State how many buildings now on lot and give use of each ___

Footing Width ___ Depth in Ground ___ Width of Wall ___ Mudsill ___

Studs ___ x ___ @ ___ ctrs. Floor Joists ___ x ___ @ ___ ctrs. Ceiling Joists ___ x ___ @ ___ ctrs.

Rafters ___ x ___ @ ___ ctrs. Roof covering ___

VALUATION OF PROPOSED WORK:

Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electric wiring and elevator equipment therein or thereon. $ ~~1,000,000~~ 1,882,000

COST OF WORK TO BE CHECKED BEFORE FINAL INSPECTION.

GENERAL INSTRUCTIONS: If the work herein described is not commenced within one hundred twenty (120) days after the issuing of this permit, or if the work is suspended or abandoned at any time after the work is commenced for a period of one hundred twenty (120) days, this permit shall expire by limitation and become null and void as provided in the Oakland Building Code.

Permission is hereby granted to do the work described in this application in accordance with the provisions of the Oakland Building Code and related ordinances.

Approved: LAWRENCE A. LANE
Building Inspector

By [signature]

ADDITION ALTERATION REPAIR

Present use of building ___ Families ___ Rms. ___

Proposed use of building ___ Families ___ Rms. ___

Size of existing building ___ x ___ Number of stories high ___

Describe briefly all proposed construction work: ___

Contractor: (if any) M & K Corp.

Address 519 - California St. S.F.

Certified Architect John Carl Warnecke

Phone No. Ex. 2-7624

Licensed Civil Engineer

State License No. 81489 City License No. 273-3704 (3/31/65)

TO BE SIGNED ONLY WHEN ISSUED TO OWNER.

I hereby certify that I am the applicant for a Building Permit, and that in the performance of the work for which such permit is issued, I will not employ any person or persons in any manner so as to become subject to the provisions of the Labor Code of the State of California relating to workmen's compensation insurance.

Signature of Owner ___

I hereby agree to save, indemnify and keep harmless the City of Oakland and its officers, employees and agents against all liabilities, judgments, costs and expenses which may in any wise accrue against the City in consequence of the granting of this permit or from the use or occupancy of any sidewalk, street or sub-sidewalk, or otherwise by virtue thereof, and will in all things strictly comply with the conditions under which this permit is granted.

M & K Corp. by [signature]
Signature of Applicant

FORM 339-6(1-64)

DEPARTMENT COPY

FOR INSPECTIONS TELEPHONE 273-3441

APPROVAL REQUIRED BY STREET AND ENGINEERING DEPARTMENT:

There are no PROPOSED STREET OPENINGS, PUBLIC EASEMENTS OF RECORD or _____ in this Department which are in conflict with this application.

REMARKS: _____

STREET AND ENGINEERING DEPARTMENT

By _____ Date _____

See Engineers Reports.

FORMS OK

LATH OK
Checked at intervals as job progressed. CHD

ROUGH OK
metal studs checked at intervals as job progressed by CHD

GYPSUM PLASTER OK 8-2-66 2 hr
Walls OK CHD
See Ray Homer
CCS 3/20/70 No Prog

WIRE OK

FINAL OK CCS 4/6/70

FIREPLACE OK

PLOT PLAN

APPROVALS FOR OFFICE USE ONLY
Check Each Item

C-50 Zoning or Planning No action req'd (2) 10/21/65
___ L District
___ Board of Examiners & Appeals
___ Freeway Review
___ Port of Oakland
___ Conditions to be met

INSPECTIONS:

2-17-67 - Fink CNO

This is a new sign bearing the U. L. Seal of Inspection. Yes ☒ No ☐

This is an existing sign and will require an inspection and seal of approval by Oakland Electrical Inspection Division before being erected. Yes ☐ No ☐

This sign is not being erected to be viewed primarily from a freeway.

W. Worth
(Signature)

339-30 (11-60)

BUILDING AND HOUSING DEPARTMENT — CITY OF OAKLAND

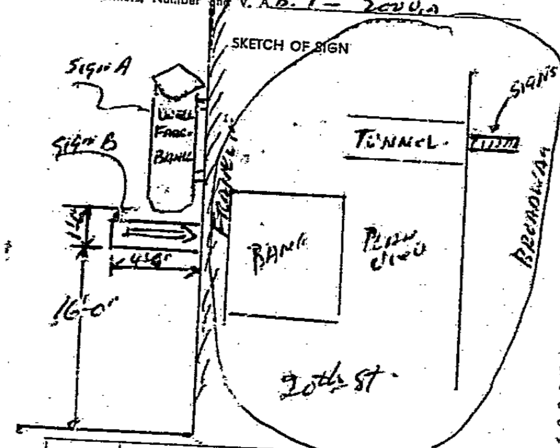
Write in Ink—File All Copies—Circle Type of Sign

ELECTRIC (circled)	NON-ELECTRIC	TEMPORARY
Ground Sign	Wall Sign	Roof Sign
Combination Sign	Marquee Sign	Sign Tower
Projecting Sign (circled)	Other (Describe)	

Size A- 4x9, B- 1'-6" x 4' — Weight 300#, 25#

Transformers, Number and V. A. A-2 - 9000 VA, B-1 - 2000 VA

SKETCH OF SIGN



NO.		SIZE
8	Bolts	1/2 x 5"
	Lag Screws	
	Turn Buckles	
	Guy Wires	
	Top Wires	
	Angle Iron	1 3/4 x 1 3/4 x 1/4
	Flat Iron	1/2 x 2
	Projection from Building	A- 4'6"
	Height above Sidewalk	B- 16'0"

DEPARTMENT COPY

415 20th ST

APPLICATION FOR SIGN PERMIT Inspected

Date OCT 21 1965 Bldg. Per. No.

Zone ___ Map No. ___ Elec. Per. No. ___

Job Location 415 20th ST

Owner Wells Fargo Bank

Address 415 - 20th St.

Phone No. OL-5-9300

Sign Contractor Federal Sign & Signal Corp

Address 950 - 30th St (Oak)

Phone No. OL-5-9300

State License 12548 City License 29115

VALUE: $ 500.00 TOTAL

FEES: Sign Permit $ 6.00
Checking $
Total $
Electrical $ 1.50

I hereby agree to save, indemnify and keep harmless the City of Oakland against all liabilities, judgments, costs and expenses which may in any wise accrue against the said city in consequence of the granting of this permit, or in consequence of the use or occupancy of any sidewalk, street or other public place, or in any other way by virtue thereof, and will in all things strictly comply with the conditions of this permit, and with all ordinances, rules and regulations of the City of Oakland relating to the installation of signs.

W. Worth
Signature of Applicant

Approved:
LAWRENCE A. LANE
Building Inspector

By J. B.
DELBERT H. HANSEN
Supervising Electrical Inspector

By

FOR BUILDING INSPECTIONS TELEPHONE CR 3-3441
FOR ELECTRICAL INSPECTIONS TELEPHONE CR 3-3341

SF 3602-8

415 20th ST.

APPROVALS FOR OFFICE USE ONLY
Check Each Item

C-50 Zoning or Planning: No action req'd 10/20/65 CK
___ L District
___ Board of Examiners & Appeals
___ Freeway Review
___ Port of Oakland
___ Conditions to be met

INSPECTIONS:

2-17-67-7-1 OK CHD

This is a new sign bearing the U. L. Seal of Inspection. Yes ☑ No ☐

This is an existing sign and will require an inspection and seal of approval by Oakland Electrical Inspection Division before being erected. Yes ☐ No ☐

This sign is not being erected to be viewed primarily from a freeway.

M. Walton
(Signature)

339-30 (11-50)

BUILDING AND HOUSING DEPARTMENT — CITY OF OAKLAND

Write in Ink—File All Copies—Circle Type of Sign

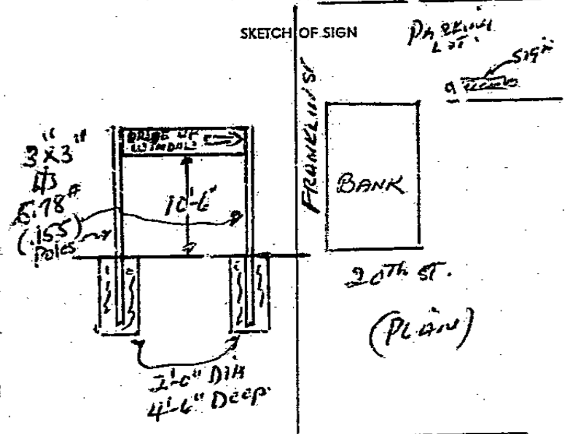
(ELECTRIC) NON-ELECTRIC TEMPORARY

Ground Sign Wall Sign Roof Sign
Combination Sign Marquee Sign Sign Tower
Projecting Sign Other (Describe) Pole Sign

Size 1'-6" X 6' Weight 100#

Transformers, Number and V 1 — VIA.

SKETCH OF SIGN



NO.		SIZE
4	Bolts	1/2 X 2 1/2
	Lag Screws	
	Turn Buckles	
	Guy Wires	
	Top Wires	
	Angle Iron	1 3/4 X 1 3/4 X 3/16
	Flat Iron	1/2 X 2
	Projection from ~~Building~~ P.L.	0'
	Height above Sidewalk On Private Property	10'-6"

DEPARTMENT COPY

APPLICATION FOR SIGN PERMIT — Inspected

Date OCT 21 1965 Bldg. Per. No. 41546

Zone ___ Map No. ___ Elec. Per. No. ___

Job Location 415-20th ST.

Owner WELLS FARGO BANK

Address 415-20th ST.

Phone No. OL-5-9300

Sign Contractor Federal Sign & Signal Corp

Address 950-30th ST (Oak)

Phone No. OL-5-9300

State License 12558 City License 29115

VALUE: $500.00

FEES: Sign Permit $6.00
Checking $
Total $6.00

Electrical $1.50

I hereby agree to save, indemnify and keep harmless the City of Oakland against all liabilities, judgments, costs and expenses which may in any wise accrue against the said city in consequence of the granting of this permit, or in consequence of the use or occupancy of any sidewalk, street or other public place, or in any other wise by virtue thereof, and will in all things strictly comply with the conditions of this permit, and with all ordinances, rules and regulations of the City of Oakland relating to the installation of signs.

M. Walton
Signature of Applicant

Approved:
LAWRENCE A. LANE
Building Inspector

By J.B.

DELBERT H. HANSEN
Supervising Electrical Inspector

By ___

FOR BUILDING INSPECTIONS TELEPHONE CR 3-3341
FOR ELECTRICAL INSPECTIONS TELEPHONE CR 3-3341

SE 3609

415- ~~Franklin~~ 20th ST

APPROVALS FOR OFFICE USE ONLY
Check Each Item

C-50 Zoning or Planning Neatim req'd 10/20/65
___ L District
___ Board of Examiners & Appeals
___ Freeway Review
___ Port of Oakland
___ Conditions to be met

INSPECTIONS:

2-17-67 - Fi OK C.I.D

This is a new sign bearing the U. L. Seal of Inspection. Yes ☒ No ☐

This is an existing sign and will require an inspection and seal of approval by Oakland Electrical Inspection Division before being erected. Yes ☐ No ☐

This sign is not being erected to be viewed primarily from a freeway.

W. Wootten
(Signature)

339-30 (11-60)

BUILDING AND HOUSING DEPARTMENT — CITY OF OAKLAND

Write in Ink—File All Copies—Circle Type of Sign

(4) (ELECTRIC) NON-ELECTRIC TEMPORARY

Ground Sign Wall Sign Roof Sign

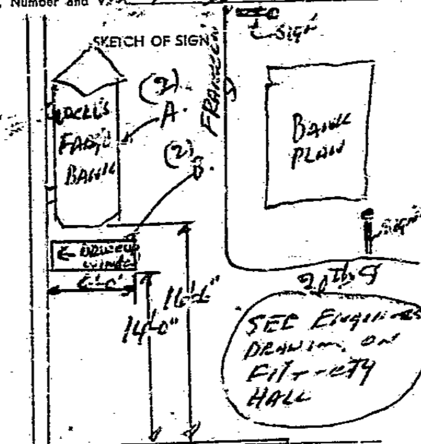
Combination Sign Marquee Sign Sign Tower

(Projecting Sign) Other (Describe) ON Pole's See Eng Drawing

Size A 6x13-6 B 1-6"x7' Weight

Transformers, Number and V A. 6 - 12000 v B. 1 - 2000 v

SKETCH OF SIGN



NO.		SIZE
8	Bolts ea sign	1/2 x 2
	Lag Screws	
	Turn Buckles	
	Guy Wires	
	Top Wires	
	Angle Iron	1 3/4 x 1 3/4 x 3/16
	Flat Iron	1/2 x 2
	Projection from Building Pole P.L	6-0"
	Height above Sidewalk	14'0" & 16'

DEPARTMENT COPY

APPLICATION FOR SIGN PERMIT

Date OCT 21 1965 Bldg. Per. No. 12:35 Inspected

Zone ___ Map No. ___ Elec. Per. No. ___

Job Location 415 ~~Franklin~~ 20th ST

Owner Well's Fargo Bank

Address 415 - ~~Franklin~~ 20th ST

Phone No. OL-5-9320

Sign Contractor Federal Sign & Signal Corp

Address 950 - 30th ST (Oak)

Phone No. OL-5-9300

State License 12588 City License 29115

VALUE: $2600.00 TOTAL 4-Sign

FEES:
Sign Permit $ 14.00
Checking $ 3.00
Total $ 17.00

Electrical $ 1.50

I hereby agree to save, indemnify and keep harmless the City of Oakland against all liabilities, judgments, costs and expenses which may in any wise accrue against the said city in consequence of the granting of this permit, or in consequence of the use or occupancy of any sidewalk, street or other public place, or in any other wise by virtue thereof, and will in all things strictly comply with the conditions of this permit, and with all ordinances, rules and regulations of the City of Oakland relating to the installation of signs.

W. Wootten ass't
Signature of Applicant

Approved: LAWRENCE A. LANE
Building Inspector

By J. B.

DELBERT H. HANSEN
Supervising Electrical Inspector

By

FOR BUILDING INSPECTIONS TELEPHONE CR 3-3441
FOR ELECTRICAL INSPECTIONS TELEPHONE CR 3-3341

SF-3606

BUILDING AND HOUSING DEPARTMENT — CITY OF OAKLAND

Write in Ink—File All Copies—Circle Type of Sign

(4) ELECTRIC | NON-ELECTRIC | TEMPORARY

Ground Sign | (Wall Sign) | Roof Sign

Combination Sign | Marquee Sign | Sign Tower

Projecting Sign | Other (Describe) Spread

B. 12" Letters - 22'-0" Spread

A Size 4' x 4' | Weight

Transformers, Number and V. A. 8 - TOTAL - 1500 V.A. 22.5 AT.

APPROVALS FOR OFFICE USE ONLY

Check Each Item

- Zoning or Planning
- L District
- Board of Examiners & Appeals
- Freeway Review
- Port of Oakland
- Conditions to be met

INSPECTIONS:

2-17-67 - 7:01K C/40

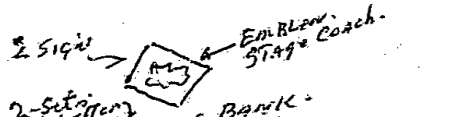
This is a new sign bearing the U. L. Seal of Inspection. Yes ☑ No ☐

This is an existing sign and will require an inspection and seal of approval by Oakland Electrical Inspection Division before being erected. Yes ☐ No ☐

This sign is not being erected to be viewed primarily from a freeway.

W. Wootten
(Signature)

SKETCH OF SIGN



Sign's ALL on Private Property

NO.		SIZE
3	Bolts	1/2 x 2"
36	Lag Screws	1/4"
	Turn Buckles	
	Guy Wires	
	Top Wires	[illegible]
	Angle Iron	1/2 x 2"
	Flat Iron	5"
	Projection from Building	7'-6"
	Height above Sidewalk PRIVATE PROP.	

DEPARTMENT COPY

415 20th ST

APPLICATION FOR SIGN PERMIT

Inspected

Date AUG — 8 1965 Bldg. Per. No. 12-15

Zone Map No. Elec. Per. No.

Job Location 415 20th ST.

Owner Wells Fargo Bank

Address 415-20th ST.

Phone No. OL-5-9300

Sign Contractor Federal Sign & Signal Corp

Address 950-30th ST.

Phone No. OL-5-9300

State License 12548 City License 2915

VALUE: $1000.00 TOTAL

FEES: Sign Permit $10.00 Checking $ Total $10.00 Electrical $1.50

I hereby agree to save, indemnify and keep harmless the City of Oakland against all liabilities, judgments, costs and expenses which may in any wise accrue against the said city in consequence of the granting of this permit, or in consequence of the use or occupancy of any sidewalk, street or other public place, or in any other wise by virtue thereof, and will in all things strictly comply with the conditions of this permit, and with all ordinances, rules and regulations of the City of Oakland relating to the installation of signs.

W. Wootten Agent
Signature of Applicant

Approved:
LAWRENCE A. LANE
Building Inspector

By [signature]

DELBERT H. HANSEN
Supervising Electrical Inspector

By

FOR BUILDING INSPECTIONS TELEPHONE CR 3-3441
FOR ELECTRICAL INSPECTIONS TELEPHONE CR 3-3341

SF. 3472

415-20th St.

APPROVALS FOR OFFICE USE ONLY

Check Each Item

C-50 Zoning or Planning no action req'd 11-3-65 JA

L District

Board of Examiners & Appeals

Freeway Review

Port of Oakland

Conditions to be met

INSPECTIONS:

2-17-67 - Final OK CMP

This is a new sign bearing the U. L. Seal of Inspection: Yes ☒ No ☐

This is an existing sign and will require an inspection and seal of approval by Oakland Electrical Inspection Division before being erected. Yes ☐ No ☒

This sign is not being erected to be viewed primarily from a freeway.

Wade McClure
(Signature)

BUILDING AND HOUSING DEPARTMENT — CITY OF OAKLAND

Write in Ink—File All Copies—Circle Type of Sign

ELECTRIC NON-ELECTRIC TEMPORARY

Ground Sign Wall Sign Roof Sign

Combination Sign (Marquee Sign) Sign Tower

Projecting Sign Other (Describe) 5 - SIGNS

Size 1' X 4' 1" Weight 45# EA.

Transformers, Number and V. A 5 @ 100 VA EA.

SKETCH OF SIGN

See Dwgs.

NO.		SIZE
	Bolts	
20	Leg Screws	3/8" ϕ
	Turn Buckles	
	Guy Wires	
	Top Wires	
	Angle Iron	
	Flat Iron	
Projection from Building		
Height above Sidewalk		12'-4"

DEPARTMENT COPY

APPLICATION FOR SIGN PERMIT Inspected

Date Nov-3-65 Bldg. Per. No. 44271

Zone C-50 Map No. Elec. Per. No.

Job Location 20th & FRANKLIN

Owner WELLS FARGO

Address 20th & FRANKLIN.

Phone No.

Sign Contractor AD-ART INC.

Address 1715-64th St. EMERYVILLE

Phone No. 658-6133

State License 122381 City License

VALUE:	FEES:	
$ 625.00		Sign Permit $ 7.50
		Checking $ 2.00
		Total $ 9.50

Electrical $

I hereby agree to save, indemnify and keep harmless the City of Oakland against all liabilities, judgments, costs and expenses which may in any wise accrue against the said city in consequence of the granting of this permit, or in consequence of the use or occupancy of any sidewalk, street or other public place, or in any other wise by virtue thereof, and will in all things strictly comply with the conditions of this permit, and with all ordinances, rules and regulations of the City of Oakland relating to the installation of signs.

Wade McClure
Signature of Applicant

Approved:
LAWRENCE A. LANE
Building Inspector

By BMS.

DELBERT H. HANSEN
Supervising Electrical Inspector

By

FOR BUILDING INSPECTIONS TELEPHONE 273-3441
FOR ELECTRICAL INSPECTIONS TELEPHONE 273-3341

339-30 (11-60)

415-20th St. (AT FRANKLIN) Cal 5

BUILDING AND HOUSING DEPARTMENT — CITY OF OAKLAND

APPLICANT FOR SIGN PERMIT

Write in Ink—File All Copies—Circle Type of Sign

APPROVALS FOR OFFICE USE ONLY

Check Each Item

Port of Oakland

Freeway Review

Board of Examiners & Appeals

Zoning or Planning: No action req'd. 11/12/69

INSPECTIONS:

DOS 5/1/70 Lato

F1

(ELECTRIC) NON-ELECTRIC TEMPORARY

Ground Sign — Wall Sign — (Roof Sign)

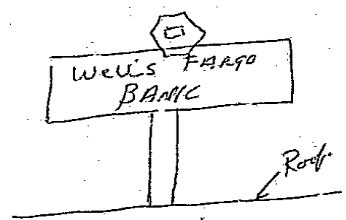
Combination Sign — Marquee Sign — Sign Tower

Projecting Sign — Other (Describe)

Size: See Eng. Drawing Weight: See Eng. Drawing

Transformers, Number and V. A.: 10 - 20 Amps

SKETCH OF SIGN



See ENGINEERS DRAWING FOR INSTALL + LOCATION.

Date: Nov 1969 Bldg. Per. No. 16601 Inspected

Zone: C-50 Map No. ____ Elec. Per. No. ____

Job Location: 415-20th ST.

Owner: Wells Fargo Bank

Address: 4 - 20th ST.

Phone No.: OL-5-9300

Sign Contractor: Federal Sign & Signal Corp

Address: 950-30th ST. (O.A.K.)

Phone No.: OL-5-9300

State License: 217730 City License: 15715

VALUE:	FEES:		
$ 3000.00		Sign Permit	$ 18.00
		Checking	$ 5.00
		Total	$ 23.00
		Electrical	$ 1.50

I hereby agree to save, indemnify and keep harmless the City of Oakland against all liabilities, judgments, costs and expenses which may in any wise accrue against the said city in consequence of the granting of this permit, or in consequence of the use or occupancy of any sidewalk, street or other public place, or in any other wise by virtue thereof, and will in all things strictly comply with the conditions of this permit, and with all ordinances, rules and regulations of the City of Oakland relating to the installation of signs.

W. Wootten (agent)

Signature of Applicant

Approved: LAWRENCE A. LANE, Building Inspector

By: BMS

DELBERT H. HANSEN, Supervising Electrical Inspector

By: ____

PLAN FILED Yes ☒ No ☐

This is a new sign bearing the U. L. Seal of Inspection. Yes ☒ No ☐

This is an existing sign and will require an inspection and seal of approval by Oakland Electrical Inspection Division before being erected. Yes ☐ No ☐

This sign is not being erected to be viewed primarily from a freeway.

W. Wootten (agent)

(Signature)

NO.		SIZE
	Bolts	
	Lag Screws	See Eng. Drawing
	Turn Buckles	
	Guy Wires	
	Top Wires	
	Angle Iron	
	Flat Iron	
	Projection from Building	
	Height above Sidewalk	

DEPARTMENT COPY

FOR BUILDING INSPECTIONS TELEPHONE 273-3441

FOR ELECTRICAL INSPECTIONS TELEPHONE 273-3341

S.F. 5444

396-30 (10-66)

3-17

415 20th St.

BUILDING INSPECTION — CITY OF OAKLAND

WRITE IN INK - FILE ALL COPIES

C98423

FOR OFFICE USE ONLY

HOUSING DIVISION JLB 9-8-77
FIRE MARSHAL APPROVAL
SPECIAL ACTIVITY PERMIT NO.
MOVING PERMIT NO.
PORT OF OAKLAND APPROVAL
PLUMBING PERMIT NO.
HEALTH DEPT. APPROVAL
B OF E & A ITEM NO.
H A & A B RES. NO.
ZONING OR PLANNING NO. approved per plan for interior work A. Mitaker 9/8/77

DATE FILED 9-8-77
DATE ISSUED 1P 18 377 PERMIT NO.

APPLICATION FOR PERMIT TO:

ALTER X ADD TO ___ NEW CONSTR ___
REPAIR ___ WRECK ___ OTHER ___

JOB LOCATION 20th & FRANKLIN
OWNER'S NAME WELLS FARGO BANK
OWNER'S ADDRESS 525 MARKET St. SAN FRANCISCO
OWNER'S PHONE NO. 396-4881
FIELD CHECK BY [initials] DATE 9-15-77
Approved YES
REMARKS (conditions noted)

VALUE: $ 9700

B. R. Tax $
SMIP $ .70
Address Fee $
General Fee $ 78.00
Checking Fee $ 46.80
TOTAL FEES $ 125.50

ADDITIONAL COST:
$ ___ Add'l Fee $
Add'l
Date ___ Checking Fee $
Add'l SMIP $

TOTAL VALUE:
$ ___ TOTAL FEES $

PLAN FILED Yes ✓ No ___ SURVEYS FILED Yes ___ No ✓
MAP NO. 155 TRACT NAME/NO.
TYPE OF BUILDING (I) II III IV V H.T. Chr. N
OCCUPANCY GROUP A (B-2) C D ___ F ___ F ___ G H I J
ZONING DISTRICT R ___ C-52 M ___ S ___
FIRE ZONE (1) 2 3

WC ON FILE

NEW CONSTRUCTION

Size of new building ___ x ___
Height to highest point
No. of Stories
Number of Families
Size of Lot ___ x ___
Material of Exterior Walls
Specific type of Occupancy
State how many buildings now on lot and give use of each
Footing Width ___ Depth in Ground ___ Width of Wall ___ Mudsill ___
Studs ___ x ___ @ ___ ctrs. Floor Joists ___ x ___ @ ___ ctrs. Ceiling Joists ___ x ___ @ ___ ctrs.
Rafters ___ x ___ @ ___ ctrs. Roof Covering ___

VALUATION OF PROPOSED WORK: $
Including labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electric wiring and elevator equipment therein or thereon.

COST OF WORK TO BE CHECKED BEFORE FINAL INSPECTION.

Permission is hereby granted to do the work described in this application in accordance with the provisions of the Oakland Building Code and related ordinances.

Approved: JAMES W. BARTHMAN
Chief Building Inspector
By L.M.

ADDITION (ALTERATION) REPAIR

Present use of building OFFICES Families ___ Rms ___
Proposed use of building SAME Families ___ Rms ___
Size of existing building ___ x ___ Number of stories high 4
Describe briefly all proposed construction work: TAKE DOWN & RE-ERECT EXISTING PARTITION. ADDITION OF 1 PRIVATE OFFICES TO EXISTING SPACE 4TH FL

Contractor: (if any) PSI Certified Architect
Address 400 CONVENTION WAY, REDWOOD City, Calif. Licensed Civil Engineer
Phone No. 364-7000
State License No. 191459 City License Exp. 77

I hereby agree to save, indemnify and keep harmless the City of Oakland and its officers, employees and agents against all liabilities, judgments, costs and expenses which may in any wise accrue against the City in consequence of the granting of this permit or from the use or occupancy of any sidewalk, street or sub-sidewalk, or otherwise by virtue thereof, and will in all things strictly comply with the conditions under which this permit is granted.

Bill Perrin
Signature of Applicant

TO BE SIGNED ONLY WHEN ISSUED TO OWNER.

I hereby certify that I am the applicant for a Building Permit, and that in the performance of the work for which such permit is issued, I will not employ any person or persons in any manner so as to become subject to the provisions of the Labor Code of the State of California relating to workmens compensation insurance.

Signature of Owner

CONSTRUCTION LENDER
(If none, write none)

Name
Branch
Street Address
City State Zip

FOR INSPECTIONS TELEPHONE 273-3441

FORM 339-6 (REV. 8-73) DEPARTMENT COPY

APPROVAL REQUIRED BY OFFICE OF PUBLIC WORKS:

There are no PROPOSED STREET OPENINGS, PUBLIC EASEMENTS OF RECORD or

In this Office which are in conflict with this application.

REMARKS:

OFFICE OF PUBLIC WORKS

By Date

PLOT PLAN

FORMS OK

FIREPLACE OK

WIRE (EXT.) OK

LATH (INT.) OK

ROUGH OK 9-16-77 MG

GYPSUM BD. OK 9-12-77 MG
~~PLASTER OK~~

FINAL OK 3-12-79 L.M.

415 20TH ST

FOR OFFICE USE ONLY

HOUSING DIVISION
X FIRE MARSHAL APPROVAL AEB Amended Blueprint
SPECIAL ACTIVITY PERMIT NO.
MOVING PERMIT NO.
PORT OF OAKLAND APPROVAL
PLUMBING PERMIT NO.
HEALTH DEPT. APPROVAL
B OF E & A ITEM NO.
H A & A B RES. NO.
ZONING OR PLANNING NO.

BUILDING & HOUSING DEPARTMENT — CITY OF OAKLAND
WRITE IN INK - FILE ALL COPIES

DATE FILED
DATE ISSUED SEP 5 1975 PERMIT NO. 085498

APPLICATION FOR PERMIT TO: Construct

ALTER ADD TO NEW CONSTR.
REPAIR WRECK OTHER

JOB LOCATION 415 20TH ST
OWNER'S NAME WELLS FARGO
OWNER'S ADDRESS WELLS FARGO BANK CONSTR DIV 525 MARKET ST SAN FRANCISCO
OWNER'S PHONE NO. 464 2120
FIELD CHECK BY DATE
Approved YES
REMARKS (conditions noted)

VALUE: $ 40,000

Receipt No. 5

B. R. Tax	$
SMIP	$ 2.80
Address Fee	$
General Fee	$ 142.—
Checking Fee	$ 85.20
TOTAL FEES	$ 227.20 230.00
Add'l Fee	$
Add'l Checking Fee	$
Add'l SMIP	$
TOTAL FEES	$

ADDITIONAL COST: $

Date

TOTAL VALUE: $

PLAN FILED Yes ✓ No SURVEYS FILED Yes No ✓
MAP NO. 155 TRACT NAME/NO.
TYPE OF BUILDING (I) II III IV V H.T. (1 hr) N
OCCUPANCY GROUP A B C D E F-2 G H I J
ZONING DISTRICT R C M S
FIRE ZONE (1) 2 3

ADDITION (ALTERATION) REPAIR

NEW CONSTRUCTION

Size of new building x
Height to highest point
No. of Stories
Specific type of Occupancy
State how many buildings now on lot and give use of each
Number of Families
Size of Lot x
Material of Exterior Walls
Footing Width Depth in Ground Width of Wall Mudsill
Studs x @ ctrs. Floor Joists x @ ctrs. Ceiling Joists x @ ctrs.
Rafters x @ ctrs. Roof Covering

VALUATION OF PROPOSED WORK: $ 40,000

Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electric wiring and elevator equipment therein or thereon.

COST OF WORK TO BE CHECKED BEFORE FINAL INSPECTION.

Permission is hereby granted to do the work described in this application in accordance with the provisions of the Oakland Building Code and related ordinances.

Approved: LAWRENCE A. LANE
Chief Building Inspector
By BMT

Present use of building BANK AND OFFICE Families Rms.
Proposed use of building SAME Families Rms.
Size of existing building x Number of stories high 4
Describe briefly all proposed construction work: NEW OFFICE PARTITIONS ON 4TH FLOOR

Contractor: (if any) PARTITION SPECIALTIES INC Certified Architect
Address 400 CONVENTION WAY Redwood City Calif
Phone No. 956-5220 Licensed Civil Engineer
State License No. 91459 City License Exp. 9-30-75

I hereby agree to save, indemnify and keep harmless the City of Oakland and its officers, employees and agents against all liabilities, judgments, costs and expenses which may in any wise accrue against the City in consequence of the granting of this permit or from the use or occupancy of any sidewalk, street or sub-sidewalk, or otherwise by virtue thereof, and will in all things strictly comply with the conditions under which this permit is granted.

X James E. Hammar
Signature of Applicant

TO BE SIGNED ONLY WHEN ISSUED TO OWNER.	CONSTRUCTION LENDER (If none, write none)
I hereby certify that I am the applicant for a Building Permit, and that in the performance of the work for which such permit is issued, I will not employ any person or persons in any manner so as to become subject to the provisions of the Labor Code of the State of California relating to workmens compensation insurance.	Name
	Branch
	Street Address
Signature of Owner	City State Zip

FORM 339-6 (REV. 6-73) **DEPARTMENT COPY**

FOR INSPECTIONS TELEPHONE 273-3441

APPROVAL REQUIRED BY OFFICE OF PUBLIC WORKS:

There are no PROPOSED STREET OPENINGS, PUBLIC EASEMENTS OF RECORD or

In this Office which are in conflict with this application.

REMARKS:

OFFICE OF PUBLIC WORKS

By Date

FORMS OK

ROUGH OK

11-5-75 RP EXC ENTRANCE WALLS MG

11-9-75 RP EXC LIGHTING SOFFIT @ ENTRY MG

FIREPLACE OK

WIRE (EXT.) OK

LATH (INT.) OK

GYPSUM BD. OK

~~PLASTER OK~~

11-5-75 GYP/P MG

11-10-75 GYP/P MG

FINAL OK 12-23-75 WEC

PLOT PLAN

FOR OFFICE USE ONLY

HOUSING DIVISION
FIRE MARSHAL APPROVAL
SPECIAL ACTIVITY PERMIT NO.
MOVING PERMIT NO.
PORT OF OAKLAND APPROVAL
PLUMBING PERMIT NO.
HEALTH DEPT. APPROVAL
B OF E & A ITEM NO.
H A & A B RES. NO.
ZONING OR PLANNING NO.

BUILDING & HOUSING DEPARTMENT — CITY OF OAKLAND
WRITE IN INK - FILE ALL COPIES

DATE FILED JUL 2 1975
DATE ISSUED JUL
PERMIT NO. 84371

Inspected

APPLICATION FOR PERMIT TO:

ALTER ADD TO NEW CONSTR.
REPAIR WRECK OTHER

JOB LOCATION 415 20th
OWNER'S NAME WELLS FARGO
OWNER'S ADDRESS WELLS FARGO BANK - CONSTRUCTION DIV. 525 MARKET SAN FRANCISCO CA.
ATT: MR DAVE HAMMON B
OWNER'S PHONE NO. 464-2720
FIELD CHECK BY DATE
Approved YES
REMARKS (conditions noted)

415 - 20th. St.

VALUE:

B. R. Tax $
SMIP $
Address Fee $ 5.00
General Fee $ 10.00
Checking Fee $

Receipt No. 5

ADDITIONAL COST:

Add'l Fee $
Add'l Checking Fee $
Add'l SMIP $

TOTAL FEES $ 10.50

TOTAL VALUE:

TOTAL FEES $

PLAN FILED Yes No ✓ SURVEYS FILED Yes No ✓
MAP NO. TRACT NAME/NO.
TYPE OF BUILDING (1) II III IV V H.T. 1 hr. N
OCCUPANCY GROUP A B C D E (2) G H I J
ZONING DISTRICT C M S
FIRE ZONE (1) 2 3

NEW CONSTRUCTION

Size of new building x
Height to highest point
No. of Stories
Specific type of Occupancy
State how many buildings now on lot and give use of each
Number of Families
Size of Lot x
Material of Exterior Walls
Footing Width Depth in Ground Width of Wall Mudsill
Studs x @ ctrs. Floor Joists x @ ctrs. Ceiling Joists x @ ctrs.
Rafters x @ ctrs. Roof Covering

VALUATION OF PROPOSED WORK: $

Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electric wiring and elevator equipment therein or thereon.

COST OF WORK TO BE CHECKED BEFORE FINAL INSPECTION.

Permission is hereby granted to do the work described in this application in accordance with the provisions of the Oakland Building Code and related ordinances.

Approved: LAWRENCE A. LANE
Chief Building Inspector
By

ADDITION (ALTERATION) REPAIR

Present use of building BANK AND OFFICES Families 6 Rms.
Proposed use of building SAME Families 6 Rms.
Size of existing building x Number of stories high 4
Describe briefly all proposed construction work:
DEMOLISH SELECTED INTERIOR PARTITION WALLS ON 4th FLOOR

Contractor: (if any) UPAR CONTRACTORS Certified Architect
Address: 50 CALIFORNIA SAN FRANCISCO Licensed Civil Engineer
Phone No. 956-5270
State License No. 191459 City License Exp. 9-30-75

I hereby agree to save, indemnify and keep harmless the City of Oakland and its officers, employees and agents against all liabilities, judgments, costs and expenses which may in any wise accrue against the City in consequence of the granting of this permit or from the use or occupancy of any sidewalk, street or sub-sidewalk, or otherwise by virtue thereof, and will in all things strictly comply with the conditions under which this permit is granted.

William Perrin
Signature of Applicant

FOR INSPECTIONS TELEPHONE 273-3441

TO BE SIGNED ONLY WHEN ISSUED TO OWNER.	CONSTRUCTION LENDER (If none, write none)
I hereby certify that I am the applicant for a Building Permit, and that in the performance of the work for which such permit is issued, I will not employ any person or persons in any manner so as to become subject to the provisions of the Labor Code of the State of California relating to workmens compensation insurance.	Name
	Branch
	Street Address
Signature of Owner	City State Zip

FORM 339-6 (REV. 8-73) DEPARTMENT COPY

APPROVAL REQUIRED BY OFFICE OF PUBLIC WORKS:

There are no PROPOSED STREET OPENINGS, PUBLIC EASEMENTS OF RECORD or_____ in this Office which are in conflict with this application.

REMARKS:_____

OFFICE OF PUBLIC WORKS

By_____ Date_____

FORMS OK

ROUGH OK

FIREPLACE OK

WIRE (EXT.) OK

LATH (INT.) OK

GYPSUM BD. OK
PLASTER OK

FINAL OK 10-30-75 Gall

PLOT PLAN

FOR OFFICE USE ONLY

HOUSING DIVISION
FIRE MARSHAL APPROVAL
CITY MANAGER PERMIT NO.
MOVING PERMIT NO.
PORT OF OAKLAND APPROVAL
PLUMBING PERMIT NO.
HEALTH DEPT. APPROVAL
B OF E & A ITEM NO.
H A & A B RES. NO.
ZONING OR PLANNING NO.

BUILDING & HOUSING DEPARTMENT — CITY OF OAKLAND

WRITE IN INK - FILE ALL COPIES

DATE FILED 4-7-69 Inspected

DATE ISSUED APR 10 1969 PERMIT NO. C47667

APPLICATION FOR PERMIT TO:

ALTER ✓ ADD TO NEW CONSTR.
REPAIR WRECK OTHER

JOB LOCATION 415 - 20TH ST
OWNER'S NAME WELLS FARGO
OWNER'S ADDRESS 1924 BROADWAY
OWNER'S PHONE NO. 526-7174

FIELD CHECK BY DATE
Approved YES
REMARKS (conditions noted)

FOR OFFICE USE ONLY

415 - 20th St.

VALUE:
$ 1500

Address Fee $
General Fee $ 15.00 Receipt No.
Checking Fee $ 7.50
TOTAL FEES $ 22.50

ADDITIONAL COST:
$
Add'l Fee $
Date
Add'l Checking Fee $

TOTAL VALUE:
$ TOTAL FEES $

PLAN FILED Yes ✓ No SURVEYS FILED Yes No ✓
MAP NO. TRACT NAME/NO.
TYPE OF BUILDING (I) II III IV V H.T. (Fr.) N
OCCUPANCY GROUP A B C D E (F-2) G H I J
ZONING DISTRICT R C M S
FIRE ZONE (1) 2 3

NEW CONSTRUCTION

Size of new building x
Height to highest point
No. of Stories
Specific type of Occupancy
State how many buildings now on lot and give use of each
Number of Families
Size of Lot x
Material of Exterior Walls

Footing Width Depth in Ground Width of Wall Mudsill
Studs x @ ctrs. Floor Joists x @ ctrs. Ceiling Joists x @ ctrs.
Rafters x @ ctrs. Roof Covering

VALUATION OF PROPOSED WORK: $

Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electric wiring and elevator equipment therein or thereon.

COST OF WORK TO BE CHECKED BEFORE FINAL INSPECTION.

Permission is hereby granted to do the work described in this application in accordance with the provisions of the Oakland Building Code and related ordinances.

Approved: LAWRENCE A. LANE
Building Inspector
By

ADDITION (ALTERATION) REPAIR

Present use of building OFFICE Families Rms.
Proposed use of building SAME Families Rms.
Size of existing building x Number of stories high 4
Describe briefly all proposed construction work: ADD PARTITIONS AS PER PLAN

Contractor: (if any) FERNANDEZ SACHIDES Certified Architect
Address 1780 - 2nd ST BERKELEY A. H. Klopf
Phone No. 524-7174 Licensed Civil Engineer
State License No. 18735 City License No.

I hereby agree to save, indemnify and keep harmless the City of Oakland and its officers, employees and agents against all liabilities, judgments, costs and expenses which may in any wise accrue against the City in consequence of the granting of this permit or from the use or occupancy of any sidewalk, street or sub-sidewalk, or otherwise by virtue thereof, and will in all things strictly comply with the conditions under which this permit is granted.

July 31 1969

Signature of Applicant

TO BE SIGNED ONLY WHEN ISSUED TO OWNER.	CONSTRUCTION LENDER (If none, write none)
I hereby certify that I am the applicant for a Building Permit, and that in the performance of the work for which such permit is issued, I will not employ any person or persons in any manner so as to become subject to the provisions of the Labor Code of the State of California relating to workmens compensation insurance.	Name
	Branch
	Street Address
Signature of Owner	City State Zip

FORM 339-6 (10-68) DEPARTMENT COPY

FOR INSPECTIONS TELEPHONE 273-3441

APPROVAL REQUIRED BY STREET AND ENGINEERING DEPARTMENT:

There are no PROPOSED STREET OPENINGS, PUBLIC EASEMENTS OF RECORD or_____ in this Department which are in conflict with this application.

REMARKS:_____

STREET AND ENGINEERING DEPARTMENT

By_____ Date_____

FORMS OK

ROUGH OK 4-11-6 1903

FIREPLACE OK

WIRE (EXT.) OK

LATH (INT.) OK

GYPSUM OK
PLASTER

FINAL OK 6-12-1903

PLOT PLAN

FOR OFFICE USE ONLY

HOUSING DIVISION
FIRE MARSHAL APPROVAL
CITY MANAGER PERMIT NO.
MOVING PERMIT NO.
PORT OF OAKLAND APPROVAL
PLUMBING PERMIT NO.
HEALTH DEP. APPROVAL
B OF E & A ITEM NO.
H & S & A B RES. NO.
ZONING OR PLANNING NO.

BUILDING & HOUSING DEPARTMENT — CITY OF OAKLAND
WRITE IN INK - FILE ALL COPIES

DATE FILED
DATE ISSUED NOV 17 1989 PERMIT NO. C51323

Inspected

APPLICATION FOR PERMIT TO:

ALTER ✓ ADD TO NEW CONSTR.
REPAIR WRECK OTHER

JOB LOCATION 415 - 20th Street - Oakland CA
OWNER'S NAME Wells Fargo Bank
OWNER'S ADDRESS 464 Calif. St. S.F. Calif.
OWNER'S PHONE NO. 396-3562

FIELD CHECK BY DATE
Approved YES
REMARKS (conditions noted)

FOR OFFICE USE ONLY

415 20th St.

VALUE: $ 2000
Address Fee $
General Fee $ 20.00 Receipt No.
Checking Fee $ 10.00

ADDITIONAL COST: $
Add'l Fee $
Date Add'l Checking Fee $

TOTAL VALUE: $
TOTAL FEES $ 30.00

PLANS FILED Yes ✓ No SURVEYS FILED Yes No ✓
MAP NO. TRACT NAME/NO.
TYPE OF BUILDING I II (III) IV V H.T. 1 hr. N
OCCUPANCY GROUP A B C D E (F) G H I J
ZONING DISTRICT R C M S
FIRE ZONE (1) 2 3

NEW CONSTRUCTION

Size of new building x
Height to highest point
No. of Stories
Specific type of Occupancy
State how many buildings now on lot and give use of each
Number of Families
Size of Lot x
Material of Exterior Walls
Footing Width Depth in Ground Width of Wall Mudsill
Studs x @ ctrs. Floor Joists x @ ctrs. Ceiling Joists x @ ctrs.
Rafters x @ ctrs. Roof Covering

VALUATION OF PROPOSED WORK: $

Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electric wiring and elevator equipment therein or thereon.

COST OF WORK TO BE CHECKED BEFORE FINAL INSPECTION.

Permission is hereby granted to do the work described in this application in accordance with the provisions of the Oakland Building Code and related ordinances.

Approved: LAWRENCE A. LANE
Building Inspector
By

ADDITION (ALTERATION) / REPAIR

Present use of building Commercial Bank Families Rms.
Proposed use of building Families Rms.
Size of existing building 124 x 123 Number of stories high 4
Describe briefly all proposed construction work: Remove Electrical and Phone Floor Outlets - Reinstall where indicated on Dwg. Relocate existing Tellers Counters and Partitions.

Contractor: (if any) Wells Fargo Bank Certified Architect
Address
Phone No. Licensed Civil Engineer
State License No. City License No.

I hereby agree to save, indemnify and keep harmless the City of Oakland and its officers, employees and agents against all liabilities, judgments, costs and expenses which may in any wise accrue against the City in consequence of the granting of this permit or from the use or occupancy of any sidewalk, street or sub-sidewalk, or otherwise by reason thereof, and will in all things strictly comply with the conditions under which this permit is granted.

X Signature of Applicant

FOR INSPECTIONS TELEPHONE 273-3441

TO BE SIGNED ONLY WHEN ISSUED TO OWNER.

I hereby certify that I am the applicant for a Building Permit, and that in the performance of the work for which such permit is issued, I will not employ any person or persons in any manner so as to become subject to the provisions of the Labor Code of the State of California relating to workmens compensation insurance.

X Signature of Owner

CONSTRUCTION LENDER (If none, write none)

Name none
Branch
Street Address
City State Zip

FORM 339-B (10-68) DEPARTMENT COPY

APPROVAL REQUIRED BY STREET AND ENGINEERING DEPARTMENT:

There are no PROPOSED STREET OPENINGS, PUBLIC EASEMENTS OF RECORD

or

in this Department which are in conflict with this application.

REMARKS:

STREET AND ENGINEERING DEPARTMENT

By Date

FORMS OK

FIREPLACE OK

WIRE (EXT.) OK

LATH (INT.) OK

GYPSUM OK
PLASTER

~~ROUGH OK~~

Prog. Check fire inspector & CL inspector CCS 12/30/69. (Ray Gomez)

FINAL OK CCS 1/7/70

PLOT PLAN

CROSS REFERENCE SHEET

Name or Subject Wells Fargo Bank

File No.

Regarding 415-20th Street

Date

SEE ITEM #8- February 19, 1970 meeting Board of Examiners and Appeals.

Name or Subject

File No.

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves, should be filed under name or subject after "SEE."

CITY OF OAKLAND

BUILDING & HOUSING DEPARTMENT

*PROGRESS REPORT FORM

ADDRESS: 415-20th St.

PERMIT: C 19803

INSTRUCTIONS

1. Make entries on permit as usual
2. When necessary, elaborate on this form entries noted on permit
3. Report in chronological order
4. Date and sign under each entry
5. Note data filed elsewhere

3-31-70 1tr 20-C re: Ofc. hrng		
on 4-8-70 CS/jb		

*To Be Used in Conjunction with Permit as Necessary

Form #539-84 (7/64)

CITY OF OAKLAND

BUILDING & HOUSING DEPARTMENT

*PROGRESS REPORT FORM

ADDRESS: 415 - 20th Street

PERMIT: C19803

INSTRUCTIONS

1. Make entries on permit as usual
2. When necessary, elaborate on this form entries noted on permit
3. Report in chronological order
4. Date and sign under each entry
5. Note data filed elsewhere

8-31-66 Ltr 1-B to contractor re work to be completed: (1) Stairs on 20th St. do not conform to OBC. Frist step rise varies more than 3/16". (2) Front stairs to entry of building on 20th St. do not have handrails. (3) Exit doors at north and south sides of building to have a special lock indicating when door is locked and a sign on door stating "These Doors to Remain Open during Business Hours." CS:pm	was referred to owners They have not taken any action. LAL Item 8, BE & Appeals Feb 19, 1970	
10-6-66 Inf. Insp. Re above items CHO		
6-14-67 Ltr 1-B to Contractor re [illegible] [illegible] completed (handrails) [illegible]		
12-18-69 Ltr 20-C to contr re: OFC hrng CS/jb		
CCS 1/2/70 Contractor called to state that the Alter		

*To Be Used in Conjunction with Permit as Necessary

Form #529-84 (7/64)

ATTACHMENT H: TRAFFIC NOISE OUTPUTS

* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

Franklin Street between 20th Street and 19th Street AM E

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

Automobile volume (v/h):	392.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	17.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	4.0
Average heavy truck speed (mph):	30.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: hard

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

person

Distance from center of 12-ft wide, single lane roadway (ft):	50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	60.1

* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

Franklin Street between 20th Street and 19th Street AM E+P

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

Automobile volume (v/h):	776.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	33.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	8.0
Average heavy truck speed (mph):	30.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: hard

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

person

Distance from center of 12-ft wide, single lane roadway (ft):	50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	63.1

* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

Telegraph Avenue between 17th Street and 15th Street AM E

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

Automobile volume (v/h):	107.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	5.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	1.0
Average heavy truck speed (mph):	30.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: hard

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

person

Distance from center of 12-ft wide, single lane roadway (ft):	50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	54.5

* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

Telegraph Avenue between 17th Street and 15th Street AM C

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

Automobile volume (v/h):	1102.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	46.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	12.0
Average heavy truck speed (mph):	30.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: hard

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

person

Distance from center of 12-ft wide, single lane roadway (ft):	50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	64.6

* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

Telegraph Avenue between 17th Street and 15th Street AM C+P

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

Automobile volume (v/h):	1102.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	46.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	12.0
Average heavy truck speed (mph):	30.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: hard

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

person

Distance from center of 12-ft wide, single lane roadway (ft):	50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	64.6

* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

Telegraph Avenue between 17th Street and 15th Street PM E

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

Automobile volume (v/h):	164.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	7.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	2.0
Average heavy truck speed (mph):	30.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: hard

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

person

Distance from center of 12-ft wide, single lane roadway (ft):	50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	56.5

* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

Telegraph Avenue between 17th Street and 15th Street PM C

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

Automobile volume (v/h):	1415.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	60.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	15.0
Average heavy truck speed (mph):	30.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: hard

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

person

Distance from center of 12-ft wide, single lane roadway (ft):	50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	65.7

* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

Telegraph Avenue between 17th Street and 15th Street PM C+P

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

Automobile volume (v/h):	1415.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	60.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	15.0
Average heavy truck speed (mph):	30.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: hard

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

person

Distance from center of 12-ft wide, single lane roadway (ft):	50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	65.7

* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

Telegraph Avenue between 17th Street and 19th Street AM E

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

Automobile volume (v/h):	216.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	9.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	2.0
Average heavy truck speed (mph):	30.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: hard

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

person

Distance from center of 12-ft wide, single lane roadway (ft):	50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	57.5

* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

Telegraph Avenue between 17th Street and 19th Street AM C

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

Automobile volume (v/h):	1083.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	46.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	11.0
Average heavy truck speed (mph):	30.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: hard

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

person

Distance from center of 12-ft wide, single lane roadway (ft):	50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	64.5

* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

Telegraph Avenue between 17th Street and 19th Street AM C+P

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

Automobile volume (v/h):	1106.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	47.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	12.0
Average heavy truck speed (mph):	30.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: hard

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

person

Distance from center of 12-ft wide, single lane roadway (ft):	50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	64.7

* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

Telegraph Avenue between 17th Street and 19th Street PM E

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

Automobile volume (v/h):	342.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	14.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	4.0
Average heavy truck speed (mph):	30.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: hard

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

person

Distance from center of 12-ft wide, single lane roadway (ft):	50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	59.6

* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

Telegraph Avenue between 17th Street and 19th Street PM C

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

Automobile volume (v/h):	1435.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	60.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	15.0
Average heavy truck speed (mph):	30.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: hard

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

person

Distance from center of 12-ft wide, single lane roadway (ft):	50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	65.8

* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

Telegraph Avenue between 17th Street and 19th Street PM C+P

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

Automobile volume (v/h):	1439.0
Average automobile speed (mph):	30.0
Medium truck volume (v/h):	61.0
Average medium truck speed (mph):	30.0
Heavy truck volume (v/h):	15.0
Average heavy truck speed (mph):	30.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: hard

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

person

Distance from center of 12-ft wide, single lane roadway (ft):	50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	65.8

* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

construction truck noise

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

Automobile volume (v/h):	0.0
Average automobile speed (mph):	0.0
Medium truck volume (v/h):	0.0
Average medium truck speed (mph):	0.0
Heavy truck volume (v/h):	42.0
Average heavy truck speed (mph):	30.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: hard

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

person

Distance from center of 12-ft wide, single lane roadway (ft):	50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	62.1

ATTACHMENT I: TRANSPORTATION DEMAND MANAGEMENT MEMO

FEHR PEERS

Draft Memorandum

Date: ~~July 6~~August 24, 2020

To: Brandon Northart, Urban Planning Partners

From: Sam Tabibnia, Fehr & Peers

Subject: 415 20th Street – Transportation and Parking Demand Management Plan

OK20-0352

Transportation and Parking Demand Management (TDM) plans are a requirement of the City of Oakland's Standard Conditions of Approval (Department of Planning and Building, Bureau of Planning, Revised January 24, 2020 – Section 77) for all land use projects generating more than 50 net new peak hour vehicle trips as described in the City of Oakland's *Transportation Impact Review Guidelines* (TIRG) dated April 2017.

The proposed 415 20th Street project is required to prepare a TDM Plan because it would generate more than 50 peak hour trips. Since the project would generate more than 100 peak hour trips, the TDM Plan goal is to achieve a 20 percent vehicle trip reduction (VTR).

This memorandum describes the project and its setting, lists the mandatory TDM strategies that the project shall implement to achieve the 20 percent VTR, provides the additional strategies that should be considered if the 20 percent VTR is not achieved, and describes the monitoring, evaluation, and enforcement of the TDM Plan.

Project Transportation Characteristics

The project site is located at the southwest corner of the 20th Street/Franklin Street intersection in Downtown Oakland. The project site is currently occupied by an 82,900 square-foot building and a surface parking lot used by the Lawrence Berkeley National Lab as a research and development space, which will be demolished by the proposed project. Per the *415 20th Street Project CEQA Analysis* (CEQA Study), the proposed 32-level building would consist of up to 950,600 square feet of office space and 2,300 square feet of retail space as well as a parking garage with 262 spaces accessed through a driveway on Franklin Street.

The project is in Downtown Oakland, a high-density, transit-rich, pedestrian-friendly area with limited parking supply. Pedestrian, bicycle, and transit access between the site and nearby

commercial areas is good: there are continuous sidewalks throughout the area, and bikeways connect the project site to adjacent commercial areas. Six local routes, one Transbay route, and three nighttime routes operate in the vicinity of the project site (within about 1,200 feet of the site). The Oakland Free Broadway shuttle ("Free B") operates along Broadway with the nearest stop at 20th Street. The nearest BART station to the project site is the 19th Street BART Station, one block west of the project site (about 200 feet), providing access to the Richmond-Daly City, Richmond-Berryessa/North San Jose, and Pittsburg/Bay Point-SFO-Millbrae lines.

The following proposed improvements in the vicinity of the project would further encourage use of non-automobile modes:

- **East Bay Bus Rapid Transit (BRT) Project**, currently under construction by AC Transit, would replace Route 1 along Broadway in the project vicinity and provide rapid bus service between downtown Oakland, East Oakland, and San Leandro.
- ***20th Street Complete Streets Project,*** currently under design by the City of Oakland, would generally narrow the street to one automobile lane in each direction to provide protected bike lanes in both directions, and improve pedestrian facilities, including bulb-outs, median refuge islands, and/or improved signal equipment.
- ***Franklin Street Protected Bike Lane Project -*** currently under consideration by the City of Oakland, would provide a two-way protected bike facility either on the east or west side of Franklin Street

Per the CEQA Study the project's location is expected to result in a relatively high rate of pedestrian, bicycle, and transit trips. This is evidenced in part by the travel patterns of the area's existing workers per the US Census. The commute mode split for workers in the project census tract (4029) shows about 30 percent of workers drive alone, while three percent carpool; 52 percent use transit; and about 15 percent bicycle, walk, or take another mode.

Table 1 shows the project trip generation by travel mode as summarized in the project non-CEQA Transportation Impact Review (TIR) Memorandum per the City's TIRG. As described in the TIR, the project trip generation is somewhat conservative in that it does not account for the limited on-site parking supply, which could limit the number of people who would drive to the project site.

The automobile trips generated by the project are estimated to be slightly more than half of all trips generated by a typical suburban office space. Similarly, as discussed in the project environmental documentation, the VMT per worker in the project area is about 60 percent of the regional VMT per worker (The average VMT per worker in the project area is about 12.7 compared to the regional average VMT of 21.8).

TABLE 1:
PROJECT TRIP GENERATION BY TRAVEL MODE

Mode	Mode Share Adjustment Factors[1]	Daily	AM Peak Hour	PM Peak Hour
Automobile	0.531	4,570	471	496
Transit	0.297	2,560	263	277
Bike	0.051	440	45	48
Walk	0.105	900	93	98
	Total Trips	**8,470**	**872**	**919**

Notes:
1. Based on Based on *City of Oakland TIRG*, for an urban environment within 0.5 miles of a BART station.
Source: Fehr & Peers, 2020.

Mandatory TDM Strategies

This section describes the mandatory strategies that shall be implemented at the project as well as project features that would reduce the automobile trips generated by the project. Some of these strategies shall be directly implemented by the building management and others shall be implemented by individual tenants. **Table 2** lists the mandatory strategies that are part of the City's TIRG and their applicability to the proposed project.

Table 2: Mandatory TDM Program Components
Oakland Transportation Impact Review Guidelines

TDM Strategy	Consideration
Bus boarding islands, bus shelters, concrete pad	Not applicable. The project does not have a bus stop along the project frontage and the current bus service along 20th Street (AC Transit Line 33) is expected to be relocated to Grand Avenue.
Curb extensions and bulb-outs	The project TIR recommends bulb-outs at the 19th Street/ Franklin Street intersection if deemed feasible by City staff. The 20th Street Complete Streets project will install a bulb-out at the southwest corner of the 20th Street/Franklin Street intersection.
Corridor-level bikeway improvements	Not applicable because the project would generate fewer than 500 daily bicycle trips.
Corridor-level transit improvements	Not applicable because project would generate fewer than 400 peak hour transit trips.
Amenities such as: lighting, pedestrian-oriented green infrastructure, trees /greening, trash receptacles per the Pedestrian Master Plan and applicable streetscape plans.	To be established through design and permit review. Proposed landscape design to be approved by City during building permit review process will include pedestrian street amenities along the project frontage.

Table 2: Mandatory TDM Program Components
Oakland Transportation Impact Review Guidelines

TDM Strategy	Consideration
Safety improvements identified in the Pedestrian Master Plan (such as crosswalk striping, ramps, countdown signals, bus bulbs, etc.)	The Pedestrian Master Plan does not identify any improvements adjacent to the project site. The project TIR recommends bulb-outs and dual directional curb ramps at the 19th Street/Franklin Street intersection.
In-street bicycle corral	Not applicable. Ground floor retail does not exceed 10,000 square feet. Street right-of-way would be allocated to either Class IV bikeway, passenger and commercial loading, and/or parking. The project would also provide short-term bicycle parking within the ~~plaza~~ outdoor area along the project frontage.
Intersection improvements	To be established through design and permit review. None proposed for the project.
New sidewalk, curb ramps, curb and gutter meeting current City and ADA standards	To be established through design and permit review. Along the project frontage, project will reconstruct sidewalk, curb ramps, curb and gutter to City and ADA standards.
Prohibit monthly parking permits and establish minimum price floor for public parking	Not applicable. The project would provide parking at less than one space per 1,000 square feet.
Parking garage is designed with retrofit capability	Not applicable. The project would provide parking at less than one space per 1,000 square feet.
Parking space reserved for car-share	The project would offer to provide parking spaces reserved for car-share.
Paving, lane striping, or restriping (vehicle and bicycle) and signs to midpoint of street section	To be established through design and permit review. Repaving, striping, new crosswalks of surrounding streets to mid-point of streets to be accomplished along the project frontage. The repaving will also be coordinated with the City's Paving Plan, which currently shows Franklin Street to be repaved in 2022.
Pedestrian crossing improvements, pedestrian-supportive signal changes.	The project TIR recommends bulb-outs and dual directional curb ramps at the 19th Street/Franklin Street intersection.
Real-time transit information system.	Not applicable. While there are bus stops within the vicinity of the project site, none are adjacent to the site.
Relocating bus stops to far side	Not applicable. Bus stops within 500 feet to project are appropriately located.
Signal upgrades	To be established through design and permit review. None proposed for this project. The 20th Street Complete Streets Project is expected to upgrade the signals along 20th Street.
Transit queue jump lanes	Not applicable. There are no bus routes adjacent to the site with peak period frequency of 15 minutes or better.
Trenching and placing conduit for traffic signal interconnect	To be established through design and permit review. None proposed for this project.

Table 2: Mandatory TDM Program Components
Oakland Transportation Impact Review Guidelines

TDM Strategy	Consideration
Unbundled parking	Not applicable. The project is office and commercial.

Sources: Fehr & Peers, 2020.

~~Table 3~~Table 3 lists the mandatory TDM strategies, the responsible party for implementation, and the effectiveness of each strategy primarily based on research compiled in *Quantifying Greenhouse Gas Mitigation Measures* (California Air Pollution Control Officers Association (CAPCOA), August 2010). This report is a resource for local agencies to quantify the benefit, in terms of reduced travel demand, of implementing various TDM strategies.

TABLE 3: MANDATORY TDM PROGRAM COMPONENTS

TDM Strategy	Responsible Party	Estimated Trip Reduction [1]
A. Infrastructure Improvements	Building Management	NA[2]
B. Alternative Work Schedule/Flexible Hours/ Telecommuting	Project Tenants	1%
C. Pre-tax Commuter Benefit	Project Tenants	5%-10% [3]
D. Transit Fare Subsidy	Building Management and Project Tenants	
E. Limited Parking Supply	Building Management	10-15%
F. Parking Management	Building Management	
G. Carpool and Ride-Matching Assistance	Building Management	1%
H. Preferential Parking for Carpoolers	Building Management	
I. Offer to Designate On-Site Car-Share Spaces	Building Management	1%
J. Bicycle Facility Monitoring	Building Management	NA [2]
K. Guaranteed Ride Home	Project Tenants	NA [2]
L. TDM Coordinator	Building Management and Project Tenants	NA [2]
M. TDM Marketing and Employee Education	Building Management and Project Tenants	2%
Total Estimated Vehicle Trip Reduction		***20-30%***

Notes:

1. The focus of the CAPCOA document is reductions to VMT but the research used to generate the reductions also indicates vehicle trip reductions are applicable as well. For the purposes of this analysis the VTR is assumed to equal the VMT reduction. See the cited CAPCOA research for more information and related information on page 8 of the BAAQMD *Transportation Demand Management Tool User's Guide* (June 2012)
2. The effectiveness of this strategy cannot be quantified at this time. This does not necessarily imply that the strategy is ineffective. It only demonstrates that at the time of the CAPCOA report development, existing literature did not provide a robust methodology for calculating its effectiveness. In addition, many strategies are complementary to each other and isolating their specific effectiveness may not be feasible.
3. This strategy assumes that 50% of employees would receive a transit subsidy of $3.50 per weekday (value to employee).

Sources: Fehr & Peers, 2020.

Operational TDM strategies are most effective for persons that commute to and from a site on a regular basis, especially during weekday peak commute periods when transit service peaks and is most conveniently available. Thus, the mandatory strategies in ~~Table 3~~ Table 3 are generally targeted at office workers. Retail employees, customers, and office visitors are not directly targeted because the retail component of the project is small and would have few employees. In addition, many retail customers would be residents and workers in Downtown Oakland who would mostly walk or bike to the site, and office visitors would visit the project too infrequently to be aware of the TDM benefits or to make them cost-effective. However, some of the mandatory strategies, especially the ones that would improve the infrastructure, would also benefit the site visitors.

The VTR ranges in ~~Table 3~~ Table 3 represent conservative assumptions about potential trip reduction at the low end of the range. Due to the location of the project in an area that has very good transit, bicycle, and pedestrian access, it is expected that the high end of the VTR range would be achieved with this TDM program. The parking supply below the estimated vehicle trip generation is likely to further contribute to the VTR potential shown in Table 3.

The TDM strategies include both one-time physical infrastructure improvements and on-going operational strategies. Physical improvements will be implemented as part of the project and thus are anticipated to have a one-time capital cost. Some level of ongoing maintenance cost may also be required for certain measures. Operational strategies provide on-going incentives and support for the use of non-auto transportation modes. These TDM measures have monthly or annual costs and will require on-going management.

A more detailed description of the TDM measures that comprise the mandatory TDM program is provided below:

A. *Infrastructure Improvements* – the following infrastructure improvements in the project vicinity, which were identified in the site plan evaluation completed as part of the project TIR, would improve the bicycling, walking, and transit systems in the area and further encourage the use of these modes:

1. Explore the feasibility and if deemed feasible by City staff, install the following at the 19th Street/Franklin Street intersection:
    - Bulb-outs (curb extensions) at all four corners of the intersection to reduce pedestrian crossing distances.
    - Dual directional curb ramps with truncated domes and consistent with ADA standards at all four corners of the intersection.
2. If not implemented by the Kaiser Center Expansion Project or the 20th Street Complete Streets Project and determined feasible by the City of Oakland staff, increase the yellow and/or red clearance intervals at the Franklin Street/20th Street intersection traffic signal (This recommendation was originally provided in the *Kaiser Center Expansion – Transportation Impact Review (non-CEQA*) Memorandum, dated April 18, 2019*)*.

B. *Alternative Work Schedule/Flexible Hours/Telecommuting* – Encourage project tenants to offer alternative work schedules, flexible hours, and or telecommuting, which can eliminate employee trips or shift them to non-peak periods.

C. *Pre-tax Commuter Benefits* – Encourage project tenants to enroll in WageWorks or other service to help with pre-tax commuter savings. This strategy allows employees to deduct monthly transit passes or other amount using pre-tax dollars. This can help to lower payroll taxes and allows employees to save on transit.

D. *Transit Fare Subsidy* – Building management shall either provide or require project tenants to provide free or reduced cost transit for their employees to increase transit mode share. Options include:

1. Employers can offer a monthly commuter check (or alternatively Clipper Card, which is accepted by BART, AC Transit, and other major transit providers in the Bay Area) to employees to use public transit. Note that as of 2020, IRS allows up to $270 per employee per month.

2. Employers can participate in AC Transit's EasyPass program, which enables employers to purchase annual bus passes for their employees in bulk at a deep discount. The passes allow unlimited rides on all AC Transit buses for all employees. For more information, see www.actransit.org/rider-info/easypass.

Based on the CAPC~~P~~OA report, a transit fare subsidy of about $3.50 per employee per weekday (value to rider and not cost to employer) available to 50 percent of the site employees would translate to an approximately five to ten percent VTR.

E. *Limited Parking Supply* - The Project TIR shows that the on-site parking supply is less than the demand estimated by the ITE Trip Generation Manual with the TIRG adjustments. As shown in ~~Table 1~~Table 1, the project is estimated to generate more than 400 vehicle trips during the AM and PM peak hours; however, the parking garage, with 262 spaces, can accommodate only about 55 percent of this demand. There are several other parking facilities in the project

vicinity that are open to the public and can be used by the project employees and visitors if the project parking facility is at capacity. Since most of these public parking facilities currently operate at or near capacity on most weekdays and the proposed project would increase the number of jobs in Downtown Oakland at a higher rate than the parking supply, it is expected that the project would result in a higher rate of workers in Downtown Oakland using non-automobile travel modes. Thus, this analysis assumes that the limited on-site parking supply would result in a 10 to 15 percent VTR.

F. *Parking Management* – Building management shall charge for all parking spaces in the project parking garage unless noted in other strategies, remove the cost of parking from the lease agreements, and set the fee for monthly, daily, and/or hourly parking to be same as or higher than other nearby garages.

G. *Carpool and Ride-Matching Assistance Program* – The building management shall offer personalized ride-matching assistance to pair employees interested in forming commute carpools. As an enhancement, building management may consider using specific services such as ZimRide, ComoVee, or 511.org RideShare.

H. *Preferential Parking for Carpoolers* – The building management shall offer free or discounted preferential carpool parking for eligible commuters. To be eligible for carpool parking, the carpool shall consist of three or more people. The building management shall monitor and provide adequate carpool spaces to meet and exceed potential demand. Considering the limited parking supply in Downtown Oakland, all or some of the unoccupied parking spaces designated for carpool shall be available for general use after 10:00 AM.

I. *Car-Share Spaces* – Offer to designate at least two on-site parking spaces for car-sharing (such as Getaround, Zip Car, etc.) for free. Monitor the usage of the car sharing spaces and adjust if necessary. As an additional strategy, encourage project tenants to provide free/subsidized car-share membership to their employees.

J. *Bicycle Facility Monitoring* – Building management shall monitor the usage of the short-term and long-term bicycle parking and provide additional bicycle parking if necessary.

K. *Guaranteed Ride Home* – Encourage project tenants to register for the Guaranteed Ride Home (GRH) program. Employees may be hesitant to commute by any other means, besides driving alone, since they lose the flexibility of leaving work in case of an emergency. GRH programs encourage alternative modes of transportation by offering free rides home in the case of an illness or crisis, if the employee is required to work unscheduled overtime, if a carpool or vanpool is unexpectedly unavailable, or if a bicycle problem arises. The Alameda County Transportation Commission offers a GRH service for all registered permanent employees who are employed within Alameda County, live within 100 miles of their worksite, and do not drive alone to work. The GRH program is offered at no cost to the employer, and employers are not required to register for their employees to enroll and use the program.

L. *TDM Coordinator* – Each tenant shall designate a staff person as their TDM coordinator to coordinate, monitor and publicize TDM activities. Building management shall also designate a "Building TDM coordinator."

M. *TDM Marketing and Tenant/Employee Education*- Building management shall provide tenants and employees information about various transportation options in the project area and the TDM strategies provided by the building. This information would also be posted at central location(s) and be provided to each building employee. The information shall be updated, as necessary. Marketing strategies can promote alternative trips by making commuters aware of the options and incentives of using non-automobile transportation. Implementing commute trip reduction strategies with a complementary marketing strategy can increase the overall effectiveness of the program. This information shall include:

1. *Transit Routes* – Promote the use of transit by providing user-focused maps. These maps provide site workers and visitors with wayfinding to nearby transit stops and transit-accessible destinations and are particularly useful for those without access to portable mapping applications.

2. *Real-Time Transit Information* – Building Management shall provide real-time transit information, such as TransitScreen, in one or more visible locations to provide employees and visitors, with up-to-date transit arrival and departure times.

3. *Transit Fare Discounts* – Provide information about local discounted fare options offered by BART and AC Transit, including discounts for youth, elderly, persons with disabilities, and Medicare cardholders.

4. *Car Sharing* – Promote accessible car sharing programs, such as Zipcar and Getaround, by informing employees of on-site and nearby car sharing locations and applicable membership information.

5. *Ridesharing* – Provide employees with phone numbers and contact information for ride sharing options including Uber, Lyft, and Oakland taxicab services.

6. *Carpooling* – Provide employees with phone numbers and contact information for carpool matching services such as the Metropolitan Transportation Commission's 511 RideMatching.

7. *Walking and Biking Events* – Provide information about local biking and walking events, such as Oaklavia, as events are planned.

8. *Bike-share* – Educate employees about nearby bike sharing station locations and membership information. The nearest Bay Wheels Bike Station is on Broadway, just north of 20th Street.

9. Bay Area Commuter Benefits Program – Building management shall provide information on the Bay Area Commuter Benefits Program to all building tenants. As of September 30, 2014, Bay Area employers with 50 or more full-time employees within the Bay Area Air Quality Management District (Air District) geographic boundaries are required to register and offer commuter benefits to their employees in order to comply with Air District Regulation 14, Rule 1, also known as the Bay Area Commuter Benefits Program. Employers must select one of four Commuter Benefit options to offer their employees: a pre-tax benefit, an employer-provided subsidy, employer-provided transit, or an alternative commute benefit. (Information about Commute Benefits Program is at 511.org/employers/commuter/overview.)

Additional TDM Strategies

The project should consider the implementation of some or all the following additional strategies to limit automobile use and encourage non-automotive travel. If the mandatory TDM strategies do not meet the required goals, the implementation of some or all these measures may become necessary.

N. *Increased Transit Subsidy* – Encourage tenants to increase the transit subsidy provided to employees. Alternatively, the building management can include a specific number of transit passes with each lease agreement.

O. *Increased Parking Fees* – Increase the cost of on-site parking to further discourage site employees from driving.

P. *Car-Share Membership* – Encourage increased usage of car-share by encouraging tenants to fully or partially pay for their employees' yearly membership fee and insurance associated with car-sharing.

Q. *Bike-Share/Scooter-Share Membership* – Encourage increased usage of bike-share and/or scooter-share by encouraging tenants to fully or partially pay for their employees' yearly membership fee and insurance associated with bike-sharing.

R. *Personalized Trip Planning* – In the form of in-person assistance or as a web tool, this provides employees with a customized menu of options for commuting. Trip planning reduces the barriers employees see to making a walk, bike, or transit trip to the site. Transit trip making tools, such as those available from Google or 511.org, could be promoted to inform employees of transit options to/from work. Providing a map of preferred walking routes to destinations within one mile of the site and a map of bicycling routes within five miles of the site would be a proactive strategy to encourage those employees to use alternatives to driving. Building management can make presentation to employers and their employees upon request or at set times.

Monitoring, Evaluation, and Enforcement

Since the project would generate more than 100 peak hour trips, this TDM program requires regular periodic evaluation of the program to determine if the program goals in reducing automobile trips are satisfied and to assess the effectiveness of the various strategies implemented. The project applicant shall submit an annual compliance report for the first five years following completion of the project for review and approval by the City. The annual report shall document the status and effectiveness of the TDM program, including the actual VTR achieved by the project and summary of travel mode surveys to monitor the percentage of site trips that are made by driving.

If deemed necessary, the City may elect to have a peer review consultant, paid for by the project applicant, review the annual report. If timely reports are not submitted and/or the annual reports indicate that the project applicant has failed to implement the TDM Plan, the project will be considered in violation of the Conditions of Approval and the City may initiate enforcement action as provided for in the project Conditions of Approval. The project shall not be considered in violation of this Condition if the TDM Plan is implemented but the VTR goal is not achieved.

If in two successive years the project's TDM goals are not satisfied, site management shall implement additional TDM measures. If in five successive years the project is found to meet the stated TDM goal, additional surveys and monitoring shall be suspended until such a time as the City deems they are needed.

Please contact Sam Tabibnia (s.tabibnia@fehrandpeers.com, 510.835.1943) with questions or comments.

415

20TH

HINES OAKLAND

TOWER VISIBILITY STUDIES

E. I-980 NEAR 14th/18th ST EXIT

TOWER VISIBILITY STUDIES

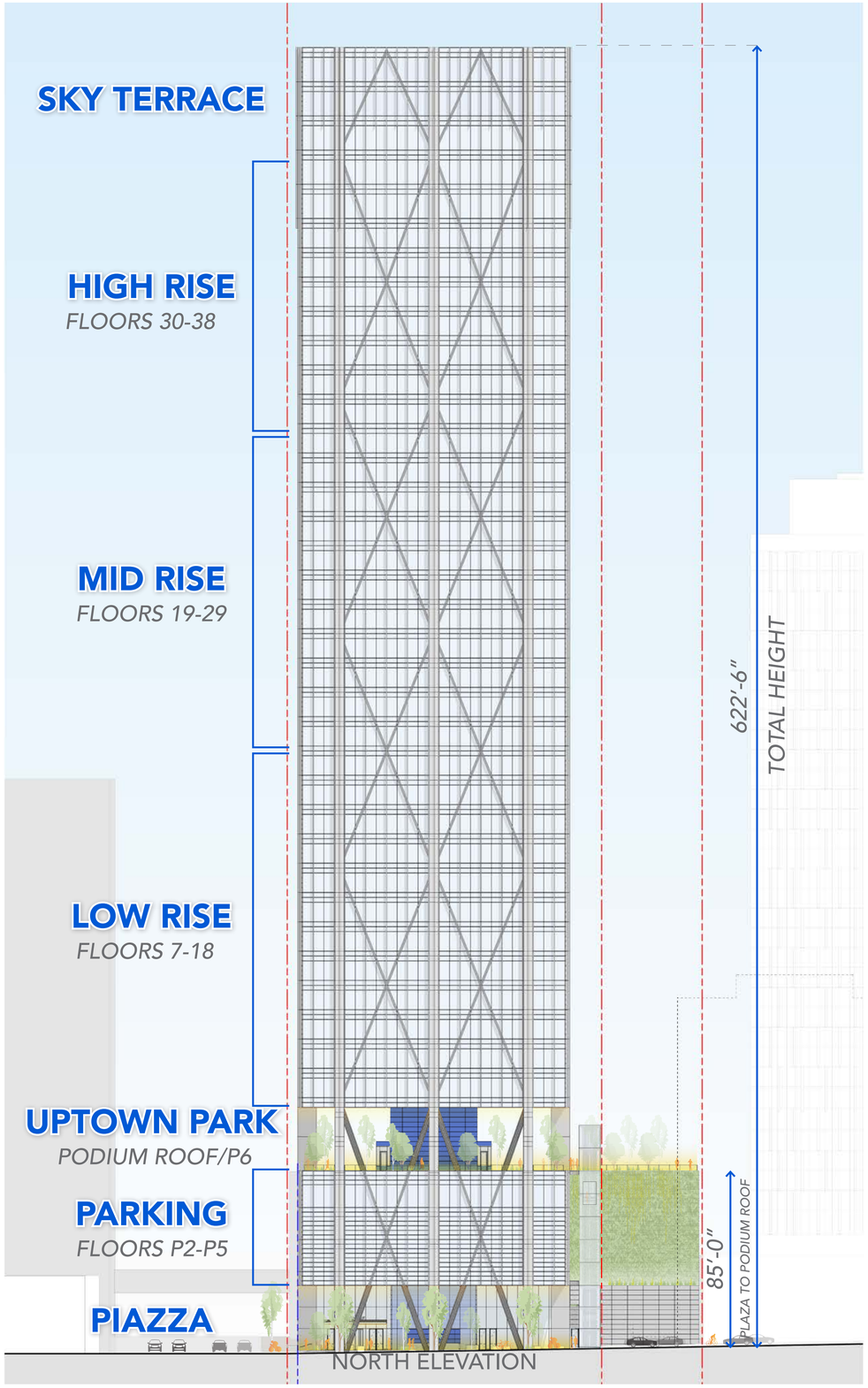
F. EAST SHORE OF LAKE MERRITT

TOWER VISIBILITY STUDIES

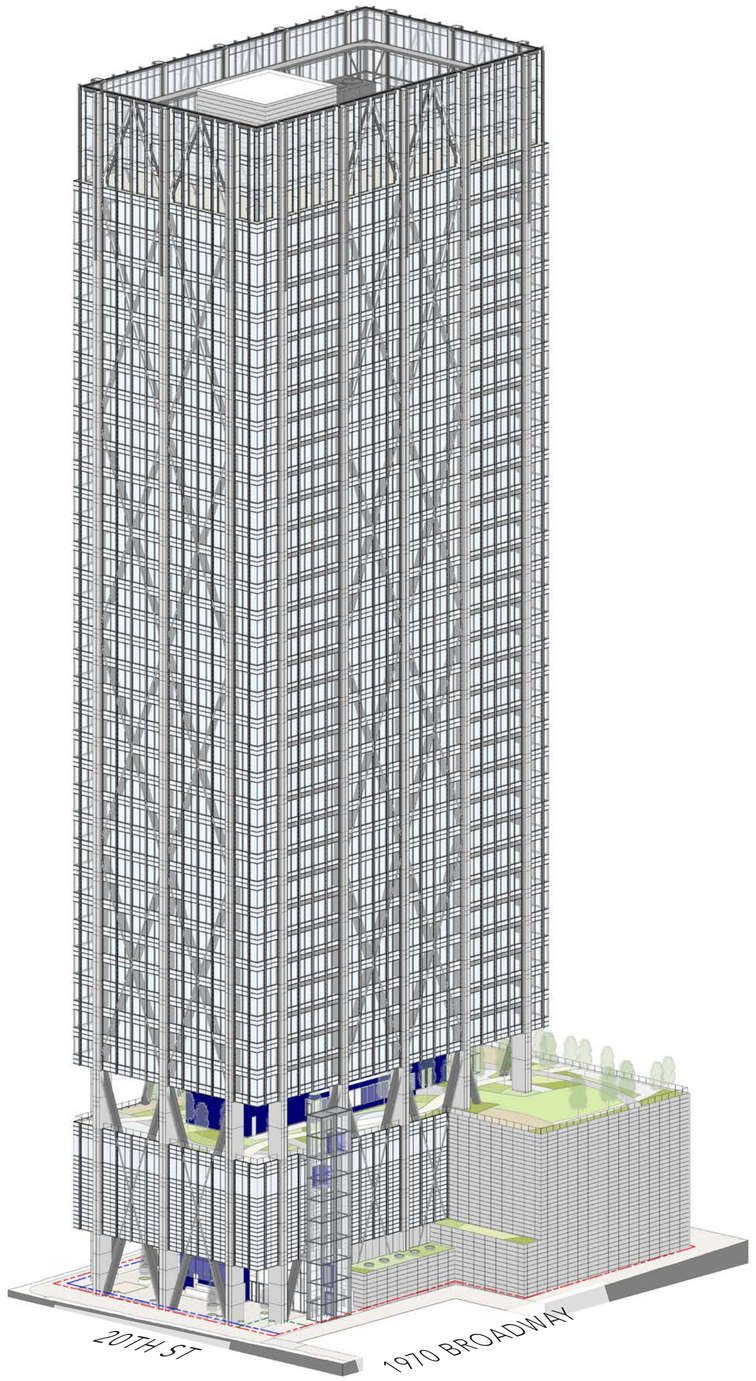
G-1. SOUTH END OF LAKE MERRITT


KAISER PERMANENTE


KAISER PERMANENTE



NORTH ELEVATION



AXON FROM NW

PROJECT OVERVIEW

44,901 SF SITE

898,020 SF ALLOWED
PER 20:1 FAR

38 FLOORS
32 OFFICE-DEDICATED FLOORS

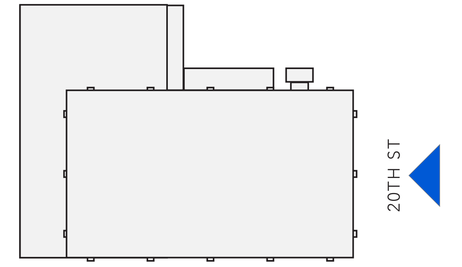
4,400 SF PIAZZA
AT GRADE

28,000 SF PARK
UPTOWN PARK AT PODIUM ROOF

SKY TERRACE
OBSERVATION DECK

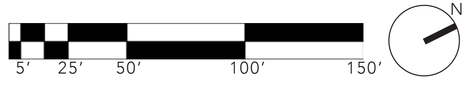
156 BIKE STALLS
SHORT+LONG TERM PARKING

262 PARKING STALLS
ON FOUR PARKING LEVELS



PROPERTY LINE

SETBACK LINE



1/32"=1'-0" WHEN PRINTED ON 22"x 34"

GROUND

GROUND PLAN

SHORT TERM BIKE PARKING

47 SHORT TERM SPACES REQUIRED:

MINIMUM OF 2 SPACES REQUIRED FOR UP TO 12,000 SF OF RETAIL = 2 SPACES
UP TO 898,020 SF OF FLOOR AREA X 1 SPACE/20,000 SF OF FLOOR AREA=45 SPACES

48 SHORT TERM SPACES PROVIDED

LONG TERM BIKE PARKING

92 LONG TERM SPACES REQUIRED:

MINIMUM OF 2 SPACES REQUIRED FOR UP TO 12,000 SF OF RETAIL = 2 SPACES
UP TO 898,020 SF OF FLOOR AREA X 1 SPACE/10,000 SF OF FLOOR AREA=90 SPACES

108 LONG TERM SPACES PROVIDED

NOTE: BIKE PARKING USES TWO TIERED, STAGGERED RACKS. 2'-4" WIDE FOR 4 BIKES
6'-0" DEEP LOADING ZONES PROVIDED
EXACT MANUFACTURER TO BE DETERMINED

7 SHOWERS PER GENDER REQUIRED:

MINIMUM OF 2 SHOWERS REQUIRED = 2 SHOWERS
1 SHOWER PER EVERY 150,000 SF ABOVE 150,000 SF = 5 SHOWERS

7 SHOWERS PER GENDER PROVIDED

28 LOCKERS PER GENDER REQUIRED:

7 SHOWERS X 4 LOCKERS/SHOWER = 28 LOCKERS

30 LOCKERS PER GENDER PROVIDED

NOTE: NO EXPOSED MECHANICAL, DUCTWORK, OR ABOVE GROUND UTILITY BOXES /STRUCTURES VISIBLE TO THE PUBLIC ARE ANTICIPATED AT GRADE. NO EXTERIOR EQUIPMENT IS PROPOSED. NO UTILITIES ARE PROPOSED UNDER PROJECT.

SMALLER ITEMS ASSOCIATED WITH UTILITIES, LIKE WATER METER BOXES AND STORM DRAIN/ SEWER MANHOLES WILL BE PRESENT.

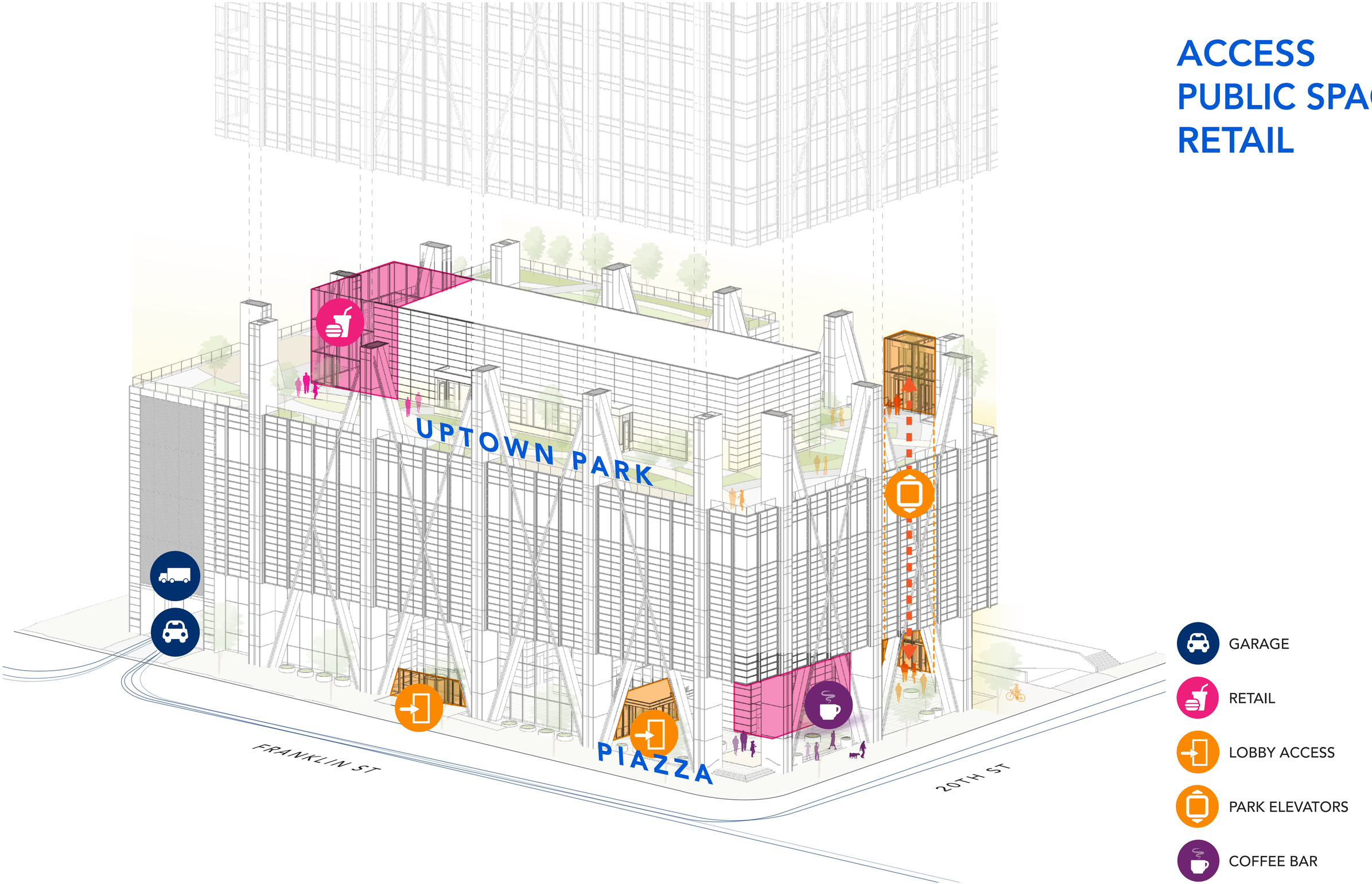
NOTE: SPOT ELEVATIONS RELATIVE TO LOBBY. LOBBY ELEVATION IS +12'-8" RELATIVE TO SURVEY BASELINE/CIVIL DRAWINGS.
FOR ADDITIONAL SPOT ELEVATIONS ALONG CURB, SEE SHEET C2.00

PROPERTY LINE
SETBACK LINE
PG&E EASMENT (UNDER REVIEW)

5' 15' 25' 50'

3/32"=1'-0" WHEN PRINTED ON 22"x 34"

ACCESS
PUBLIC SPACE + RETAIL



- GARAGE
- RETAIL
- LOBBY ACCESS
- PARK ELEVATORS
- COFFEE BAR

PIAZZA AND ENTRY

PIAZZA ACTIVATION AND OPERATION

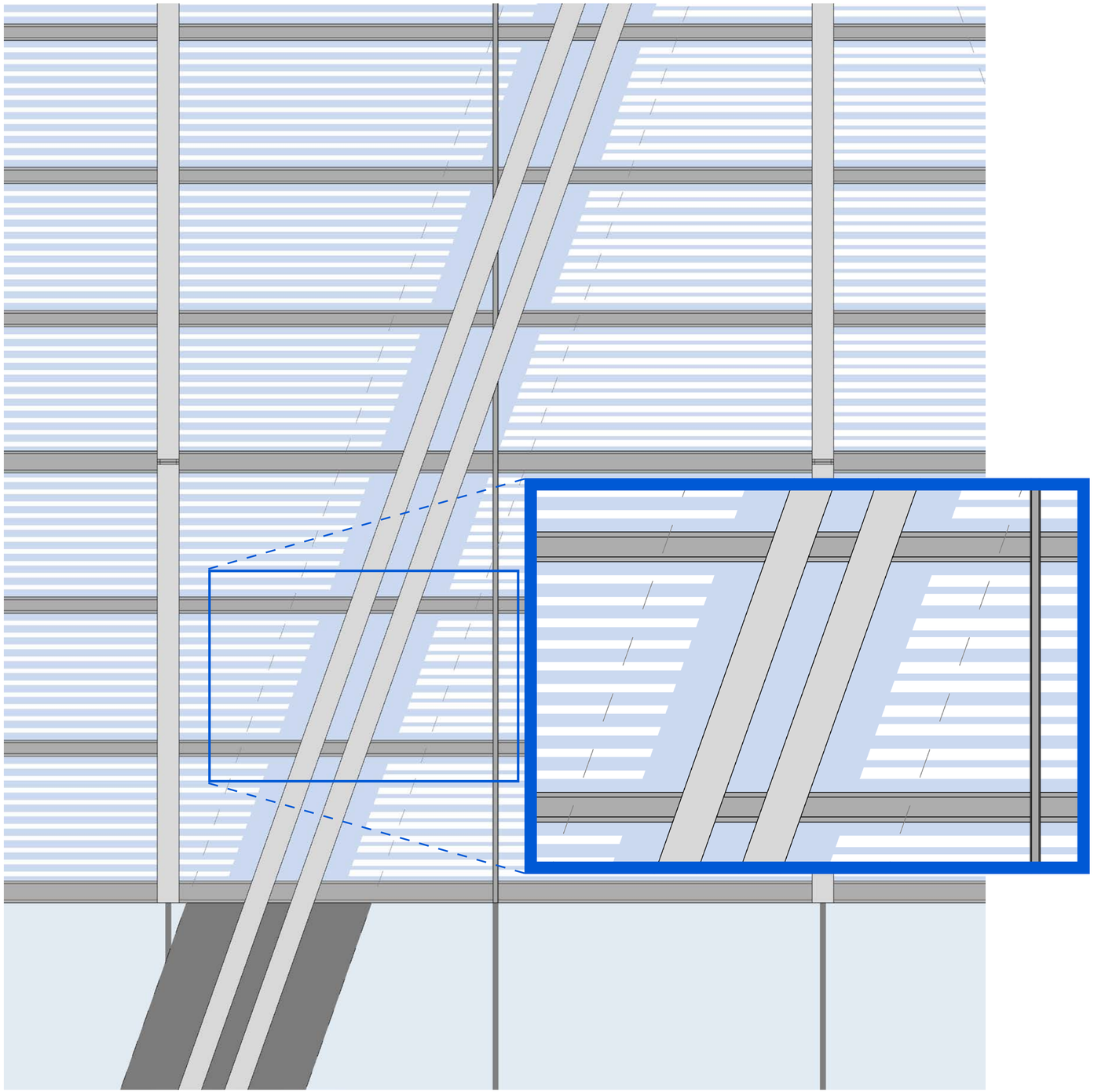
OWNERSHIP WILL PROVIDE:

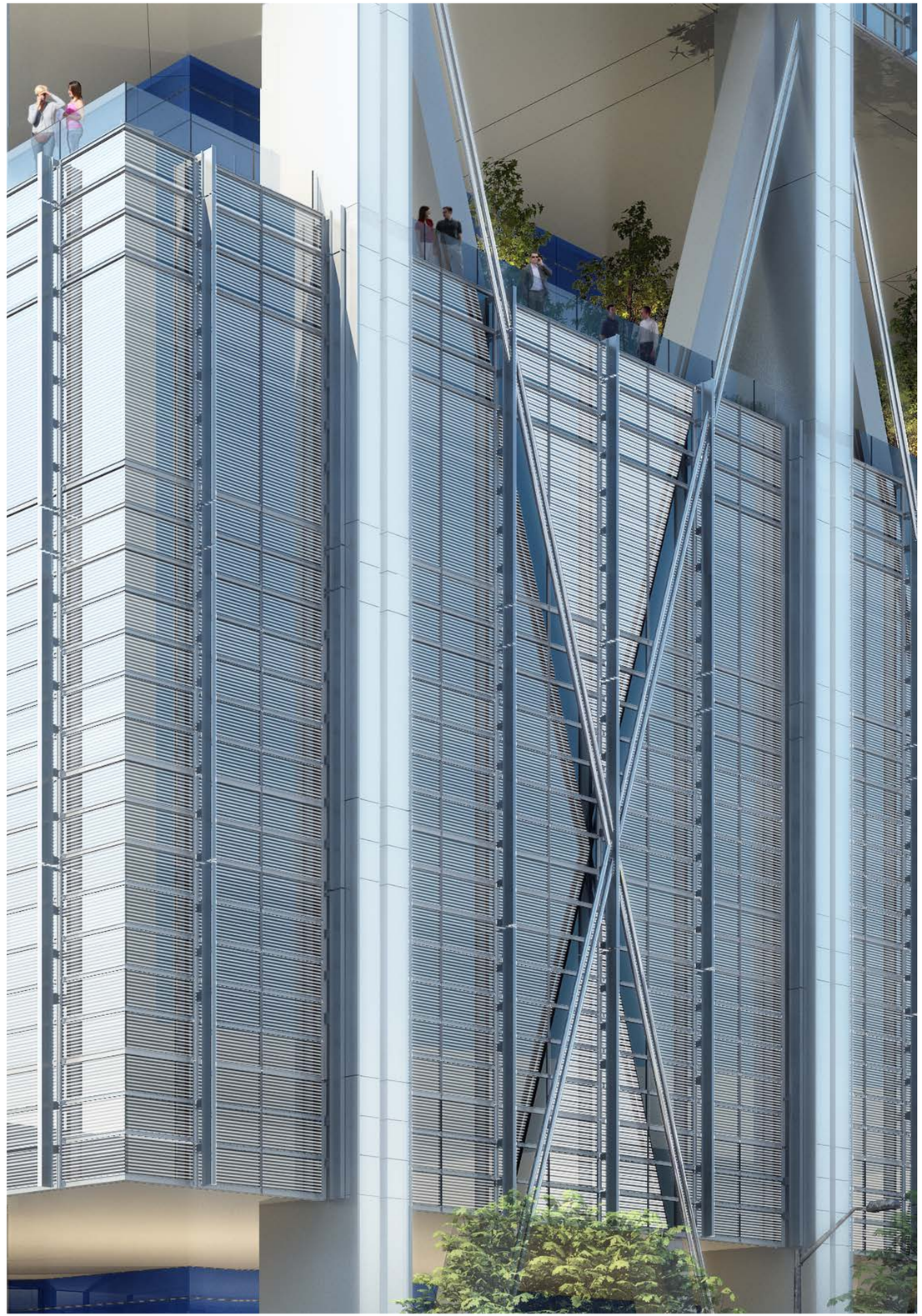
- 24/7 SECURITY TO KEEP THE AREA SAFE AND CONSTANTLY MONITORED
- MANNED BICYCLE PARKING FOR SAFETY AND SECURITY
- PORTERS TO KEEP THE PLAZA CONTINOUSLY CLEAN AND ORGANIZED
- DEDICATED FOOD AND BEVERAGE RETAIL
- RETAIL CARTS (FLOWER CARTS, OTHER F&B OFFERINGS) TO PROMOTE ACTIVITY WITHIN SPACE
- PLAZA PROGRAMMING (MUSIC, ART EXHIBITS, ETC)
- FURNITURE THAT IS BOTH RESILIENT AND INVITING FOR PUBLIC CONGREGATION
- PUBLIC WIFI TO ENCOURAGE PLAZA ACTIVATION
- MONITOR WIND IMPACT AND MITIGATE AS NEEDED FOR COMFORTABLE USE
- MONITOR TEMPERATURE AND ADD OUTDOOR HEATING UNITS AS NEEDED

PODIUM AND UPTOWN PARK


415/20

PODIUM SKIN DEVELOPMENT





PARKING PLAN
(LEVEL P4 SHOWN)

CAR PARKING

PARKING COUNT (ALL LEVELS):

ACCESSIBLE VAN STALLS:	2 STALLS
ACCESSIBLE STANDARD STALLS:	5 STALLS
STANDARD STALLS:	158 STALLS
INTERMEDIATE STALLS:	72 STALLS
INTERMEDIATE PARALLEL STALLS:	25 STALLS
TOTAL PARKING STALLS:	**262 STALLS**

TYPICAL PARKING DIMENSIONS:

ACCESSIBLE VAN STALLS: (PLUS ACCESS ZONE)	9'-0" X 18'-0"
ACCESSIBLE STANDARD STALLS: (PLUS ACCESS ZONE)	9'-0" X 18'-0"
STANDARD STALLS:	8'-6" X 18'-0"
INTERMEDIATE STALLS:	8'-0" X 16'-6"
INTERMDEIATE PARALLEL STALLS:	7'-6" X 20'-6"
TYPICAL TWO WAY AISLE:	22'-0" OR WIDER
TYPICAL ONE WAY AISLE:	11'-3" OR WIDER
ONE WAY 60° PARKING AISLE:	18'-0" OR WIDER

NOTE: SPOT ELEVATIONS RELATIVE TO LOBBY. LOBBY ELEVATION IS +12'-8" RELATIVE TO SURVEY BASELINE/CIVIL DRAWINGS. FOR ADDITIONAL SPOT ELEVATIONS ALONG CURB, SEE SHEET C2.00

PROPERTY LINE

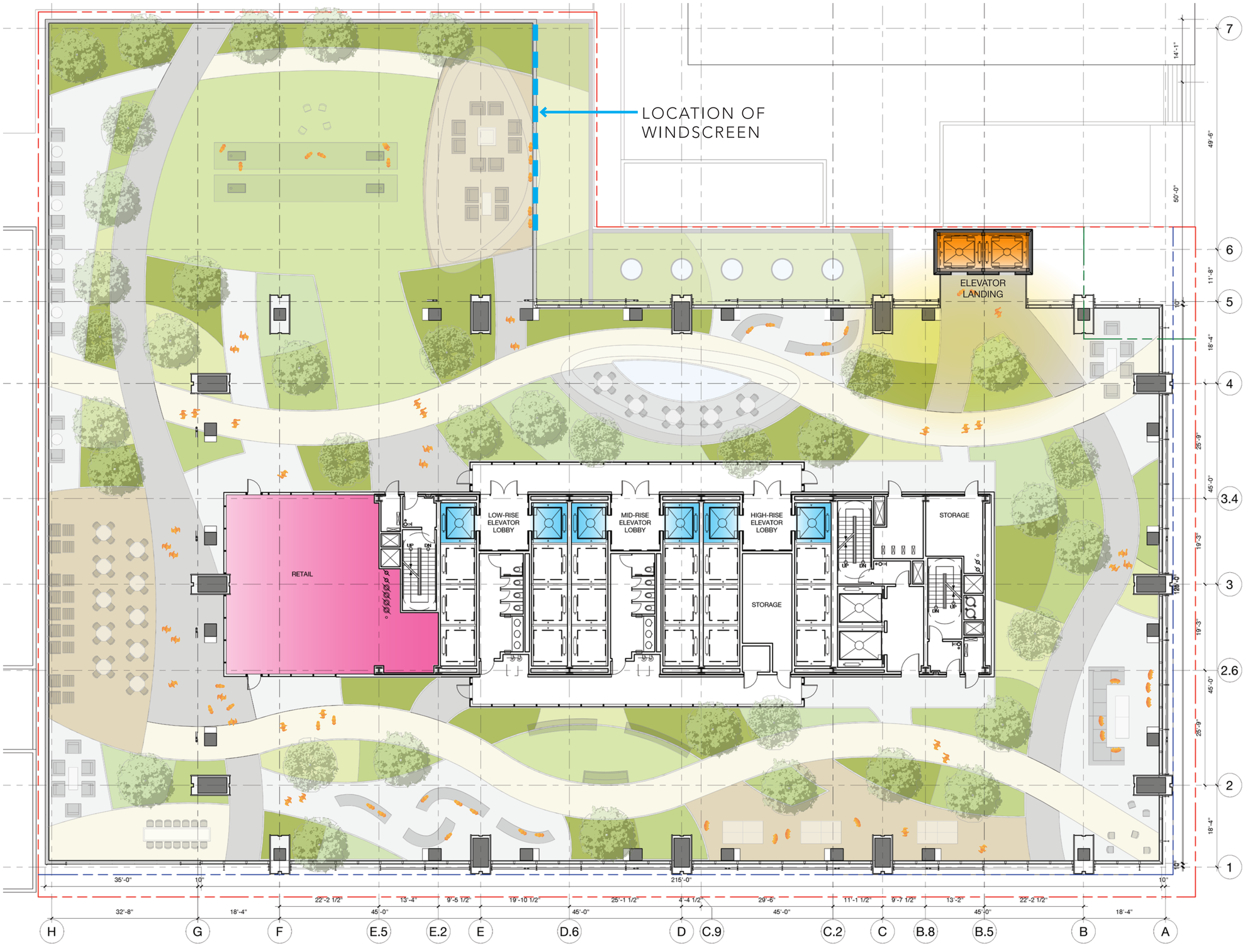
SETBACK LINE

PG&E EASMENT (UNDER REVIEW)

5' 15' 25' 50'

3/32"=1'-0" WHEN PRINTED ON 22"x 34"

PODIUM ROOF PLAN



PROPERTY LINE

SETBACK LINE

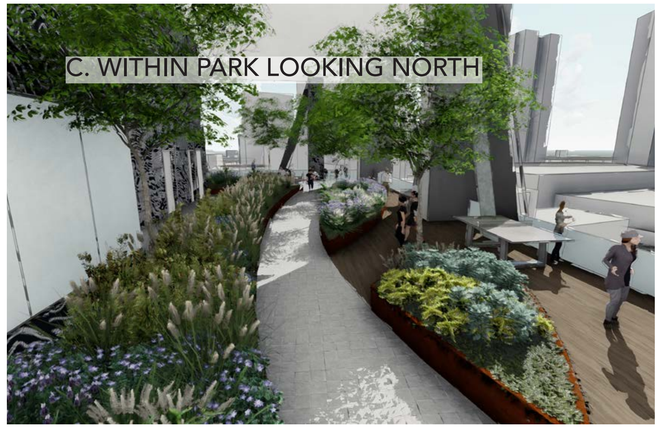
PG&E EASMENT (UNDER REVIEW)

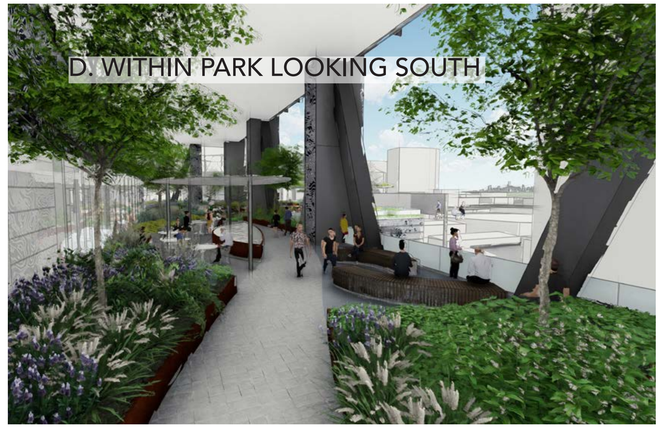
N

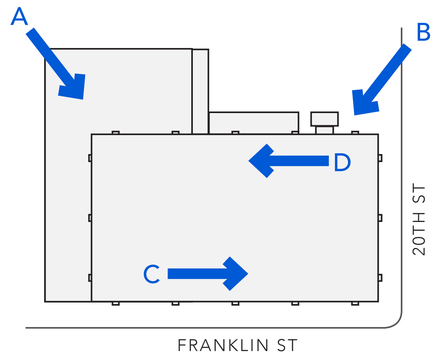
5′ 15′ 25′ 50′

3/32"=1′-0" WHEN PRINTED ON 22"x 34"

UPTOWN PARK | LANDSCAPE VIGNETTES





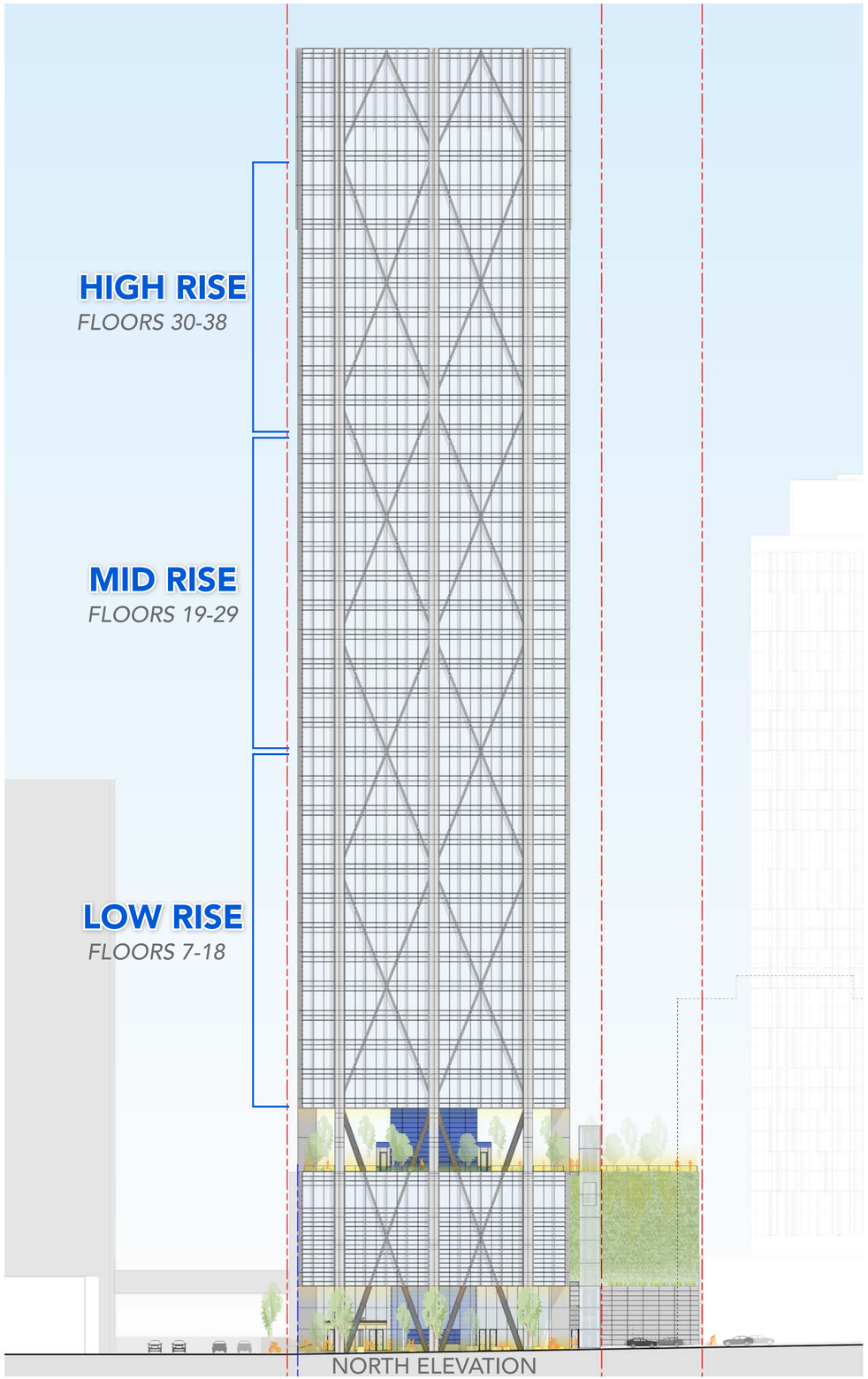


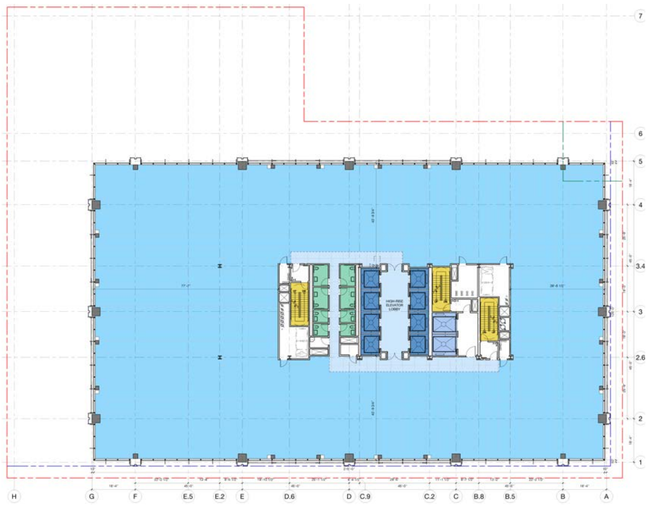
N

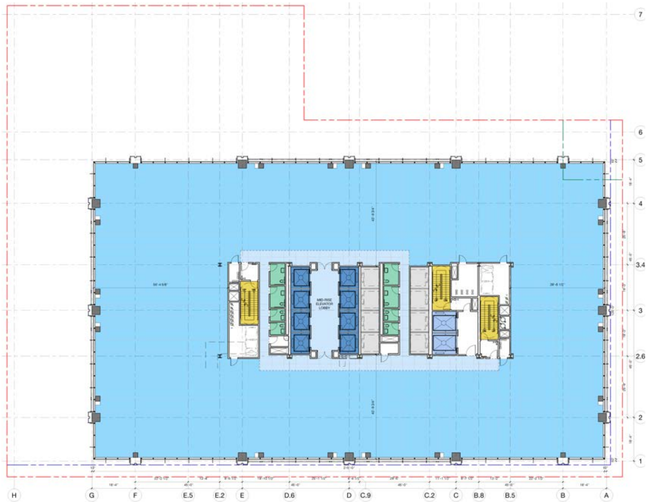
VIEWS OF PARK

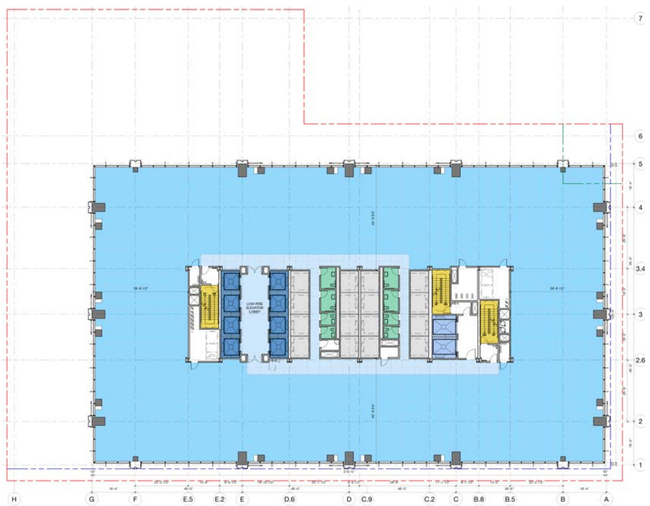
TOWER

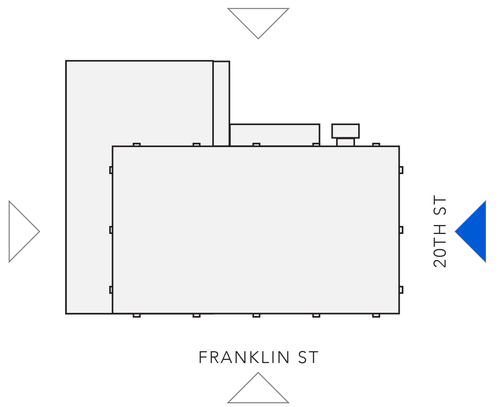
TOWER ZONES





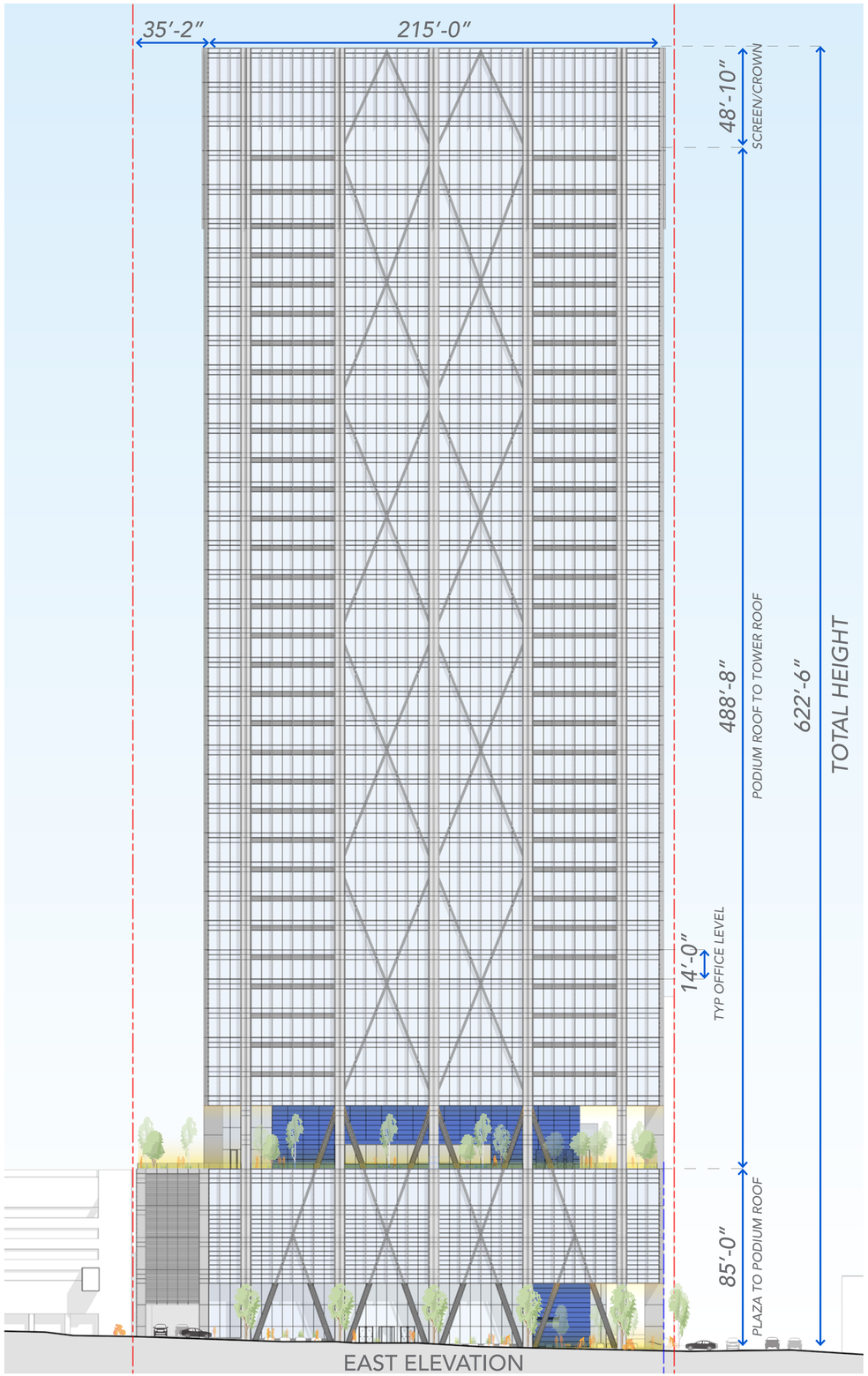




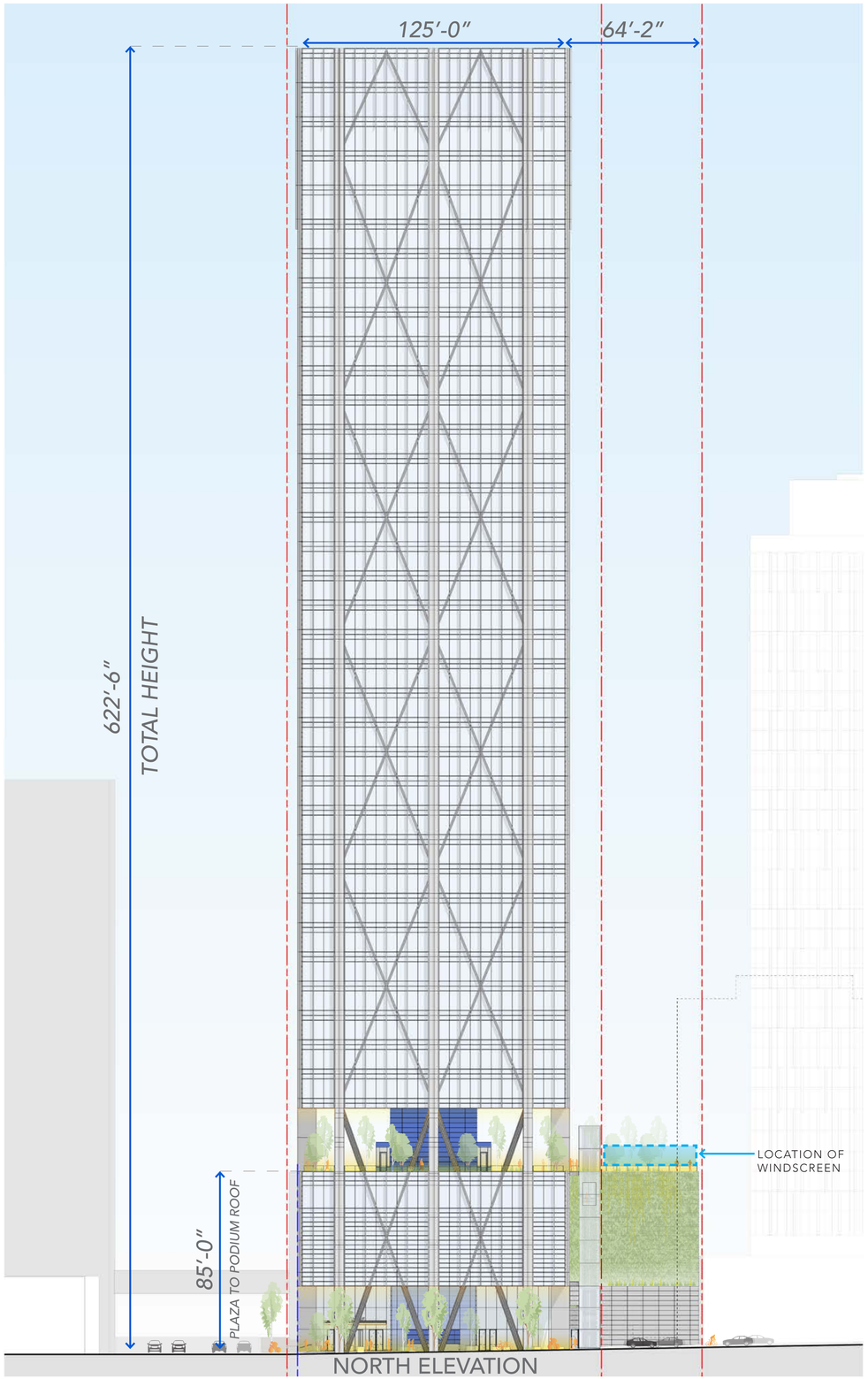


1/32”=1’-0” WHEN PRINTED ON 22”x 34”

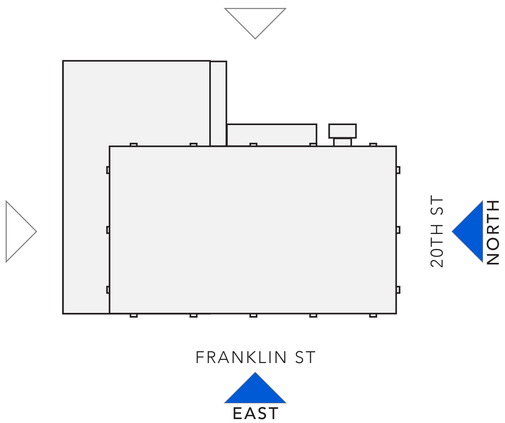
ELEVATIONS



EAST ELEVATION

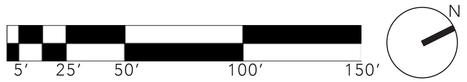


NORTH ELEVATION



PROPERTY LINE

SETBACK LINE



1/32″=1′-0″ WHEN PRINTED ON 22″x 34″

TYPICAL TOWER ENCLOSURE

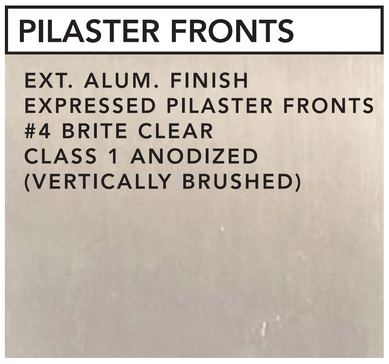
DIAGONAL ACCENTS

EXT. ALUM. FINISH
DIAGONAL ACCENTS
#4 BRITE CLEAR
CLASS 1 ANODIZED
(CIRCUMFERENTIALLY BRUSHED)

VERTICAL ACCENTS

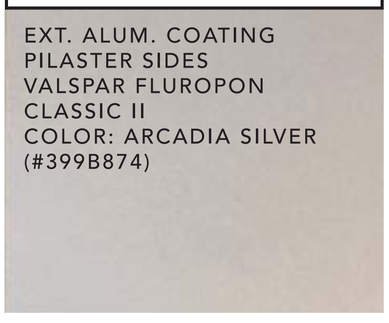
EXT. ALUM. FINISH
VERTICAL ACCENTS
#4 BRITE CLEAR
CLASS 1 ANODIZED
(VERTICALLY BRUSHED)

PILASTER FRONTS



EXT. ALUM. FINISH
EXPRESSED PILASTER FRONTS
#4 BRITE CLEAR
CLASS 1 ANODIZED
(VERTICALLY BRUSHED)

PILASTER SIDES



EXT. ALUM. COATING
PILASTER SIDES
VALSPAR FLUROPON
CLASSIC II
COLOR: ARCADIA SILVER
(#399B874)

VISION GLASS

SPANDREL GLASS
AT PODIUM GARAGE LEVELS,
SPANDREL ZONES AT TOWER LEVELS
VRE 19-65
VIRACON (OR APPROVED VISUAL+PERFORMANCE EQUAL)
MAKEUP:
1. OUTER LITE: CRYSTAL GRAY (TINTED)
2. AIR SPACE
3. INDOOR LITE: CLEAR
4. VRE-65 (#2 SURFACE)
5. OPACIFIER: CERAMIC FRIT V903 SUBDUED GREY VIRASPAN (#4 SURFACE)

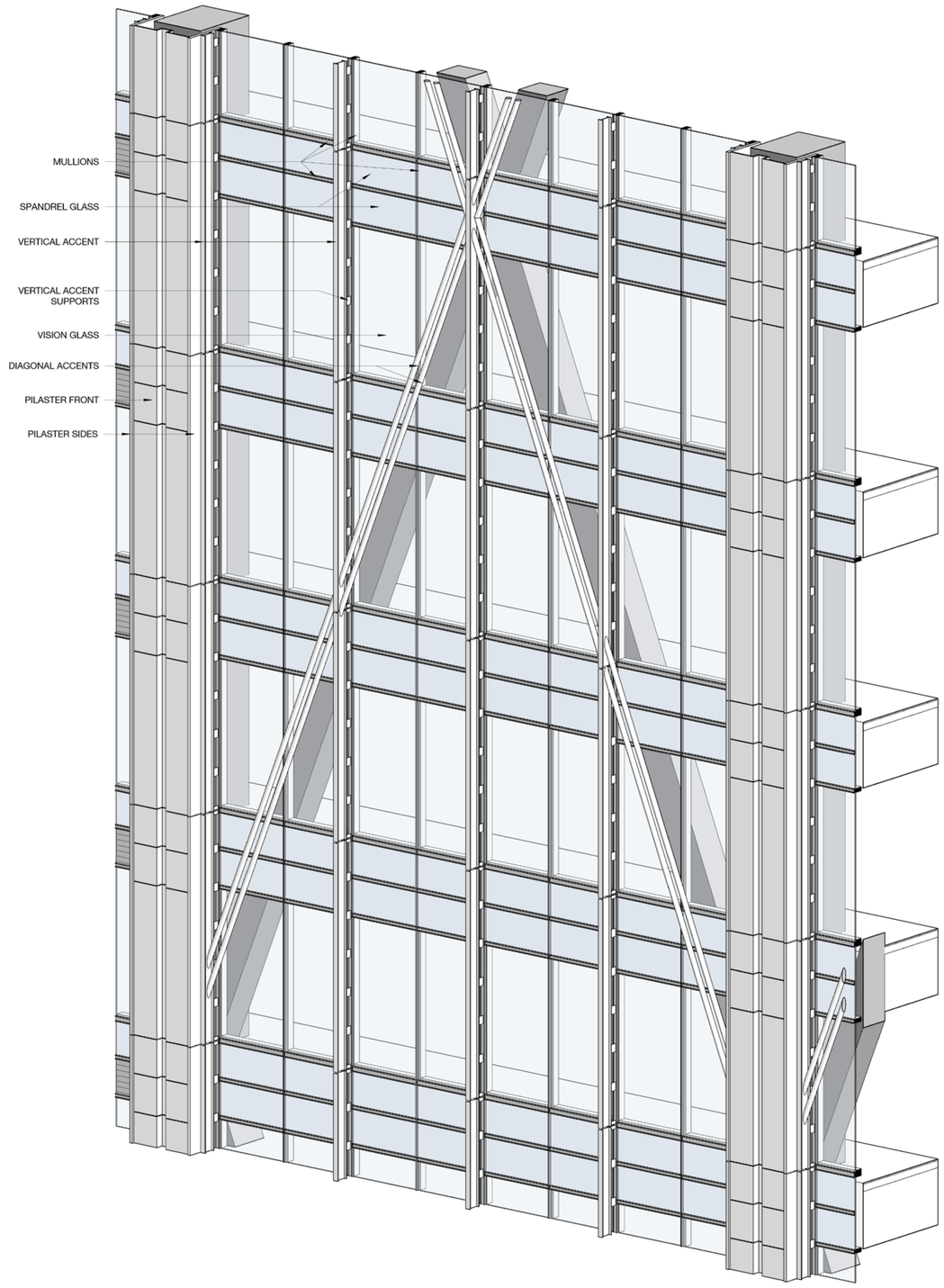
SPANDREL GLASS

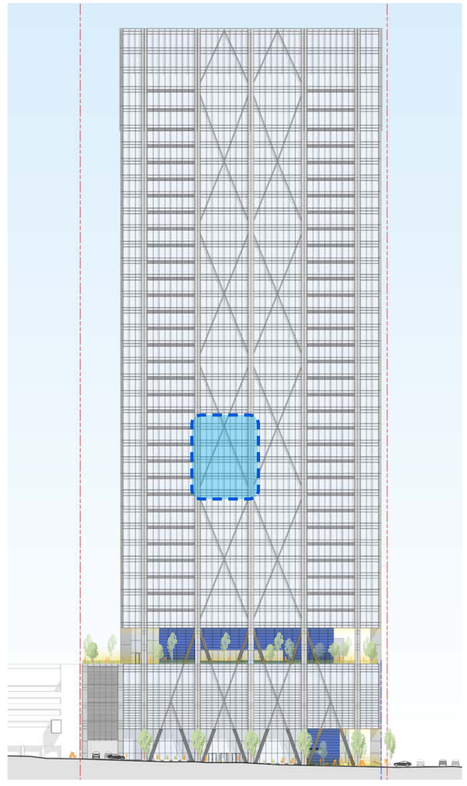
VISION GLASS
AT TOWER FLOORS

VRE 19-65
VIRACON (OR APPROVED VISUAL+PERFORMANCE EQUAL)
MAKEUP:
1. OUTER LITE: CRYSTAL GRAY (TINTED)
2. AIR SPACE
3. INDOOR LITE: CLEAR
4. VRE-65 (#2 SURFACE)

MULLIONS

EXT. ALUM. COATING
TYPICAL MULLIONS
VALSPAR FLUROPON
CLASSIC II
COLOR: SOMERSET PEWTER
(#399A880)





PROPERTY LINE

SETBACK LINE

5′ 10′ 20′

1/4″=1′-0″ WHEN PRINTED ON 22″x 34″

SUSTAINABILITY +WELL BEING

1/8TH MILE WALKING LOOP AT OBSERVATION DECK

INDIVIDUAL RESTROOMS AT EVERY FLOOR (IMPROVED HEALTH, ACCESSIBILITY, AND FLEXIBILITY)

VIEWS OF NATURE (SHOWN TO HAVE HEALTH BENEFITS)

FRESH AIR INTAKE/EXHAUST AT EVERY FLOOR PAIRED WITH ENHANCED FILTRATION SYSTEMS

PURSUING LEED GOLD

LOW-FLOW FIXTURES

ACCESS TO DAYLIGHT

SHADING DEVICES (WALL ACCENTS AND ARTICULATED PILASTERS)

HIGH PERFORMANCE ENCLOSURE

1/8TH MILE WALKING LOOP AT PODIUM PARK

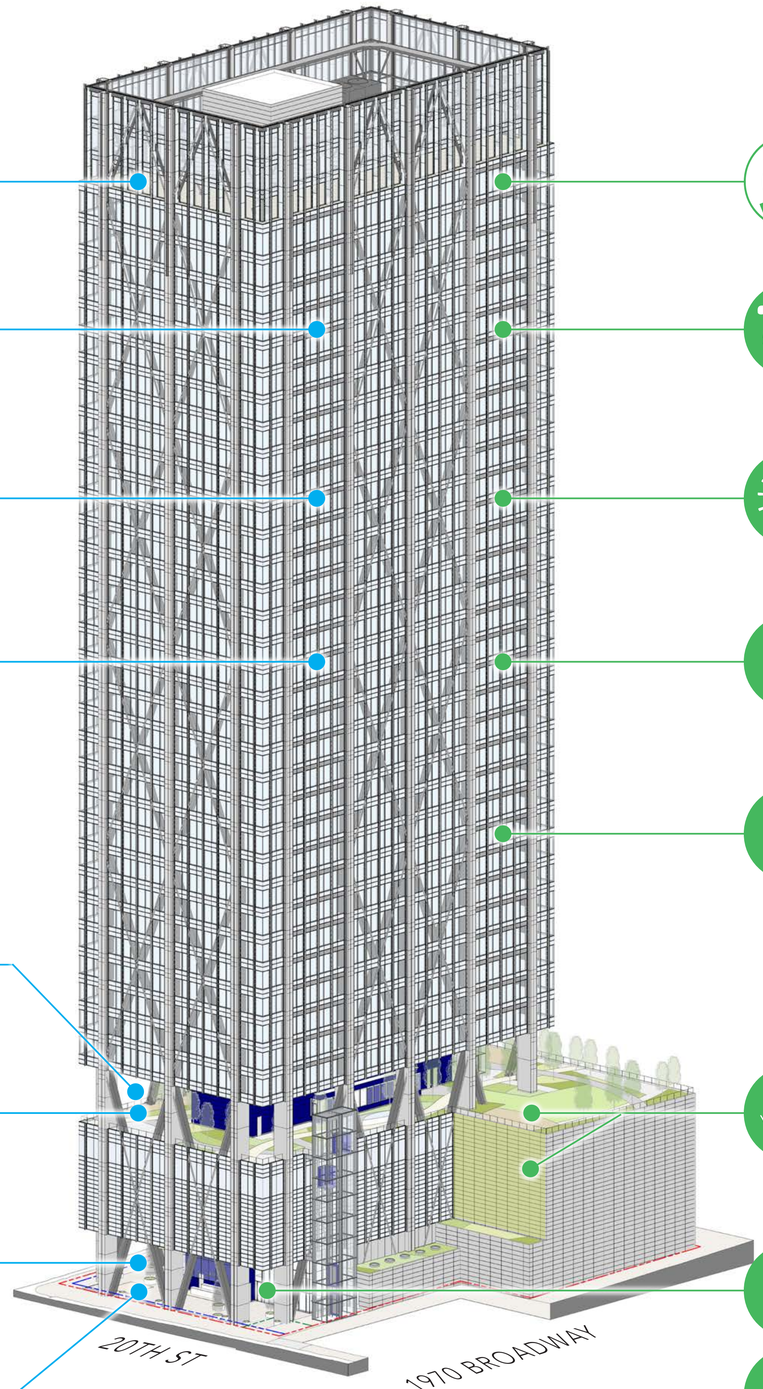
ACCESS TO FRESH AIR+NATURE AT PLAZA, PARK, AND OBSERVATION DECK (PANDEMIC-FRIENDLY PUBLIC SPACES)

TOUCHLESS ENTRIES

COMMUTER-FRIENDLY LOCATION

GREEN ROOFS AND GREEN WALL WITH WATER-CONSCIOUS DESIGN

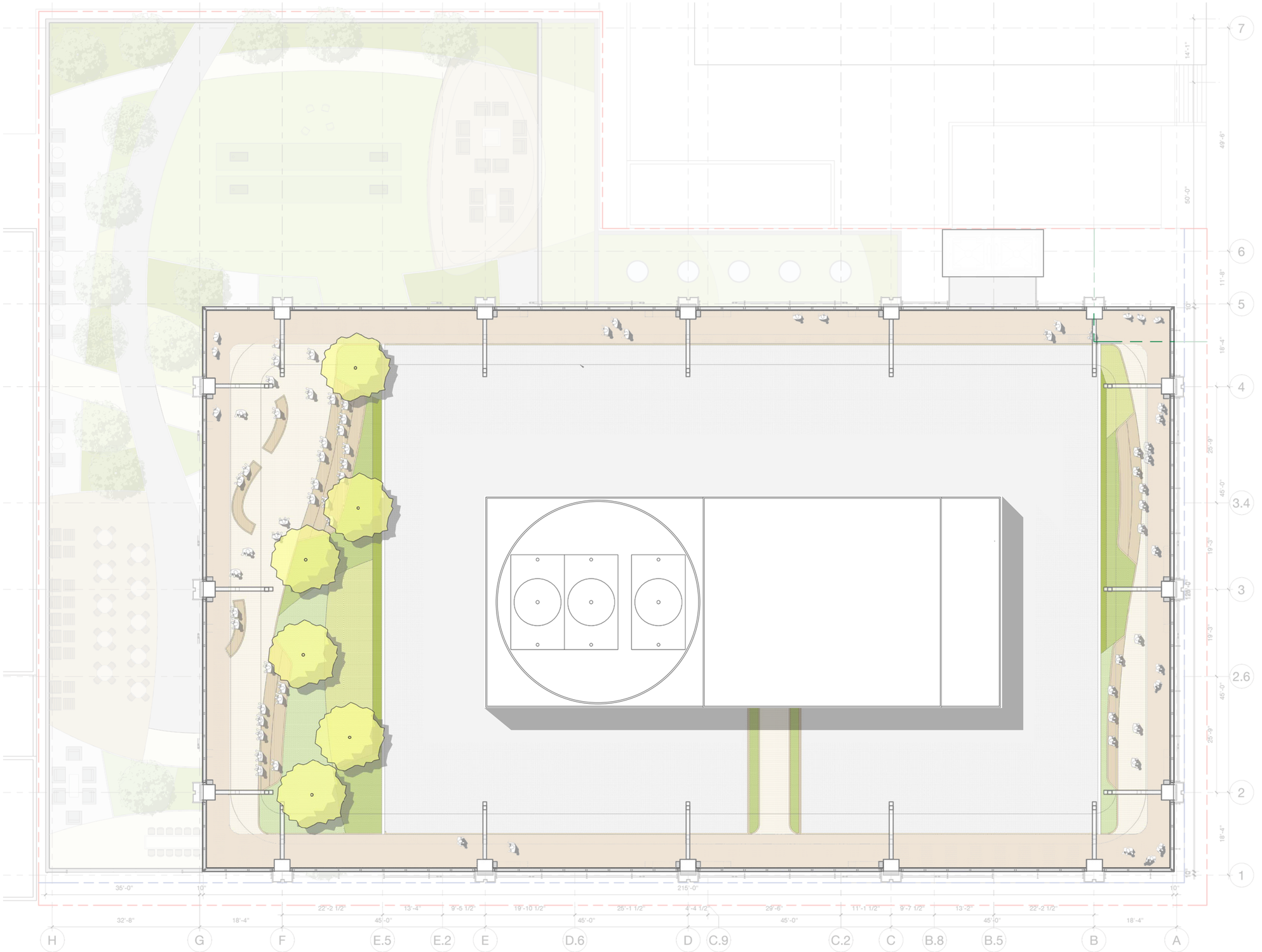
AMPLE BIKE PARKING AND PROXIMITY TO MASS TRANSIT TO ENCOURAGE MORE SUSTAINABLE COMMUTING



AXON FROM NW

CROWN AND SKY TERRACE

SKY TERRACE
PLAN



NOTE: NO MECHANICAL/ELECTRICAL EQUIPMENT WILL BE EXPOSED AT MAIN ROOF LEVEL. ANY EQUIPMENT WILL BE LOCATED WITHIN PENTHOUSE OR SCREENED FROM PUBLIC VIEW BY CROWN WALLS. NO EXTERIOR EQUIPMENT IS PROPOSED.

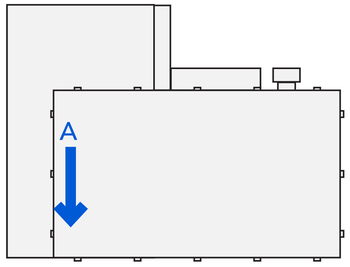
PROPERTY LINE

SETBACK LINE

PG&E EASMENT (UNDER REVIEW)

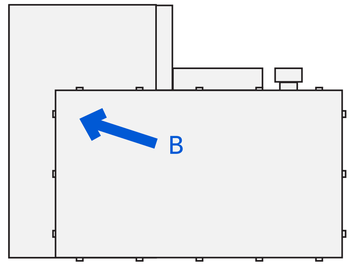
3/32"=1'-0" WHEN PRINTED ON 22"x 34"

SKY TERRACE | LANDSCAPE VIGNETTE



VIEWS OF TOWER ROOFTOP

SKY TERRACE | LANDSCAPE VIGNETTE



VIEWS OF TOWER ROOFTOP


rOftop


KAISER PERMANENTE


KAISER PERMANENTE

415

20TH

HINES OAKLAND