

CITY OF OAKLAND


Memorandum

Planning Commission Design Review Committee

Date: March 4, 2020

To: Planning Commission – Design Review Committee Members
Attn: Chair Amanda Monchamp

From: Corey Alvin, Planner IV

Through: Catherine Payne, Acting Development Planning Manager 

Subject: Proposal at 2008 Wake Avenue – Continued from December 11, 2019 Design Review Committee Meeting;

At the December 11, 2019 Design Review Committee (DRC) Meeting, the Committee recommended that the proposed project at 2008 Wake Avenue return to the Design Review Committee for a special meeting on January 8, 2020 to accommodate CWS' Exclusive Negotiating Agreement (ENA) deadline. The ENA is now expired so the City is no longer expediting the project. The project was therefore scheduled to return to the DRC, during its regularly scheduled meeting times, to allow the applicant time to provide an improved circulation plan on-site and as it relates to access to and from the subject site and to respond to EBMUD concerns regarding increased traffic along Wake Avenue. Staff believes, based on further review, that the building design incorporates adequate glazing and façade articulation as compared with warehouse buildings recently constructed in the Gateway Industrial District (D-GI) and is consistent with Gateway Industrial District Design Standards. The drawings have been revised to reflect the following including turning radius templates to illustrate to truck movements:

1. The semi-tractor truck exit proposed at the northwest corner of the site has been moved approximately 20 feet to the south to avoid disturbance to the existing safety median near the railroad crossing on Wake Avenue. (see sheet A1.1)
2. CWS fleet truck entry and exit to and from the site would occur from the southeast corner of the site from Admiral Robert Toney Way. (see sheet A1.1)
3. Employee parking has been moved from along the south side of the proposed facility to the leased area under the Grand Avenue overpass near the southeast corner of the site. (see sheet A1.1)
4. Semi-tractor trailers would enter only from Wake Avenue at the southwest corner of the site and only exit at the northwest corner of the site. (see sheet A1.1)
5. Per Department of Transportation (DOT) recommendations, the plans show an overall improved circulation pattern illustrated by directional arrows and vehicle pathways suggesting adequate maneuverability around the site. The final circulation pattern is subject to review and approval by DOT (see sheet A1.1)

Also, the DRC directed the applicant to explore ways to highlight Oakland's recycling commitments by providing a visual feature highlighting the recycling operation to be seen from I-880 and Grand Avenue. The

applicant is proposing to add a sculpture feature at the grassy center of the roundabout near the site entrance at Wake Avenue.

New recommendations for DRC to be resolved by the applicant, subject to the satisfaction of planning staff, prior to Planning Commission approval:

1. Direct applicant to demonstrate the functionality of satellite parking and travel lanes from Admiral Robert Toney Way.
2. Direct applicant to establish a denser tree canopy along the southern borders of the site.
3. Direct applicant to add two trees to continue the row of canopy trees in the northernmost planting strip.

Attachments:

- A. Revised Project Drawings
- B. December 11, 2019 DRC Staff Report
- C. Letter of concern from EBMUD regarding truck circulation dated 12/31/19
- D. EBMUD Review of Agency Planning Application dated 1/27/20.

Case File Number: PLN 19158

Location:	2008 Wake Avenue
Assessor's Parcel Number(s):	018 050800700
Proposal:	Construct a 171,765 sq.ft. 50-foot tall recycling facility on vacant parcel at the former Oakland Army Base. The building will serve as the new California Waste Solutions Recycling (CWS) facility.
Applicant:	RPR Architects
Contact Person/ Phone Number:	Kathleen Rousseau representing California Waste Solutions (CWS) 510-272-0654
Owner:	City of Oakland
Case File Number:	PLN19158
Planning Permits Required:	Major Conditional Use Permit
General Plan:	Business Mix
Zoning:	Gateway District Industrial Zone (D-GI)
Environmental Determination:	TBD
Historic Status:	NA
City Council District:	District 3
Finality of Decision:	NA
For Further Information:	Contact Case Planner: Corey Alvin, (510)238-6316 or calvin@oaklandca.gov

SUMMARY

The purpose of this report is to provide design review analysis for a new 171,765 square foot, 50-foot tall recycling facility building to be constructed on a vacant lot currently owned by the City of Oakland referred to as CN-1 within the North Gateway portion of the former Oakland Army Base (OARB) Redevelopment Plan Area. The project sponsor, California Waste Solutions (CWS) is a local recycling company headquartered in West Oakland with existing facilities at 3300 Wood Street and 1820 10th Street. CWS' existing West Oakland facilities would be closed. Its recycling operations would be permanently relocated to a newly constructed recycling facility at 2008 Wake Avenue. In addition to recycling operations, an informational area to accommodate scheduled tours of the facility is provided at the two-story front entry of the building facing Wake Avenue.

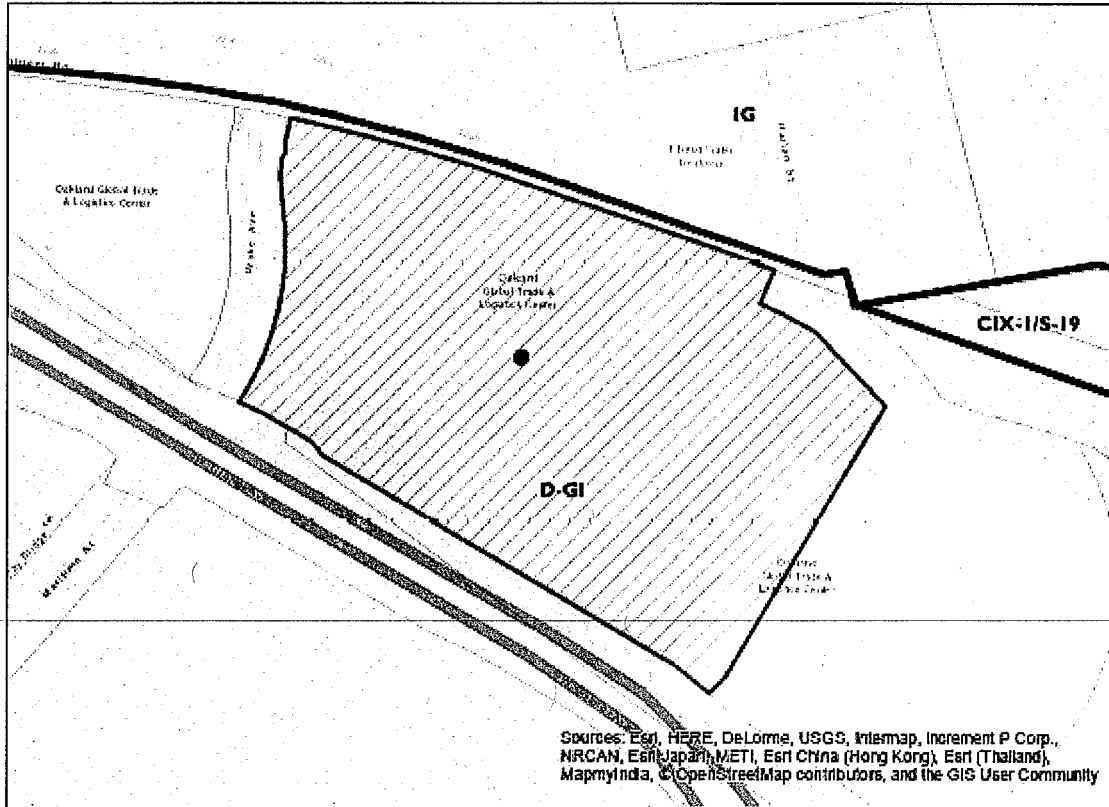
The new recycling facility would be situated on the lot with the front entry facing west and surrounded by ample asphalt to accommodate heavy truck circulation to and from the site. Landscaping including bio-swales would be planted along the perimeter of the parking and loading areas and act as a buffer from the surrounding parcels. The proposal is comprised of a two-story, 170,765 square-foot (sf) recycling facility including approximately 6,000 square feet of administrative office space and approximately 1,600 square feet of educational/observation areas to be used as CWS' Oakland headquarters.

PROJECT SITE AND SURROUNDING AREA

The site is a 14.36-acre vacant lot at the northeast corner of Maritime Street and West Grand Avenue. Maritime Street northbound changes to Wake Avenue as Maritime Street crosses West Grand Avenue. The site address is known currently as 2008 Wake Avenue and is surrounded by

East Bay Municipal Utilities District and a BNSF rail spur to the north, a 10-acre vacant city owned lot and I-880 to the east, Grand Avenue overpass to the south and a 16.7-acre truck parking lot operated by OMSS to the west. The site is not within 100 feet of the ordinary high-water mark and would not be subject to the requirements of the Creek Ordinance.

Location Map



0 125 250 500 750 1,000 Feet



Sources: Esri, HERE, DeLorme, USGS, Intermix, InCREMENT P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

PROJECT BACKGROUND

In 2002, the City and the Port of Oakland independently adopted the OARB Area Redevelopment Plan and similarly certified the 2002 OARB Redevelopment Plan EIR (2002 OARB Environmental Impact Report, or EIR). Subsequently in 2012, the City and the Port adopted the 2012 Addendum to the 2002 OARB EIR (2012 Addendum). The 2012 Addendum analyzed a land use program in the North Gateway area that assumed approximately 27.3 acres north of West Grand Avenue would be reserved for up to 379,610 square feet of use for indoor recycling facilities. The North Gateway was anticipated to include three land uses including “site CN1: a recycling facility within an approximately 206,000 square foot building (the subject site), site CN2: a recycling facility within an approximately 173,700 square foot building, and site CN3: a truck services facility in a small, 830 square foot building.

The applicant, California Waste Solutions (CWS), is a local recycling company headquartered in Oakland with existing facilities at 3300 Wood Street and 1820-10th Street. CWS is proposing to purchase the vacant 14.36-acre City owned lot at 2308 Wake avenue, construct a new facility and relocate its existing operations to the new facility. Pursuant to obtaining all required discretionary permits for the proposed use and construction of the site, the City of Oakland would consider transfer of the property to CWS subject to the terms of a Disposition and Development Agreement. The subject parcel is zoned within the D-GI Industrial District. The proposed use falls within the “Extensive Impact Civic-Curbside Recycling Collection” Activity land use Classification. A Major Conditional Use Permit (CUP) granted by the Planning Commission is required for this land use at the subject parcel.

An Exclusive Negotiating Agreement (ENA) by and between the City of Oakland and California Waste Solutions was authorized by Oakland City Council Resolution 87308 on July 24, 2018. An extension to the ENA was granted from July 25, 2019 to October 22, 2019. And extended again from November 10, 2019 to February 8, 2019 (pending). The new facility is intended to receive, process and transfer up to 850 tons per day of multiple material streams including residential and commercial recycling material (i.e. the material collected from recycling bins, recycling carts and other recycling containers). The actual amount of materials processed and building components that would be permitted at the new location is subject to the granting of a CUP and the necessary CEQA review of the proposed operation.

PROJECT DESCRIPTION

The newly constructed recycling facility would accommodate a first-floor lobby area, a second floor educational and observation area, first and second floor administrative offices, a material receiving area, a material recycling and recovery area with processing equipment, a bale storage area, a material shipping area, a truck maintenance area and a dispatch area. The outdoor areas would accommodate employee parking, collection truck parking, a weighing scale and a scale house. The facility would also provide for compressed natural gas fueling, maintenance and dispatch for recyclable collection operations.

GENERAL PLAN ANALYSIS

The General Plan Land Use designation for this property is Business Mix. The Desired Character of Uses Section of policy adopted for the Business Mix Land Use category includes warehouse and distribution, truck and rail transportation services and offices. (Oakland General Plan Land Use Diagram p. 152)

The General Plan also identifies several Industry and Commerce Objectives for this area including:

- Policy I/C1.1 Attracting New Business:
The proposed project will provide business activity on a parcel that is currently vacant. New ancillary recycling businesses and new shipping and material fabrication businesses would be encouraged to locate in the vicinity.
- Policy I/C1.2 Retaining Existing Business:
Development of the site to accommodate large scale recycling business near shipping and transit centers and away from residential areas would help to provide a stable platform for business retention.
- Policy I/C1.5 Using City owned Property to Stimulate Economic Development:
The subject parcel is currently owned by the City and it has been determined that economic development would be better stimulated by initiating the transfer of the parcel to a firm that is incentivized to develop the parcel and relocate its business operations that are consistent and compatible the surrounding land use.
- Policy I/C5.3 Planning for the Army Base:
The proposed project and its environmental impacts were contemplated in the 2012 EIR Addendum.

The project complies with the General Plan by providing a new location for CWS that minimizes the impact of truck intensive operations in a West Oakland community that has been historically disproportionately impacted by the degradation of air quality caused by diesel truck emissions and truck activity.

ZONING ANALYSIS

The site is zoned D-GI. The D-GI zone *“is intended to facilitate implementation of the Oakland Army Base Reuse Plan*

The following table compares the proposed project with the D-GI development standards:

Zoning Analysis Table (includes only applicable regulations):

Criteria	D-GI District Zoning	Proposed	Analysis
Land Use			
“Extensive Impact Civic – Curbside Recycling Collection” Activity	P(L2)	170,765 square foot recycling facility including 6000 square feet of office/educational space	Major Conditional Use Permit required based on size of facility
Development Standards			
Lot Area	5,000 square feet min.	14.36 acres	Complies
Minimum Setbacks	None	80-foot front setback, 75-foot side setback and 330-foot rear setback	Complies
Maximum Floor Area Ratio	5.0	Less than 1.0	Complies
Building Height	65-foot height limit	46 feet plus 7.5-foot equipment screens	Complies
Parking	No minimum, number of parking spaces to be prescribed by the Director of Planning.	268 employee and truck stalls and more than 10 bike parking stalls	Complies
Public Art	Required	Applicant will install on-site art	Complies

DESIGN AND RELATED ISSUES

Site design and building design of all projects in the D-GI zone are subject to the requirements of the D-GI District Design Standards. The intent of the Design Standards is to:

- Ensure high quality design through the use of quality building materials, pleasing building composition and form, and visual interest.
- Create a functional environment consistent with the industrial nature of the D-GI Zone.
- Enhance the view of the district as seen from the street and nearby freeways.
- Reduce the potential for criminal activity through the use of Crime Prevention Through Environmental Design (CPTED) principles.
- Utilize landscaping to soften the urban industrial character of the district, enhance the architecture of the site, and provide appropriate visual screening and environmental benefits; and
- Create a district with a visual identity the incorporates characteristics of Oakland industrial architecture in a contemporary way and reflects current industrial design and construction methods.

The following table compares the proposed project with the D-GI District Design Standards

Criteria	Design Standard	Analysis
Site Design		
Section 1.1. <u>Surfacing</u>	All driveway, parking and loading areas shall have durable, dustless, all weather surface.	The paving material proposed for this project meets these requirements.
Section 1.2 <u>Pedestrian Pathway</u>	A clearly identifiable pathway to the main building entry with a minimum width of 5 feet is required from the street and from parking areas.	The plan does not show that a 5-foot wide pathway from the street and parking areas is identifiable.
Section 1.3. <u>Fence/Wall Height</u>	10-foot maximum height.	Complies
Section 1.4. <u>Fence /Wall Transparency</u>	The above 42 inches shall have a transparency of 70%	Complies
Section 1.5. <u>Screening of Utility Equipment and Trash Collection Areas</u>	Shall be enclosed and no taller than 2 feet above the object being screened not exceeding 15 feet.	Complies
Section 1.6. <u>Secured Areas</u>	Areas of the site not visible from the street shall be secured with a fence, wall or similar barrier during non-business hours.	Complies
Section 1.7. <u>Perimeter Security Fencing Materials and Colors</u>	All perimeter security fencing shall be made of durable materials.	No perimeter fencing is proposed.
Section 1.8. <u>Barbed Wire and Razor Wire</u>	Prohibited	No barbed wire or razor wire is proposed.
Section 1.9. <u>Secured Entries</u>	Vehicle entry gates shall be set back from the street at least 50 feet.	Complies
Section 1.10. <u>Vehicle Maneuvering</u>	Adequate maneuvering space shall be provided so that all vehicles may exit the site moving forward.	Trucks entering the site pass through the employee parking area. The plans show conflicting directional arrows that may limit vehicular maneuvering.
Building Design		
Section 2.1. <u>Exterior Building Wall Materials</u>	Allowable building wall materials are concrete, stucco, masonry, fiber cement (and other similar composites), glass, metal and solid wood plywood, plastic, vinyl, and fiberglass are not allowed, except as accent materials.	The proposed project does not propose any unallowable building material.
Section 2.2. <u>Main Building Entry</u>	The main building pedestrian entry shall be clearly identifiable from the street.	The main building entry of the proposed building incorporates contrasting colors, textures and fenestration and is distinctive to the rest of the building

Criteria	Design Standard	Analysis
Site Design		
Section 2.3. <u>Front Office Space and Loading Dock Space</u>	Buildings with two or more use areas shall be clearly visually distinguishable.	The office/education areas of the building is distinctive and is the only two story portion of the building.
Section 2.4. <u>Building Wall and Articulations</u>	Building walls over 100 feet in length shall contain a system of articulating architectural systems.	The north, south and west elevations all incorporate building wall articulation. The east elevation does not meet this requirement.
Section 2.5. <u>Street Facing Truck Docks and Truck Doors</u>	50-foot setback requirement with architectural detaining	The truck docks and dock doors of the proposed project are setback at least 50 and are either recessed or are hooded with canopies.
Section 2.6. <u>Secured Entry Buildings</u>	Kiosks at secured entries should be designed to be compatible with the industrial character of the site,	The entry gate kiosk (scale house) has not yet been fully designed to measure compliance.
Section 2.7. <u>Window Articulation</u>	Windows shall incorporate articulating details.	There are minimum windows incorporated into the design of the proposed building.
Section 2.8. <u>Window Recess</u>	Windows shall be recessed.	It is not clear from the submitted plans windows are recessed
Section 2.9. <u>Roof Penetration/Equipment</u>	Locate building equipment within the building envelop if feasible to avoid excessive protrusions on the roof.	Protrusions appear to be kept to a minimum except for the proposed installation of solar panels.
Section 2.10. <u>Solar Panels</u>	Proposed solar panels shall be incorporate into the overall project.	Solar panels are proposed and included in the planset.
Section 2.11. <u>Visibility in Certain Activities</u>	NA	NA
Landscaping/Lighting		
Section 3.1. <u>Tree and Plant List</u>	Tree and plants shall be approved from the approved Tree and Plant List	Complies
Section 3.2.-3.3. <u>Canopy Trees, Parking, Truck Areas</u>	Canopy trees are required in parking areas and on the perimeter of truck areas.	Complies
Section 3.4. <u>Landscape Buffer – Parking, Loading and Storage Areas</u>	5-foot landscape strip required between off-street car and truck parking, loading and storage areas and adjacent streets.	Complies
Section 3.5. <u>Landscape Buffer - Buildings</u>	5-foot landscape buffer is required along foundation of at least 50% of the building walls visible from the street.	Complies
Section 3.6. <u>Screening Trees on Sites Adjacent to Freeways.</u>	Landscape areas adjacent to a freeway shall contain trees for visual screening	Project site is not adjacent to a freeway.
Sections 3.7., 3.8., and 3.9. <u>Lighting Design</u>	Minimum illumination, design and shielding	Must comply with the requirements of the Standard Condition of Approval and the Mitigation Monitoring and Reporting Program (SCA/MMRP) and would be evaluated during the building permit process.
Signs		

Criteria	Design Standard	Analysis
Site Design		
Section 4.1. <u>Signs</u>	All signs must comply with the Master Sign Program for D-GI Zone as approved by the Director of City Planning	A Master Sign Program for CWS has not yet been developed.

Design of the proposed industrial building substantially complies with the Gateway Industrial District Design Standards. Site circulation and façade treatment to better articulate continuous rows of loading docks and roll up doors could be achieved pending resolution of issues discussed below.

Issues:

With exception of the visible concrete foundation, the metal frame building tilt up structure is adorned with metal and aluminum of varying textures and colors. The building has very little glazing which would increase the level of desired fenestration, particularly along the south facing façade. It is recommended that the applicant consider adding more windows or perhaps incorporating more prominent windows along the south façade which faces West Grand Avenue.

The front entry is more distinctive than the rest of the building. It has two floors and is a bit more visually vertical from the street. Although distinctive with adequate variation in color and materials, the front façade of the building lacks any reflective quality achieved by adding windows. The applicant is again encouraged to consider adding more windows to the front façade.

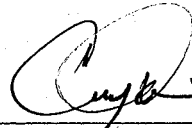
The east elevation does not appear to satisfy the Design Standard Section 2.4 which requires a system of articulation for walls over 100 feet long.

The submitted plans do not show a clear 5-foot pathway from the street and parking areas nor do the plans demonstrate adequate vehicle maneuverability in the parking and truck access areas.

RECOMMENDATION

Staff recommends the DRC review and comment on the proposed CWS Recycling facility project, with attention to the issues raised by staff in this report.

Prepared by:



Corey Alvin, Planner IV

Reviewed by:

Catherine Payne, Acting Development Planning Manager
Bureau of Planning

Attachment A:

- A. Proposed North Gateway (CWS) Recycling Facility plans, dated June 17, 2019



December 31, 2019

EILEEN M. WHITE
DIRECTOR OF WASTEWATER
(510) 287-1149
eileen.white@ebmud.com

City of Oakland Planning Commission
1 Frank H Ogawa Plaza
Council Chambers, 3rd Floor
Oakland, CA 94612

Subject: Traffic circulation concerns for proposed California Waste Solutions, Inc. facility on Wake Avenue

Dear Commissioners:

The East Bay Municipal Utility District (EBMUD) is located directly north of the proposed California Waste Solutions, Inc. (CWS) North Gateway Recycling Facility (Facility). EBMUD recognizes the benefits to the community of relocating the Facility to the North Gateway, and EBMUD supports these efforts. However, after reviewing the Conditional Use Permit application and meeting with CWS on December 19, 2019, we have several concerns regarding the ingress and egress to the proposed facility and the resulting impacts on safety, traffic, and air emissions in West Oakland.

The proposed facility will be located directly east of Wake Avenue, a 500-foot long road that serves as the primary access to the EBMUD wastewater treatment plant. The EBMUD facility operates 24 hours per day, seven days per week treating sewage for approximately 700,000 East Bay residents, including all of the City of Oakland. All trucks and the majority of employee vehicles must utilize Wake Avenue to access the treatment plant; this includes operations and maintenance vehicles, chemical deliveries, trucked-in waste deliveries, and off-hauling of treatment plant residuals. EBMUD has long running experience with traffic issues on Wake Avenue, on West Grand Avenue heading west, and at the intersection of West Grand and Wake Avenue. Overall vehicle congestion in the area, and in particular, regular vehicle backups on West Grand Avenue, has impacted treatment plant access. The proposed Facility truck routing appears to increase vehicle traffic on West Grand Avenue and Wake Avenue, and could create hazards by adding three driveways on Wake Avenue with unprotected left turns. The Project Description in the Conditional Use Permit application states that there would be no impact to the surrounding area due to scheduling traffic outside of peak hours; however, EBMUD has observed that traffic congestion at West Grand Avenue is not confined to peak hours, and the hazards due to unprotected left turns on Wake Avenue could occur during peak hours and non-peak hours.

Our concerns are described below and illustrated in the enclosed Exhibit 1:

- 1) Traffic exiting left out of the northernmost egress of the Facility would hit a raised median. The median was constructed as a safety measure for the at-grade railroad crossing (California Public Utility Commission (CPUC) Crossing No. 019-0.48), as required in the CPUC decision granting authorization (Exhibit 2). Removal of the raised median would pose a hazard to public safety and be in violation of the CPUC decision.

- 2) Traffic turning right into the Facility appears to have an insufficient area to turn, which may result in larger trucks crossing lanes or veering left into the opposing traffic lane on Wake Avenue before making the right turn into the Facility.
- 3) There are three Facility ingresses/egresses on Wake Avenue, all of which allow left turns. The hazards may compound with successive unprotected left turns.
- 4) It is EBMUD's understanding that the majority of vehicles will access the Facility during early morning and early afternoon deployment times. Numerous trucks moving as a convoy could block other vehicles from using Wake Avenue and force truck idling and increased air emissions.

Regarding item 3, we also note that the final design which the City submitted to EBMUD for the realigned Wake Avenue, as required by the 2012 Memorandum of Agreement between the City of Oakland, EBMUD, and CCIG Oakland Global, LLC, included only one driveway. The configuration proposed, with multiple driveways in and out of the Facility, is in conflict with that anticipated design.

EBMUD believes that all of these concerns would be addressed if CWS uses the East Burma Road extension as the primary ingress and egress from the Facility (Exhibit 3). The new East Burma Road extension is identified in the 2012 Oakland Army Base Project Initial Study/Addendum as secondary emergency access from the relocated Wake Avenue through the properties in the North Gateway, and the CWS proposed site plan indicates connectivity through the "Burma Road Access Driveway." If that road were utilized as a primary ingress and egress, vehicles leaving the Facility would benefit from the four-way stoplight at Burma Road and Maritime Street and by making right turns back to West Grand Avenue. In addition, this would provide the most direct route for the large transfer trucks going to the Port. The Wake Avenue ingress/egress for the Facility could then be limited to accessing the visitor parking lot utilizing the existing curb cut already constructed for the property.

EBMUD is concerned that if these issues are not addressed, the project could have potentially significant traffic and air quality impacts that would require further analysis under the California Environmental Quality Act.

EBMUD is committed to working with the City and CWS to resolve these issues, maintain safe driving conditions, and minimize air quality impacts so that this important project may proceed for the benefit of Oakland residents. We are available to meet and discuss solutions at your earliest convenience. Please contact Matthew Hoeft, Supervisor of Wastewater Planning at (510) 287-0214.

Sincerely,



Eileen M. White, P.E.
Director of Wastewater

cc: Amanda Monchamp, City of Oakland Design Review Board

Tom Limon, City of Oakland Design Review Board
Clark Manus, City of Oakland Design Review Board
Corey Alvin, Case Planner, City of Oakland
Catherine Payne, Acting Development Planning Manager, City of Oakland
John Monetta, City of Oakland
Doug Cole, Oakland Army Base Project Manager, City of Oakland
David Duong, CWS
Joel Corona, CWS
Tasion Kwamilele, CWS
Kathleen Rousseau, RPR Architects

Enclosures

- Exhibit 1 Safety Concerns with Proposed CWS Facility Truck Routing
- Exhibit 2 CPUC Approval of Wake Avenue Rail Crossing
- Exhibit 3 Proposed CWS Facility Truck Routing

EMW:RCO:sg

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Decision 14-02-029 February 27, 2014

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of the City of Oakland for an order to install three at-grade crossings of 1) West Burma Road, 2) Wake Avenue, and 3) East Burma Road, and four grade separations, I-880/West Grand Avenue overhead, West Grand Avenue overhead, and two I-80/I-880 ramps, across and over the future tracks of the City of Oakland owned industry track as part of the Oakland Global Trade and Logistics Center in the City of Oakland, County of Alameda.

Application 13-08-025
(Filed August 28, 2013)

DECISION GRANTING AUTHORIZATION TO THE CITY OF OAKLAND TO CONSTRUCT THREE PUBLIC AT-GRADE CROSSINGS AND FOUR GRADE-SEPARATED RAILROAD CROSSINGS OVER TRACKS OWNED BY THE CITY OF OAKLAND IN THE CITY OF OAKLAND, ALAMEDA COUNTY

Summary

This decision grants the City of Oakland authorization to construct three new at-grade crossings and four new grade-separated crossings as part of the Oakland Global Trade and Logistics Center Project, in the City of Oakland, Alameda County. The at-grade crossings over the future track owned by the City of Oakland will include: Wake Avenue at Mile Post 0.48, to be identified as CPUC Crossing No. 016-0.48, DOT No. 967682J; West Burma Road at Mile Post 0.75 with CPUC No. 016-0.75, DOT No. 967680V; and East Burma Road at Mile Post 0.40 with CPUC No. 016-0.40 DOT No. 967686L. The grade-separated crossings are: under the I-880/West Grand Avenue overcrossing at Mile Post 0.55 with CPUC No. 016-0.55-A and DOT No. 967681C; under West Grand Avenue at

Mile Post 0.25 with CPUC No. 016-0.25-A and DOT No. 967683R; under I-880 South/I-80 East ramp at Mile Post 0.29, with CPUC No. 016-0.29-A DOT No. 967684X; and under I-880 North/I-80 West ramp at Mile Post 0.31, with CPUC No. 016-0.31-A DOT No. 967685E. As a result, seven public at grade crossings on Oakland Terminal Railway will be removed. Rail services will be operated by Oakland Global Rail Enterprise, LLC.

Discussion

The City of Oakland (City) requests authority to construct three new at-grade crossings and four new grade-separated railroad crossings. As a result, seven existing public at-grade crossings will be relinquished. The new at-grade and grade-separated crossings will be part of the Oakland Global Trade and Logistics Center Project (Project), which is located in the northern part of 158.1-acre area of the former Oakland Army Base. The West Gateway Working Waterfront is a 34.1-acre area at the northwest edge of the Project that houses marine terminal activities, surface parking, and storage yards for cargo containers and bulk goods. The West Gateway Working Waterfront will maintain the existing uses and will be renovated and modernized with related support improvements, including construction of new rail improvements, restored cranes, and temporary "purpose-built" structures. The Project aims to facilitate the import, export and storage of bulk goods within the Port of Oakland.

The new proposed crossings for this project are listed below:

- 1) Wake Avenue will be at-grade crossing located near Engineer Road at Wake Avenue at Mile Post 0.48 and will be identified as CPUC Crossing No. 016-0.48 and DOT No. 967682J. There will be two railroad

tracks at this crossing, and the road will have two lanes in each direction. Each approach will be equipped with a California Public Utilities Commission (Commission) Standard 9 (Flashing Light Signal Assembly with Automatic Gate Arms) warning device and a Commission Standard 9A (Flashing Light Signal Assembly with Automatic Gate Arms and Additional Flashing Light Signals over the Roadway on a Cantilevered Arm) warning device for a total of four active warning devices. The Wake Avenue at-grade crossing will have raised medians. Americans with Disabilities Act (ADA) compliant detectable warning tactile strips will be installed on the sidewalk approaches on all four quadrants. Grade separating the Wake Avenue crossing is not practicable due to the low elevation, proximity to bodies of water and nearby I-880/West Grand Avenue overhead structure.

- 2) West Burma Road will be an at-grade crossing located near Engineer Road at Mile Post 0.75 and will be identified as CPUC No. 016-0.75 and DOT No. 967680V. There will be three tracks at this location and the road will have one lane in each direction. Each approach will be equipped with a Commission Standard 9A warning device, along with raised medians and ADA compliant detectable warning devices on all four quadrants. Grade separation of West Burma Road crossing is not practicable due to the low elevation, proximity to bodies of water and nearby I-880/West Grand Avenue overhead structure.
- 3) East Burma Road will be an at-grade crossing located between Tobruk Street and Warehouse Road at Mile Post 0.40 and will be identified as CPUC No. 016-0.40 and DOT No. 967686L. There will be one railroad track at this crossing, and the road will have one lane in each direction.

Each approach will be equipped with a Commission Standard No. 9 warning device, along with raised medians and ADA compliant detectable warning tactile strips. Grade separation of East Burma Road crossing is not practicable due to the low elevation, proximity to bodies of water and nearby I-80/I-880 overhead structure.

- 4) The I-880/West Grand Avenue grade-separated crossing will be a roadway-above-track crossing located between Burma Road and Wake Avenue at Mile Post 0.55 and will be identified as CPUC No. 016-0.55-A and DOT No. 967681C. This crossing will have an overhead clearance of 24 feet.
- 5) The I-880 South/I-80 East ramp grade-separated crossing will be a roadway-above-track crossing located near the east end of Tobruk Street at Mile Post 0.29 and will be identified as CPUC No. 016-0.29-A and DOT No. 967684X. This crossing will have an overhead clearance of 47 feet.
- 6) The I-880 North/I-80 West ramp will be a grade-separated crossing above the tracks, located near the east end of Tobruk Street at Mile Post 0.31 and will be identified as CPUC Crossing No. 016-0.31-A, and DOT No. 967685E. This crossing will have an overhead clearance of 51 feet and 8 inches.
- 7) The West Grand Avenue will be a grade-separated crossing above the tracks, located near the east end of Torbruk Street at Mile Post 0.25 and will be identified as CPUC No. 016-0.25-A, and DOT No. 967683R. This crossing will have an overhead clearance of 24 feet.

The train activity on the new crossings will be up to 17 movements per day. The train speeds will be limited to 10 miles per hour, while the vehicular speed limit for the at-grade crossing locations will be 25 miles per hour.

As part of the Project, the following seven existing public at-grade crossings on Oakland Terminal Railway have already been removed or are in the process of being removed:

- 1) Wake Avenue at Engineer Road at the entrance to the East Bay Municipal Utility District (EBMUD), identified as CPUC No. 016-2.15-CX and with no available DOT number.
- 2) Engineer Road near Burma Road, identified as CPUC No. 016-2.65-CX and DOT No. 857909W.
- 3) Burma Road, identified as CPUC No. 016-2.75-C and DOT No. 906531C.
- 4) West Grand Avenue viaduct access, identified as CPUC No. 016-2.85-C and with no available DOT number.
- 5) Burma Road, identified as CPUC No. 016-2.95-C and with no available DOT number.
- 6) Maritime Street south of Burma Road, identified as CPUC No. 001A-1.57-C and with no available DOT number.
- 7) Another crossing on Maritime Street south of Burma, identified as CPUC No. 001A-1.58-C with no available DOT number.

Environmental Review and CEQA Compliance

The California Environmental Quality Act of 1970 (CEQA), as amended, Public Resources Code Section 21000, et seq. applies to discretionary projects to be carried out or approved by public agencies. A basic purpose of CEQA is to inform governmental decision-makers and the public about potential, significant environmental effects of the proposed activities. Since the project is subject to

CEQA and the Commission must issue a discretionary decision in order for the project to proceed (i.e., the Commission has the exclusive authority to approve the project pursuant to Section 1202 of the Public Utilities Code), the Commission must consider the environmental consequences of the project by acting as either a lead or responsible agency under CEQA.

The lead agency is either the public agency that carries out the project,¹ or the one with the greatest responsibility for supervising or approving the project as a whole.² Here, the City is the lead agency for this project because the project is being constructed by it, and is subject to its review and approval, and the Commission is a responsible agency because it has jurisdiction to issue a permit for the project. As a responsible agency under CEQA, the Commission must consider the lead agency's environmental documents and findings before acting on or approving this project.³ As a responsible agency, the Commission must make findings regarding each significant effect of the project components under its jurisdiction; such findings shall include relevant mitigation measures.⁴

In August 2002, the City prepared an Environmental Impact Report (EIR), pursuant to CEQA Guidelines Section 15180(b), which evaluated the environmental impacts of the Oakland Army Base (OAB) Redevelopment Plan and Army Base Reuse Plan. On July 29, 2002, the City Planning Commission

¹ CEQA Guidelines (Title 14 of the California Code of Regulations), Section 15051(a).

² CEQA Guidelines (Title 14 of the California Code of Regulations), Section 15051(b).

³ CEQA Guidelines, Sections 15050(b) and 15096.

⁴ CEQA Guidelines, Section 15096(h).

certified the 2002 EIR, and the Oakland Base Reuse Authority adopted the 2002 EIR and approved the Reuse Plan. The City Council and Redevelopment Agency also took actions to certify/adopt the 2002 EIR in October 2002 and previously approved the Redevelopment Plan. No legal actions were filed challenging these actions or the 2002 EIR, and the 2002 EIR is presumed valid.

In June 2012, the City issued certified 2012 Oakland Army Base Project Initial Study/Addendum to the 2002 Oakland Army Base Area Redevelopment Plan EIR to satisfy the requirements of CEQA Section 21000, et seq. The primary difference between the 2012 Project and what was proposed for the same geographic location in the 2002 Project, is a shift from office/Research and Development (R&D) to a greater amount of warehouse/distribution and maritime-related logistics uses as the predominant use. The 2012 Project proposes up to approximately 2.5 million square feet of warehouse/distribution and maritime-related logistics uses and 175,000 square feet of office/R&D, as compared to 300,000 square feet of warehouse/distribution and approximately 1.5 million square feet of office/R&D identified for the 2002 Project.

The environmental findings of the EIR in both 2002 and 2012 Oakland Army Base Project Initial Study/Addendum indicate that the project will have significant effects on the environment. However, impacts related to the actions under the Commission's jurisdiction can be mitigated to a less than significant level. Environmental impacts relevant to the railroad crossing under the Commission's jurisdiction are related to transportation and traffic.

Regarding transportation and traffic, the environmental review concluded that the project would have potentially significant impacts on the environment,

specifically it would generate substantial multi-modal traffic traveling across at-grade railroad crossings that cause or expose roadway users to a permanent and substantial transportation hazard.

At the relocated Wake Avenue crossing the close proximity of the Engineer Road (a private EBMUD road) and the EBMUD driveway intersection to the rail tracks would result in vehicles on Engineer Road being positioned parallel to the rail tracks limiting the line of sight for viewing oncoming trains. This would be a potentially significant impact but implementation of Mitigation Measure 3.16-16(a), detailed below, would reduce the impact to a less-than-significant level.

At the West Burma Road rail crossings the eastbound peak hour vehicle queue on West Burma Road would block the pedestrian crosswalk located just west of the rail crossing. This would be a potentially significant impact but implementation of Mitigation Measure 3.16-16(b), detailed below, would reduce the impact to a less-than-significant level.

Westbound traffic on the West Burma Road would extend to the Truck Services driveway and the driveway of CC3 Port Logistics building. The queuing may result in a substantial hazard for vehicles on West Burma Road, which would be a potentially significant impact. Implementation of Mitigation Measure 3.16-16(c), detailed below, would reduce the impact to a less-than-significant level.

Additionally, the West Burma Road crossing and the East Burma Road crossing appears to cross at an acute angle (rail crossing should be as close to 90 degrees as possible) which may be a substantial hazard for motorists and bicyclists and may result in a potentially significant impact. Implementation of

Mitigation Measure 3.16-16(d), detailed below, would reduce the impact to a less-than-significant level.

Mitigation Measure 3.16-16 is as follows:

- a. Redesign the Engineer Road to intersect the EBMUD driveway at least 100 feet north of the at-grade rail crossing or configure an internal circulation plan that prohibits turns from Engineer Road onto Wake Avenue
- b. Provide a high visibility crosswalk with pedestrian crossing signs at the pedestrian crossing just west of the rail crossing on West Burma Road.
- c. Paint "KEEP CLEAR" on West Burma Road for westbound vehicles at the Truck Services driveway.
- d. Unless approved otherwise by the California Public Utilities Commission, construct all rail crossing at a minimum street-crossing angle of 45 degrees consistent with Institute of Transportation Engineers recommendations, 90 degrees is preferred for cross-traffic safety.

Regarding the acute angle crossing, the CPUC staff have reviewed the crossing and find that the impact will be less-than-significant with a minimum crossing angle of a 45 degree.

The Commission finds the proposed mitigation measures feasible and reasonable. The Commission reviewed and considered the 2002 EIR and the 2012 Oakland Army Base Project Initial Study/Addendum and finds them adequate for our decision-making purposes.

Filing Requirements and Staff Recommendations

This application is in compliance with the Commission's filing requirements including Rule 3.7 of the Rules of Practice and Procedure, which relates to the construction of a public road across a railroad.

The Commission's Safety and Enforcement Division, Office of Rail Safety - Rail Crossings Engineering Section has inspected the site of the proposed crossings, reviewed and analyzed the plans submitted with the application, and recommends that the requested authority to construct the subject three at-grade and four grade-separated crossings be granted for a period of three years.

Categorization and Need for Hearings

In Resolution ALJ 176-3322, dated September 19, 2013, the Commission preliminarily categorized this application as ratesetting, and preliminarily determined that hearings were not necessary. No protests have been received. There is no apparent reason why the application should not be granted. Given these developments, it is not necessary to disturb the preliminary determinations.

Waiver of Comment Period

This is an uncontested matter in which the decision grants the relief requested. Accordingly, pursuant to Section 311(g)(2) of the Public Utilities Code and Rule 14.6(c)(2) of the Commission's Rules of Practice and Procedure, the otherwise applicable 30-day period for public review and comment is waived.

Assignment of Proceeding

Emory J. Hagan, III is the assigned Examiner in this proceeding.

Findings of Fact

1. Notice of the application was published in the Commission's Daily Calendar on September 5, 2013. There are no unresolved matters or protests. A public hearing is not necessary.

2. The City requests authority, under Public Utilities Code Sections 1201-1205, to construct three new at-grade and four grade-separated road above track highway-rail crossings that will be located on Oakland Terminal Railway in the City of Oakland, Alameda County. The crossings will be identified as the following:

- a) Wake Avenue at-grade crossing located near Engineer Road at Wake Avenue at Mile Post 0.48, CPUC No. 016-0.48, DOT No. 967682J.
- b) West Burma Road at-grade crossing located near Engineer Road at Mile Post 0.75, CPUC No. 016-0.75, DOT No. 967680V.
- c) East Burma Road at-grade crossing located between Tobruk Street and Warehouse Road at Mile Post 0.40, CPUC No. 016-0.40, DOT No. 967686L.
- d) I-880/West Grand Avenue grade-separated crossing located between Burma Road and Wake Avenue at Mile Post 0.55, CPUC No. 016-0.55-A, DOT No. 967681C.
- e) The I-880 South/I-80 East ramp grade-separated crossing near the east end of Tobruk Street at Mile Post 0.29, CPUC No. 016-0.29-A, DOT No. 967684X.
- f) The I-880 North/I-80 West ramp grade-separated crossing near the east end of Tobruk Street at Mile Post 0.31, CPUC No. 016-0.31-A, DOT No. 967685E.

- g) West Grand Avenue grade-separated crossing near the east end of Tobruk Street Mile Post 0.25, CPUC No. 016-0.25-A, DOT No. 967683R.

3. As part of the Project, the following seven existing public at-grade crossings on Oakland Terminal Railway have already been removed or are in the process of being removed:

- a) Wake Avenue at Engineer Road at the entrance to the East Bay Municipal Utility District at Mile Post 2.15, identified as CPUC No. 016-2.15-CX and with no available DOT number.
- b) Engineer Road near Burma Road at Mile Post 2.65, identified as CPUC No. 016-2.65-CX and DOT No. 857909W.
- c) Burma Road at Mile Post 2.75, identified as CPUC No. 016-2.75-C and DOT No. 906531C.
- d) West Grand Avenue viaduct access at Mile Post 2.85, identified as CPUC No. 016-2.85-C and with no available DOT number.
- e) Burma Road at Mile Post 2.95, identified as CPUC No. 016-2.95-C and with no available DOT number.
- f) Maritime Street south of Burma Road at Mile Post 1.57, identified as CPUC No. 001A-1.57-C and with no available DOT number.
- g) Another crossing on Maritime Street south of Burma Road at Mile Post 1.58C, identified as CPUC No. 001A-1.58-C with no available DOT number.

4. The City is the lead agency for this project under CEQA.

5. In August 2002, the City issued a Notice of Determination (NOD) for the project.

6. On June 2, 2012, the City filed a NOD with the State Clearinghouse.

7. The rail crossings result in potential significant impacts in the area of transportation and traffic by generating substantial multi-modal traffic traveling across at-grade railroad crossings that cause or expose roadway users to a permanent and substantial transportation hazard.

8. No immitigable impacts were identified for the project.

9. At the relocated Wake Avenue crossing the close proximity of the Engineer Road and the EBMUD driveway intersection to the rail tracks would result in vehicles on Engineer Road being positioned parallel to the rail tracks limiting the line of sight for viewing oncoming trains. This will be mitigated to a less-than-significant level by redesigning the Engineer Road to intersect the EBMUD driveway at least 100 feet north of the at-grade rail crossing or configure an internal circulation plan that prohibits turns from Engineer Road onto Wake Avenue.

10. At the West Burma Road rail crossings the eastbound peak hour vehicle queue on West Burma Road would block the pedestrian crosswalk located just west of the rail crossing. This will be mitigated to a less-than-significant level by providing a high visibility crosswalk with pedestrian crossing signs at the pedestrian crossing just west of the rail crossing on West Burma Road

11. Westbound traffic on the West Burma Road would extent to the Truck Services driveway and the driveway of CC3 Port Logistics building. The queuing may result in a substantial hazard for vehicles on West Burma Road, which would be a potentially significant impact. This will be mitigated to a less-than-significant level by painting "KEEP CLEAR" on West Burma Road for westbound vehicles at the Truck Services driveway.

12. Additionally, the West Burma Road crossing and the East Burma Road crossing appears to cross at an acute angle (rail crossing should be as close to 90

degrees as possible) which may be a substantial hazard for motorists and bicyclists and may result in a potentially significant impact. This will be mitigated to a less-than-significant level by constructing all rail crossings at a minimum street-crossing angle of 45 degrees consistent with Institute of Transportation Engineers recommendations.

13. The Commission is a responsible agency for this project and has reviewed and considered the lead agency's NOD, 2002 EIR, and the 2012 Oakland Army Base Project Initial Study/Addendum.

14. The NOD, 2002 EIR, and the 2012 Oakland Army Base Project Initial Study/Addendum reflect the Commission's independent judgment and analysis.

Conclusions of Law

1. The NOD 2002 EIR, and the 2012 Oakland Army Base Project Initial Study/Addendum prepared by the City as the documentation required by CEQA and National Environmental Policy Act (NEPA) for the project are adequate for our decision-making purposes. The project will not have a significant immitigable effect on the environment.

2. The NOD 2002 EIR and the 2012 Oakland Army Base Project Initial Study/Addendum were completed in compliance with CEQA and NEPA.

3. The application is uncontested and a public hearing is not necessary.

4. The application should be granted as set forth in the following Order.

O R D E R

IT IS ORDERED that:

1. The City of Oakland is authorized to construct three new at-grade and four new grade separate highway-rail crossings over tracks owned by the City of Oakland in Alameda County.

2. The new crossings shall be as follows:

- a) Wake Avenue at-grade crossing located near Engineer Road at Wake Avenue at Mile Post 0.48, shall be identified as CPUC No. 016-0.48, and DOT No. 967682J. Wake Avenue at-grade crossing shall be equipped with a California Public Utilities Commission Standard 9 (Flashing Light Assembly with Automatic Gate Arms) warning device and a California Public Utilities Commission Standard 9A (Flashing Light Assembly with Automatic Gate Arms and Additional Flashing Light Signals over the Roadway on a Cantilevered Arm) warning device at each approach for a total of four active warning devices. The crossing shall have raised medians. Americans with Disabilities Act compliant detectable warning tactile strips shall be installed at all four quadrants.
- b) West Burma at-grade crossing located near Engineer Road at Mile Post 0.75, shall be identified as CPUC No. 016-0.75, DOT No. 967680V. Each approach of West Burma at-grade crossing shall be equipped with a California Public Utilities Commission Standard 9A warning device, along with raised medians and Americans with Disabilities Act compliant detectable warning tactile strips on all four quadrants.
- c) East Burma at-grade crossing located between Tobruk Street and Warehouse Road at Mile Post 0.40, shall be identified as CPUC No. 016-0.40, DOT No. 967686L. Each approach of East Burma at-grade crossing shall be equipped with a Commission Standard 9 warning device, along with raised medians and Americans with Disabilities Act compliant detectable warning devices.
- d) I-880/West Grand Avenue grade-separated crossing located between Burma Road and Wake Avenue at Mile Post 0.55, identified as CPUC

Crossing No. 016-0.55-A, DOT No. 967681C, which shall have a permanent minimum overhead clearance of 24 feet.

- e) The I-880 South/I-80 East ramp grade-separated crossing near the east end of Tobruk Street at Mile Post 0.29, shall be identified as CPUC No. 016-0.29-A, DOT No. 967684X, which shall have a permanent minimum overhead clearance of 47 feet.
- f) The I-880 North/I-80 West ramp grade-separated crossing near the east end of Tobruk Street at Mile Post 0.31, shall be identified as CPUC No. 016-0.31-A, DOT No. 967685E, which shall have a permanent minimum overhead clearance of 51 feet eight inches.
- g) West Grand Avenue grade-separated crossing near the east end of Tobruk Street Mile Post 0.25, shall be identified as CPUC No. 016-0.25-A, DOT No. 967683R, which shall have a permanent minimum overhead clearance of 24 feet.

3. The following seven existing at grade crossings within Oakland Terminal Railway shall be removed:

- a) Maritime Street at Mile Post 1.58, identified as CPUC No. 001A-1.58-C and with no available DOT number.
- b) West Grand Avenue at Mile Post 2.85, identified as CPUC No. 016-2.85-C and with no available DOT number.
- c) Burma Road at Mile Post 2.95 identified as CPUC No. 016-2.95-C with no available DOT number.
- d) Maritime Street at Mile Post 1.57, identified as CPUC No. 001A-1.57-C and without a DOT Number.
- e) Wake Avenue at Mile Post 2.15, identified as CPUC No. 016-2.15-CX and with no available DOT number.

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f) Engineer Road at Mile Post 2.65, identified as CPUC No. 016-2.65-CX and DOT No. 857909W.

g) Burma Road at Mile Post 2.75, identified as CPUC No. 016-2.75-C and DOT No. 906531C.

4. The City of Oakland shall notify the California Public Utilities Commission's Safety and Enforcement Division, Office of Rail Safety - Rail Crossings Engineering Section at least five (5) business days prior to opening the at-grade and grade-separated highway-rail crossings. Notification must be made to rces@cpuc.ca.gov.

5. Within 30 days after completion of the work under this Order, the City of Oakland shall notify the California Public Utilities Commission's Safety and Enforcement Division, Office of Rail Safety - Rail Crossings Engineering Section in writing, by submitting a completed Commission Standard Form G (*Report of Changes at Highway Grade Crossings and Separations*), of the completion of the authorized work. Form G requirements and forms can be obtained at the California Public Utilities Commission web site Form G page at <http://www.cpuc.ca.gov/PUC/safety/Rail/Crossings/formg>. This report may be submitted electronically to rces@cpuc.ca.gov as outlined on the web page.

6. Within 30 days after completion of the work under this order, Oakland Terminal Railway Company shall notify the Federal Railroad Administration of the existence of the road over track crossing by submitting a U.S.DOT CROSSING INVENTORY FORM, form FRA F6180.71. Concurrently Oakland Terminal Railway Company shall provide a copy of the inventory form to the California Public Utilities Commission's Safety and Enforcement Division, Office of Rail Safety - Rail Crossings Engineering Section. This copy of the form may be submitted electronically to rces@cpuc.ca.gov.

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7. The City of Oakland shall comply with all applicable rules, including California Public Utilities Commission General Orders and the California Manual on Uniform Traffic Control Devices.
8. This authorization shall expire if not exercised within three years, unless time is extended or if the above conditions are not satisfied. The California Public Utilities Commission may revoke or modify this authorization if public convenience, necessity, or safety so require.
9. A request for extension of the three-year authorization period must be submitted to the California Public Utilities Commission's Safety and Enforcement Division, Office of Rail Safety - Rail Crossings Engineering Section at least 30 days before the expiration of that period. A copy of the request must be sent to all interested parties.
10. The application is granted as set forth above.
11. Application 13-08-025 is closed.

This order is effective today.

Dated February 27, 2014, at San Francisco, California.

MICHAEL R. PEEVEY

President

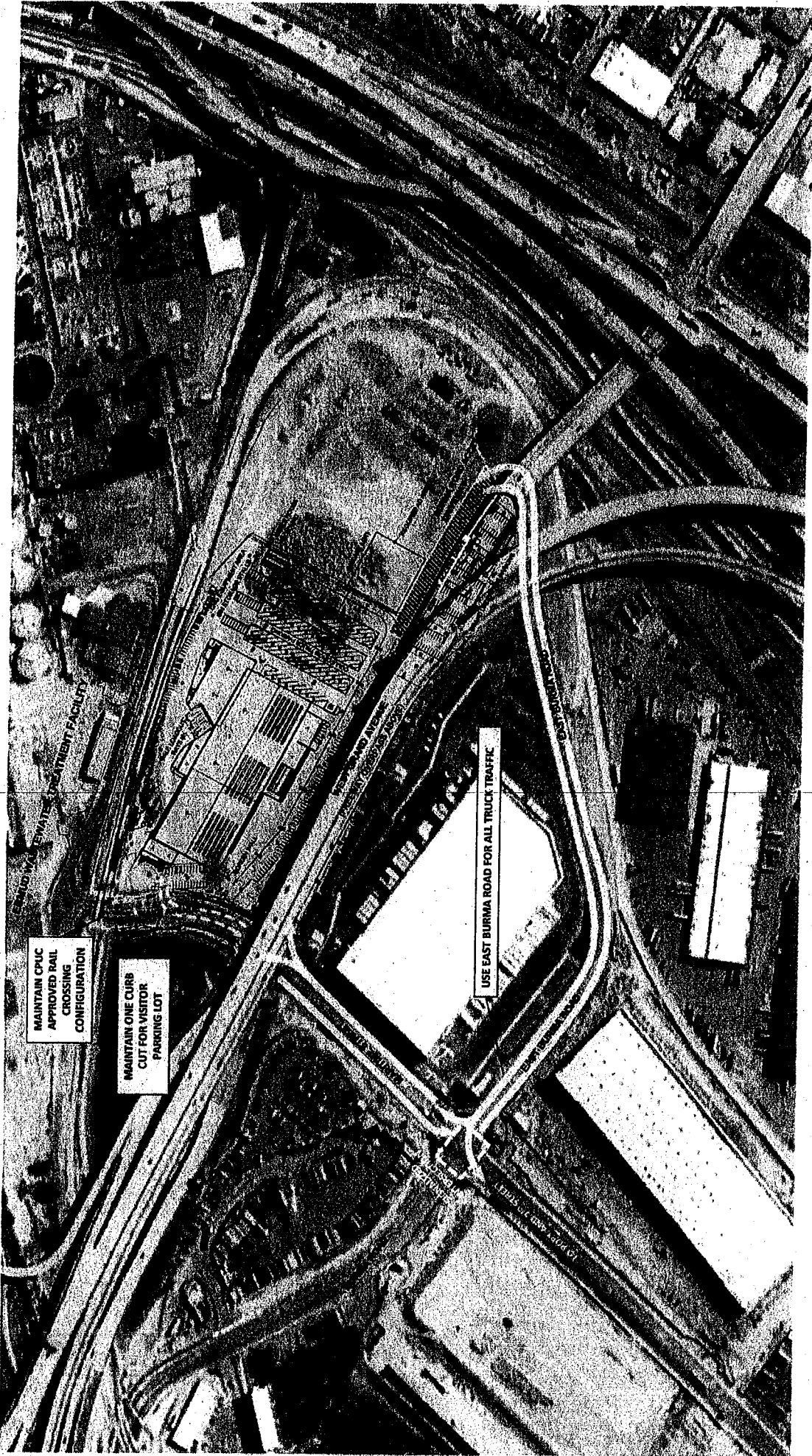
MICHEL PETER FLORIO

CATHERINE J.K. SANDOVAL

CARLA J. PETERMAN

MICHAEL PICKER

Commissioners



MAINTAIN CPUC
APPROVED RAIL
CROSSING
CONFIGURATION

MAINTAIN ONE CURB
CUT FOR VISITOR
PARKING LOT

USE EAST BURMA ROAD FOR ALL TRUCK TRAFFIC

LEGEND
VISITOR PARKING LOT PASSENGER VEHICLES
PROPOSED TRUCK TRAFFIC ROUTE

EXHIBIT 3
Proposed CWS Facility Truck Routing



REVIEW OF AGENCY PLANNING APPLICATION

THIS IS NOT A PROPOSAL TO PROVIDE WATER SERVICES			
The technical data supplied herein is based on preliminary information, is subject to revision and is to be used for planning purpose ONLY.			
DATE: 01/27/2020		EBMUD MAP(S): 1479B486	EBMUD FILE:S-10910
AGENCY: City of Oakland Planning and Zoning Services Division Attn: Corey Alvin 250 Frank Ogawa Plaza, Suite 2114 OAKLAND, CA 94612		AGENCY FILE: PLN19158	FILE TYPE: Development Plan
APPLICANT: RPR Architects		OWNER: City of Oakland 250 Frank H. Ogawa Plaza Oakland, CA 94612	
DEVELOPMENT DATA			
ADDRESS/LOCATION: 2308 Maritime Street and 2008 Wake Avenue City:OAKLAND Zip Code: 94607			
ZONING:D-GI PREVIOUS LAND USE:			
DESCRIPTION: Construct a 171,000 sq. ft. 50-ft tall recycling facility on a vacant parcel at the former Oakland Army Base.			TOTAL ACREAGE:15.22 ac.
TYPE OF DEVELOPMENT: Commercial:171000 Sqft			
WATER SERVICES DATA			
PROPERTY: in EBMUD		ELEVATION RANGES OF STREETS: 12-14	ELEVATION RANGE OF PROPERTY TO BE DEVELOPED: 12-18
All of development may be served from existing main(s) Location of Main(s):West Grand Avenue		All of development may be served from main extension(s) Location of Existing Main(s):West Grand Avenue	
PRESSURE ZONE	SERVICE ELEVATION RANGE	PRESSURE ZONE	SERVICE ELEVATION RANGE
G0A3	0-100	G0A3	0-100
COMMENTS			
<p>The property currently does not have water service. A main extension, at the project sponsor's expense, may be required depending on EBMUD metering requirements and fire flow requirements set by the local fire department. A minimum 20-foot wide right-of-way is required for installation of new and replacement water mains. Utilities to be installed in the right-of-way with the water mains must be located such that the new water mains meet the minimum horizontal and vertical separation distances with other utilities as set forth in the California (Waterworks Standards) Code of Regulations, Title 22, Section 64572 (Water Main Separation) and EBMUD requirements for placement of water mains within a right-of-way. These minimum horizontal separation distance requirements include, but are not limited to, 10 feet between the water main and sewer, 5 feet between the water main and storm drain, 7 feet from the face of curb, and 5 feet from the edge of the right-of-way. In addition, water mains must be vertically located a minimum of one foot above sewers and storm drains. Separate structures on the same property require separate water meters. When the development plans are finalized, the project sponsor should contact EBMUD's New Business Office and request a water service estimate to determine the costs and conditions of providing water service to the development. Engineering and installation of water mains and meters requires substantial lead time, which should be provided for in the project sponsor's development schedule. No water meters are allowed to be located in driveways. The project sponsor should be aware that Section 31 of EBMUD's Water Service Regulations requires that water service shall not be furnished for new or expanded service unless all the applicable water-efficiency measures described in the regulation are installed at the project sponsor's expense. Due to EBMUD's limited water supply, all customers should plan for shortages in time of drought.</p> <p>VDL</p>			
CHARGES & OTHER REQUIREMENTS FOR SERVICE: Contact the EBMUD New Business Office at (510)287-1008.			
Chien Wang, Associate Civil Engineer; DATE WATER SERVICE PLANNING SECTION			