

# 2305 WEBSTER STREET MIXED-USE RESIDENTIAL PROJECT 2023 CEQA ANALYSIS

City of Oakland

April 18, 2024

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**2305 Webster Street Mixed-Use Residential Project  
2023 CEQA Analysis**

**Pursuant to California Resources Code Sections 21083.3, 21094.5.5, and 21166 and State CEQA Guidelines Sections 15164, 15182, 15183, and 15183.3**

Date: April 18, 2024

Project Address: 2305 Webster Street, Oakland, CA

Project Number: PLN 23-091

Zoning: Broadway Valdez District Retail Commercial (D-BV-2)

General Plan: Central Business District

APN: 8-667-5-3

Lot Size: Approximately 0.3 acre

Plan Area: Broadway Valdez District Specific Plan

Project Applicant: Segula Investments  
2071 Addison Street  
Berkeley, CA 94704  
Attn: Avi Nevo 925.226.2469

Staff Contact: Peterson Z. Vollmann 510.238.6167  
pvollmann@oaklandca.gov

**I. EXECUTIVE SUMMARY**

The project applicant, Avi Nevo, Segula Investments, proposes to develop one parcel located at 2305 Webster Street within the Broadway Valdez District Specific Plan (BVDSP, or Plan) area into a mixed-use development. The project site is currently a surface-grade parking lot. The 2305 Webster Street Mixed-Use Residential Project (proposed project) would include construction of a 19-story mixed-use residential and retail building with a gross building area of approximately 191,758 square feet on an approximately 11,745 square foot lot. The proposed building would have a maximum height of approximately 200 feet as measured to the roof.

The building would provide 18 levels of residential uses and one level of ground floor retail. In total, the proposed project would include 197 dwelling units (approximately 146,469 square feet of residential space), approximately 1,903 square feet of retail space, and 21 parking stalls.

I. EXECUTIVE SUMMARY

The BVDSP Environmental Impact Report (EIR)<sup>1,2</sup> (State Clearinghouse [SCH] No. 2012052008, final EIR certified May 21, 2014) analyzed environmental impacts associated with adoption and implementation of the BVDSP and, to the level of detail available, was adequate for analyzing potential environmental effects at a project-level of detail under the State California Environmental Quality Act (CEQA) Guidelines. Project-level analysis allows the use of CEQA streamlining and/or tiering provisions for projects that are developed under the BVDSP.

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

1. **Community Plan Exemption.** Public Resources Code Section 21083.3 and State CEQA Guidelines Section 15183 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 that are peculiar to the project or its site.” Section 15183 specifies that “if an impact is not peculiar to the parcel or to the proposed 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.”
2. **Qualified Infill Exemption.** Public Resources Code Section 21094.5 and State CEQA Guidelines Section 15183.3 allow streamlining for certain qualified infill projects by limiting the topics that are subject to review at the project level, provided the effects of infill development have been addressed in a planning-level decision or by uniformly applicable development policies. Infill projects are eligible if they are located in an urban area and on a site that either has been previously developed or adjoins existing qualified urban uses on at least 75 percent of the site’s perimeter, is able to satisfy the performance standards provided in State CEQA Guidelines Appendix M, and is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a Sustainable Communities Strategy (SCS) or an Alternative Planning Strategy (APS). 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.
3. **Addendum.** Public Resources Code Section 21166 and State CEQA Guidelines Section 15164 state that an addendum to a certified EIR is allowed when minor changes or

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<sup>1</sup> Environmental Science Associates (ESA). 2013. Broadway Valdez District Specific Plan, Draft Environmental Impact Report. State Clearinghouse No. 2012052008. September.

<sup>2</sup> Environmental Science Associates (ESA). 2014. Broadway Valdez District Specific Plan, Responses to Comments and Final. May. (These documents can be obtained at the Bureau of Planning at 250 Frank Ogawa Plaza, #3115, or online at <http://www2.oaklandnet.com/Government/o/PBN/OurServices/Plans/OWD008194.>)



additions are necessary and none of the conditions for preparation of a subsequent EIR or Negative Declaration, per Section 15162, are satisfied.

4. **Specific Plan Exemption.** Public Resources Code Section 21083 and 21155.4 and State CEQA Guidelines Section 15182 state that certain residential, commercial, and mixed-use projects that are consistent with a specific plan adopted pursuant to Title 7, Division 1, Chapter 3, Article 8 of the Government Code are exempt from CEQA. Eligible projects include residential or mixed-use projects with a floor area ratio (FAR) of at least 0.75 on commercially-zoned property that is located within a transit priority area (as defined in Public Resources Code Section 21099(a)(7)); consistent with a specific plan for which an EIR was certified; and consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either an SCS or APS for which the California Air Resources Board (ARB) has accepted the determination that the SCS or APS would achieve the applicable greenhouse gas (GHG) emissions reduction targets. Additional environmental review shall not be required for a project consistent with this subdivision unless one of the events in State CEQA Guidelines Section 15162 occurs with respect to the project.

The CEQA Checklist provided below evaluates the potential project-specific environmental effects of the proposed project and whether such impacts were adequately covered by the BVDSP EIR to allow the above-listed streamlining and/or tiering provisions of CEQA to apply. The analysis conducted incorporates by reference the information contained in the BVDSP EIR. Mitigation measures and Standard Conditions of Approval (SCAs) identified in the BVDSP EIR that would apply to the proposed project are listed at the end of the CEQA Checklist. The proposed project is legally required to incorporate and/or comply with the applicable requirements of the mitigation measures identified in the BVDSP EIR as well as applicable City of Oakland (City) SCAs; therefore, the measures and SCAs are herein assumed to be included as part of the proposed project (see Attachment A).

The proposed project satisfies each of the foregoing CEQA provisions, as summarized below.

- **Community Plan Exemption.** As stated in Section 1.2.2 of the BVDSP, when development proposals in the BVDSP Area are brought before the City, the staff and decision-makers use the BVDSP as a guide for project review. Projects are evaluated for consistency with the intent of BVDSP policies and conformance with development regulations. The environmental review of the BVDSP was intended to expedite the processing of future projects that are consistent with the BVDSP. Therefore, consistent with Section 1.2.3 of the BVDSP and State CEQA Guidelines Section 15183, this CEQA analysis satisfies, based on the analysis conducted in this document, the requirements for a community plan exemption. The proposed project is permitted in the zoning district where the project site is located and would be consistent with the bulk, density, and land use standards envisioned in the BVDSP. The CEQA Checklist below concludes that the proposed project would not result in

I. EXECUTIVE SUMMARY

significant impacts that (1) would be peculiar to the proposed project or project site; (2) were not identified as significant project-level, cumulative, or off-site effects in the BVDSP EIR; or (3) were previously identified as significant but later found to have a more severe adverse impact than that discussed in the EIR. Findings regarding the proposed project's consistency with the BVDSP are included as Attachment B to this document.

- **Qualified Infill Exemption.** The analysis conducted indicates that the proposed project is eligible for a qualified Infill Exemption, pursuant to State CEQA Guidelines Section 15183.3. The infill eligibility criteria are evaluated in Attachment C and supported by the CEQA Checklist included below.
- **Addendum.** The analysis conducted, as described in this document, demonstrates that preparation of an addendum to the BVDSP EIR is allowed for the proposed project. Therefore, this CEQA analysis is considered to be the addendum (see Attachment D for further details). The BVDSP EIR analyzed the Broadway Valdez Illustrative Development Program (Development Program), which represents the maximum level of feasible development that can reasonably be expected to occur in the BVDSP Plan Area over a 25-year planning period, according to City of Oakland projections. In total, the Development Program includes approximately 3.7 million square feet of development, including approximately 695,000 square feet of office space, 1,114,000 square feet of restaurant/retail space, 1,800 residential units, a new 180-room hotel, 6,500 parking spaces, and 4,500 new jobs. The BVDSP allows for flexibility with respect to the quantity and profile of future development within each subarea, and between subareas, as long as such development conforms to the general traffic generation parameters established by the Plan. The Development Program is not intended to be a cap that would restrict development.

The proposed project is in Subdistrict 1 of the Valdez Triangle subarea of the Plan, where development of a total of 438 residential units, 153,906 square feet of restaurant/retail space, and 181 hotel rooms is envisioned over the life of the Plan. The subdistricts were developed for the purpose of having the traffic impact analysis in the BVDSP EIR provide a reasonably foreseeable estimate of potential traffic impacts associated with the maximum development that could reasonably be expected to occur in the BVDSP Plan Area over the Plan's 20-year horizon.

As shown in Table 1, the proposed project would include 197 units and approximately 1,903 square feet of commercial/retail space on an approximately 0.3-acre property that currently consists of surface level parking. The proposed project is consistent with the type of development envisioned in Subdistrict 1 and would not exceed the total number of residential units or restaurant/retail space foreseen for Subdistrict 1 in the Plan (refer to Section 13, Transportation and Circulation for BVDSP buildout).

- Appendix D of the BVDSP includes an Illustrative Development Program Map (Map) that depicts one of many possible development scenarios to achieve the Broadway Valdez Development Program. The Map and accompanying table do not prescribe exact land

uses on any site. The Map presents a scenario under which the project site would be redeveloped with 24 dwelling units. While the proposed project would involve development of more dwelling units than are represented in the illustrative scenario presented on the Map, the proposed project is consistent with the zoning for the site. As described in further detail in Attachment B, the project site is located in D-BV-2, Broadway Valdez District Retail Commercial Zone-2, where ground floor general retail sales and upper-story permanent residential uses are permitted activities. As such, the mix of uses in the proposed project is consistent with the permitted activities established for the D-BV-2 zone.

**Table 1 Comparison of BVDSP Development Program, Subdistrict 1, and Proposed Project**

Development Characteristics	Total BVDSP Development Program <sup>a</sup>	Subdistrict 1	Proposed Project
Residential Units	1,800	438	197
Commercial Square Footage (net)	695,000 square feet of office space 1,114,000 square feet of restaurant/retail space 181 hotel rooms	0 square feet of office space 153,906 square feet of restaurant/retail space 24 hotel rooms <sup>b</sup>	0 square feet of office space Approximately 1,903 square feet of retail space 0 hotel rooms

Notes:

<sup>a</sup> Development Program Grand Total, listed in Appendix D of the Broadway Valdez Specific Plan, Table D.1: Illustrative Development Plan Program Map by Subdistrict.

<sup>b</sup> Development Program for Project Site #4 in Subdistrict 1, listed in Appendix D, Table D.1: Illustrative Development Plan Program Map by Subdistrict.

Source: City of Oakland. 2014. Broadway Valdez District Specific Plan. Adopted June. HKS. 2016.

The proposed project is estimated to generate approximately 650 daily, 35 AM peak-hour, and 46 PM peak-hour net new automobile trips. Together with trips generated by other projects that are currently under construction, approved, or proposed for development in the BVDSP Plan Area (refer to Section 13, Transportation and Circulation), this would represent approximately 54 percent of the AM and 51 percent of the PM peak-hour trips anticipated in the BVDSP EIR; 90 percent of the AM and 70 percent of the PM peak-hour trips anticipated in the BVDSP EIR for the Valdez Triangle subarea; and 70 percent of the AM and 60 percent of the PM peak-hour trips anticipated in the BVDSP EIR for Subdistrict 1.

While the total number of residential units in the proposed project combined with the projects under construction, approved, and proposed in the BVDSP Plan Area, as

I. EXECUTIVE SUMMARY

well as in the Valdez Triangle subarea, would exceed the Development Program Buildout assumptions in the BVDSP EIR,<sup>3</sup> because their combined trip generation would be within the scope of the program analyzed under the BVDSP EIR for the BVDSP Plan Area, the Valdez Triangle, and Subdistrict 1, the traffic impact analysis, which the EIR determined was the key environmental factor constraining development, remains valid. Therefore, the proposed project meets the requirements for preparation of an addendum, as evidenced in Attachment D to this document.

- **Specific Plan Exemption.** Consistent with State CEQA Guidelines Section 15182, the proposed project is a mixed-use project with a FAR of at least 0.75 on commercially-zoned property that is located within a transit priority area. The CEQA Checklist below indicates that the proposed project is consistent with the general land use designation, density (with the use of a density bonus), building intensity, and applicable policies specified for the project area in the Plan Bay Area (2021) and BVDSP. Furthermore, the CEQA Checklist below concludes that the proposed project would not result in events identified in State CEQA Guidelines Section 15162 including (1) substantial changes in the project, which would require major revisions of the previous EIR, (2) substantial changes with respect to the circumstances under which the project is undertaken, or (3) new information of substantial importance. Therefore, the proposed project meets the requirements for preparation of an addendum, as evidenced in Attachment E to this document.

Examination of the analysis, findings, and conclusions of the BVDSP EIR, as summarized in the CEQA Checklist below, indicates that the BVDSP EIR adequately analyzed and covered the potential environmental impacts associated with the proposed project. The streamlining and/or tiering provisions of CEQA apply to the proposed project. Therefore, no further review or analysis, under CEQA, is required.

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<sup>3</sup> As shown in Table 8 in Section 13, Transportation and Circulation, 3,462 net new residential units have been proposed or approved in the BVDSP Plan Area compared to 1,797 residential units described in the BVDSP EIR, or 193 percent. However, retail and office space have only been built out to 11 and 6 percent respectively, thereby offsetting transportation impacts.

## II. PROJECT DESCRIPTION

### Project Location

The project site occupies an approximately 0.3-acre rectangular-shaped parcel on the northwest corner of Webster Street/23<sup>rd</sup> Street and consists of Assessor's Parcel Number (APN) 8-667-5-3 within the Valdez Triangle Subdistrict of the BVDSP Plan Area.

The proposed project is located within a highly urbanized, transit-oriented area with accessibility from Interstate 580 (I-580) (also known as MacArthur Freeway) approximately 0.75 mile to the north-northeast; I-980 (also known as John B. Williams Freeway) approximately 0.4 mile to the west; and I-880 (also known as Nimitz Freeway) approximately 1.0 mile to the south (Exhibit 1).

Multiple transit routes serve the proposed project, including Alameda-Contra Costa County Transit District Routes 1, 1R, 11, 12, 26, 57, 51A, 800, 805, 851, B, CB, E, NL, NX, NX1, NX2, NX3, NX4, NXC, P, and V. The project site is about 400 feet from frequent bus service along Broadway (Route 51A with 10-minute peak headways), and about 0.2 mile from Telegraph Avenue (Route 6 with 10-minute peak headways). The 19<sup>th</sup> Street Bay Area Rapid Transit (BART) station is approximately 0.26 mile southwest of the site, while the MacArthur BART station is approximately 1.15 miles northwest of the site.

### Existing Conditions

The approximately 0.3-acre site has a flat topographic gradient and is currently paved and utilized for surface-grade parking. Access to the project site is provided by two existing curb cuts located along Webster Street. Nine deciduous street trees are planted along the eastern and southern perimeter of the site. Adjoining the project site to the west is a multi-story residential building with commercial uses located on the first floor (2300 Broadway). A multi-story parking structure adjoins the project site to the north. Webster Street and 23<sup>rd</sup> Street immediately adjoin the project site to the east and south, respectively (Exhibit 2).

Existing land uses shown within the BVDSP in the vicinity include service (retail/entertainment), parking lots, and mixed-use (nonresidential) uses. East of Webster Street is characterized by parking lots and entertainment uses. A high-density residential use is located on the southeast corner of Webster Street/23<sup>rd</sup> Street. To the south, across 23<sup>rd</sup> Street, are several parking lots (Exhibit 2).

The General Plan land use designation for the project site is Central Business District. 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

CEQA ANALYSIS

II. PROJECT DESCRIPTION

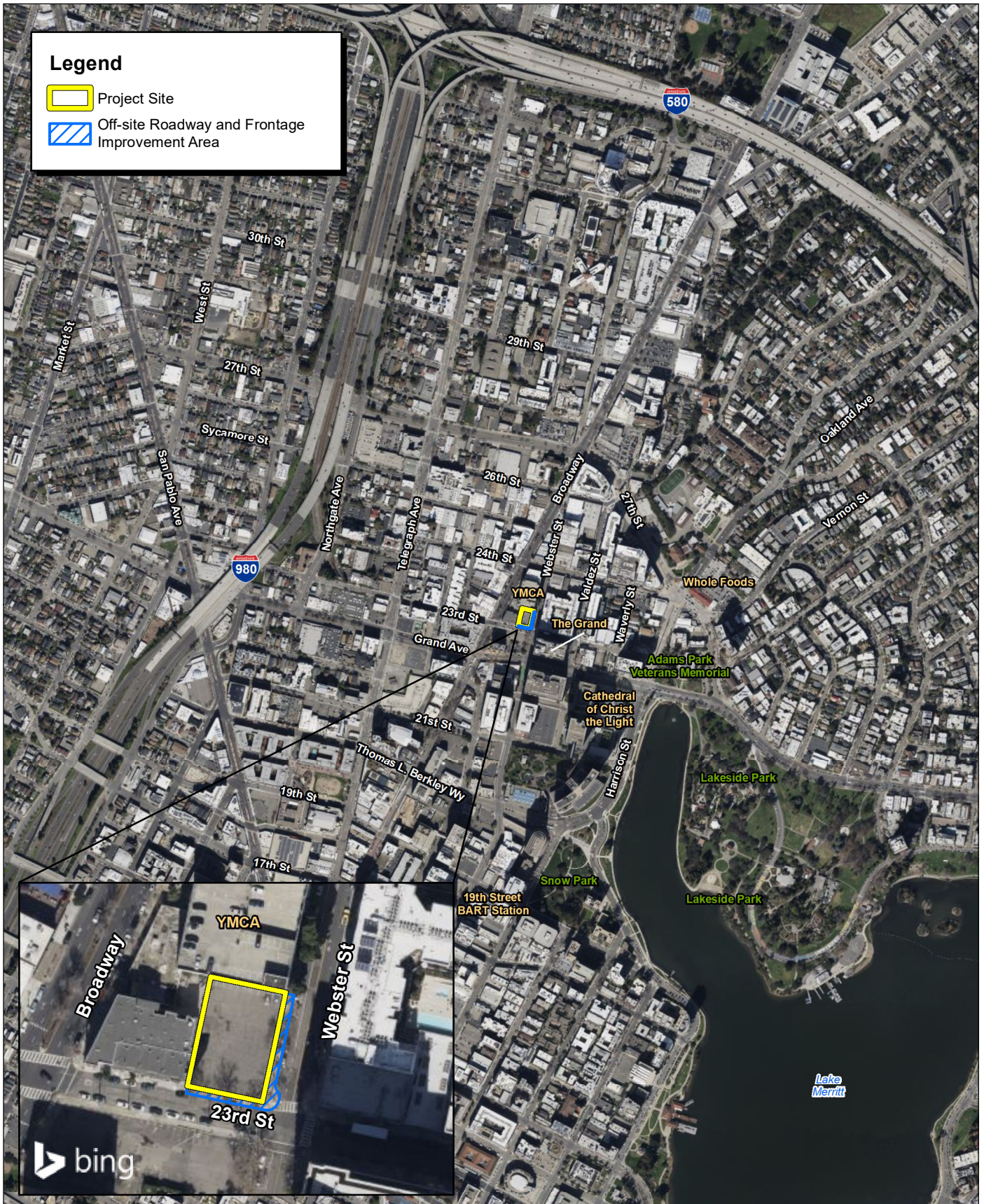
business, communications, office, government, high technology, retail, entertainment, and transportation.

The project site is zoned Broadway Valdez District Retail Commercial (D-BV-2). The intent of the D-BV-2 Retail Zone is to create, maintain, and enhance areas of the BVDSP Area for ground level retail, restaurants, entertainment, and art activities with pedestrian-oriented, active storefront uses. Upper-story spaces are intended to be available for a wide range of office and residential activities.

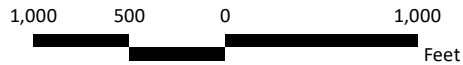


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Source: Bing Aerial Imagery.



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## Project Characteristics

The proposed project would include demolition of the existing surface parking lot and construction of a 19-floor, approximately 191,758-square-foot mixed-use residential building up to approximately 200 feet in height as measured to the roof. The proposed project would include approximately 1,903 square feet of commercial space on the ground floor along 23<sup>rd</sup> Street and up to 197 residential units on upper floors. The proposed project would provide 21 vehicle parking spaces for ground level parking. The proposed project characteristics are shown in Table 2, below. Exhibit 3 shows the proposed site/ground floor plan, while Exhibit 4 shows a rendering of the proposed building. Floor plans are shown on Exhibits 5, 6a and 6b. Building elevations and building height are shown on Exhibits 7a and 7b.

**Table 2 Project Characteristics**

<b>Lot</b>	<b>Dimensions</b>
Size	0.3 acre
<b>Proposed Uses</b>	<b>Area (gross square feet)</b>
Commercial (Retail)	1,903
Residential	146,469
Other Nonresidential	43,386
<b>Total Uses</b>	<b>191,758</b>
<b>Proposed Residential Units</b>	<b>Number (Percent of total)</b>
Studio	7 (4%)
1-bedroom	87 (44%)
2-bedroom	103 (52%)
<b>Total Units</b>	<b>197 (100%)</b>
<b>Proposed Parking</b>	<b>Number of Spaces</b>
Vehicle parking spaces	21
Bicycle parking spaces	117 (16 short-term, 101 long-term)
<b>Open Space</b>	<b>Proposed (square feet)</b>
Courtyard usable open space (exterior)	831 square feet
Private usable open space (balconies)	2,014 square feet

II. PROJECT DESCRIPTION

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Private group community room (interior)	3,490 square feet
<b>Total Open Space</b>	<b>6,335 square feet</b>

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**Building Characteristics**

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Notes:

19 stories (with building height of approximately 200 feet as measured to the roof)

- One level retail on ground floor
- \* Residential units on Floors 2 through 19
- \* Retail gross square feet also includes circulation and support areas.

Source: Ankrom Moisan Architects. 2023.

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Residential Uses

Approximately 146,469 square feet of residential uses would be constructed in the building on Floors 2 through 19. Up to 197 residential units would be constructed.

With a lot size of approximately 11,745 square feet, up to approximately 131 units would be allowed on the site; however, 197 units are proposed as part of the proposed project. The proposed project is eligible for a density bonus because at least 15 percent of the baseline project units would be designated for very low-income households, as defined in Section 50105 of the California Health and Safety Code. Therefore, the proposed project would qualify for a 50 percent density bonus (or an additional 66 units) under the California Density Bonus Law (California Government Code §§ 65915—65918).

Commercial Uses

The proposed project would include approximately 1,903 square feet of commercial retail on the ground level at the northwest corner of 23<sup>rd</sup> Street and Webster Street. Entrances would be on 23<sup>rd</sup> Street and Webster Street as shown above on Exhibit 3.

Access, Circulation, and Parking

Residential access would be provided via the main residential lobby, located along the middle of the ground floor adjoining Webster Street. Access to the retail/commercial space would be provided along the respective street frontages. Approximately 21 ground level vehicular parking spaces would be provided. The parking spaces would be provided via mechanical parking stackers.

A loading area would be located on the ground floor just north of the core and lobby area of the building. The loading area would be accessed from the parking entry ramp driveway on Webster Street. Along Webster Street, one driveway is proposed for vehicle ingress and egress.

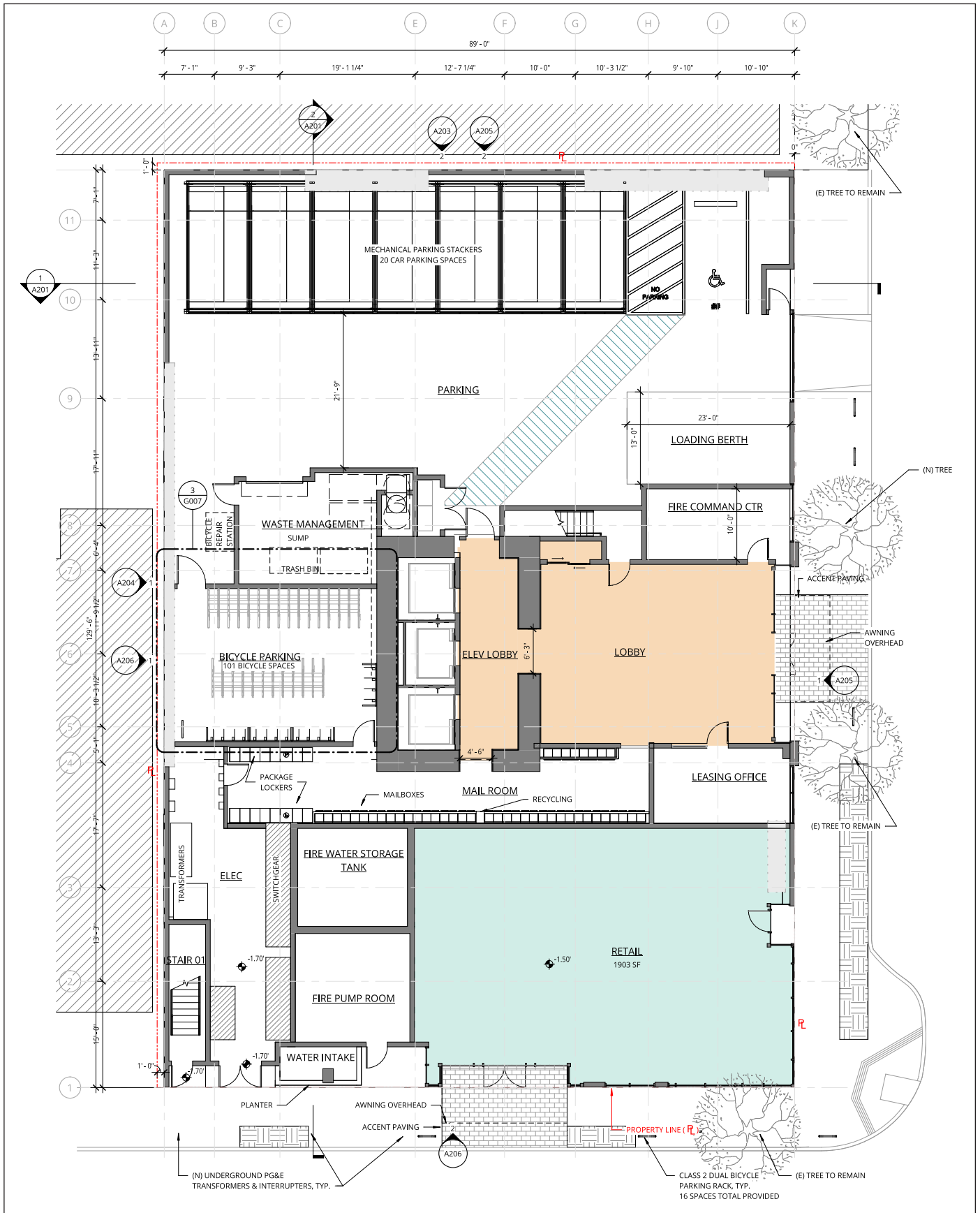
### Open Space

The proposed project would provide a total of approximately 831 square feet of exterior common open space for the building residents, as shown in Exhibit 8. The proposed project would include private usable balcony open space totaling 2,014 square feet and would also provide a 3,490-square-foot private group community room on the second floor. In total, the proposed project would provide 6,335 square feet of usable open space.

### Streetscape Improvements

Sidewalk and streetscape improvements would also be considered as part of the proposed project, consistent with the BVDSP Public Realm Design Guidelines for Streetscape Design. Streetscape improvements could include new street trees along Webster Street/23<sup>rd</sup> Street that would be pre-approved by the City prior to planting, street furniture, and bike racks for retail parking.

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Source: Ankrom Moisan, 10/10/2023, Revised 04/12/2024.



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2305 Webster St

Source: Ankrom Moisan.

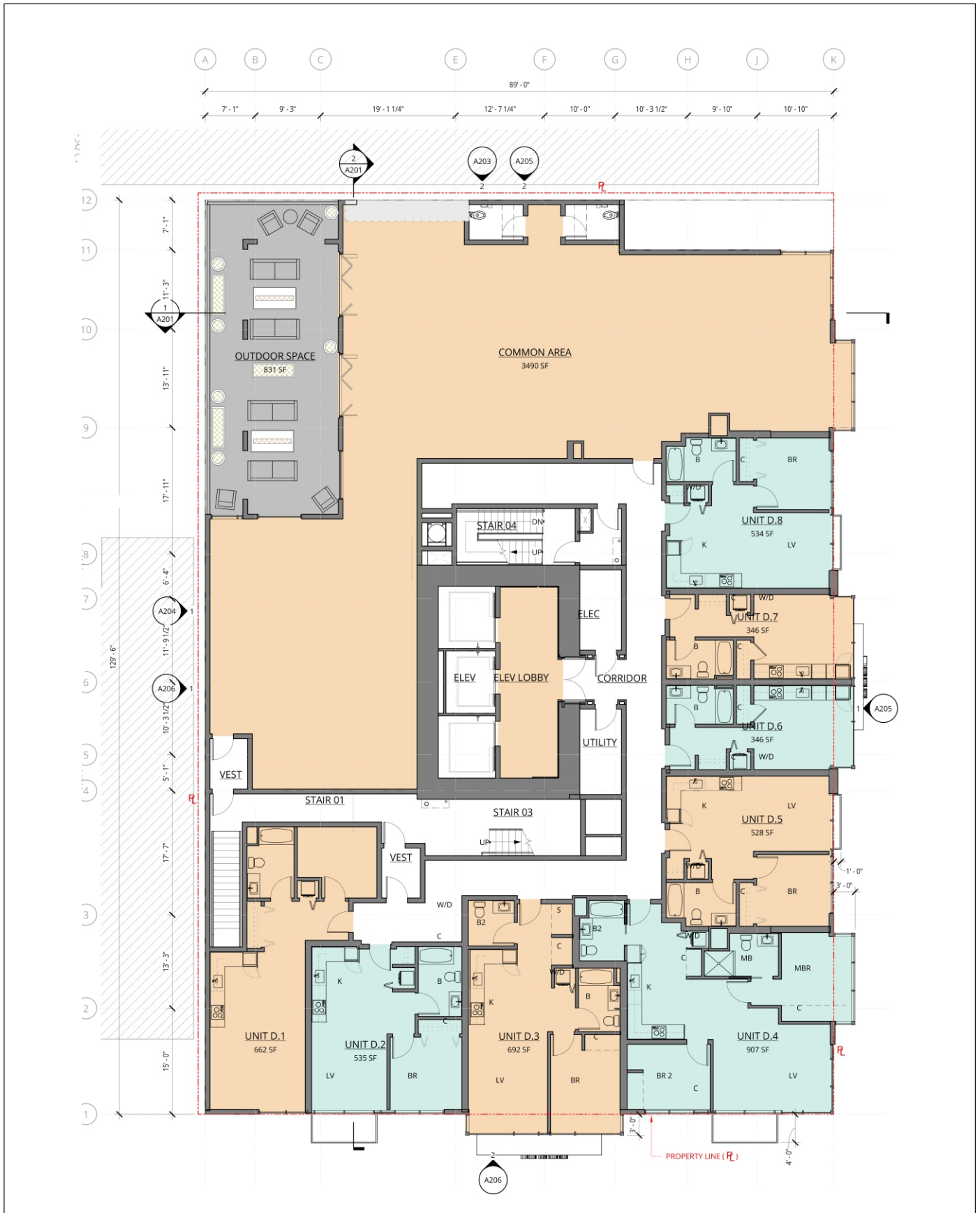
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Exhibit 4  
Rendering of Proposed Project

CITY OF OAKLAND  
2305 WEBSTER STREET MIXED USE RESIDENTIAL PROJECT  
2023 CEQA ANALYSIS

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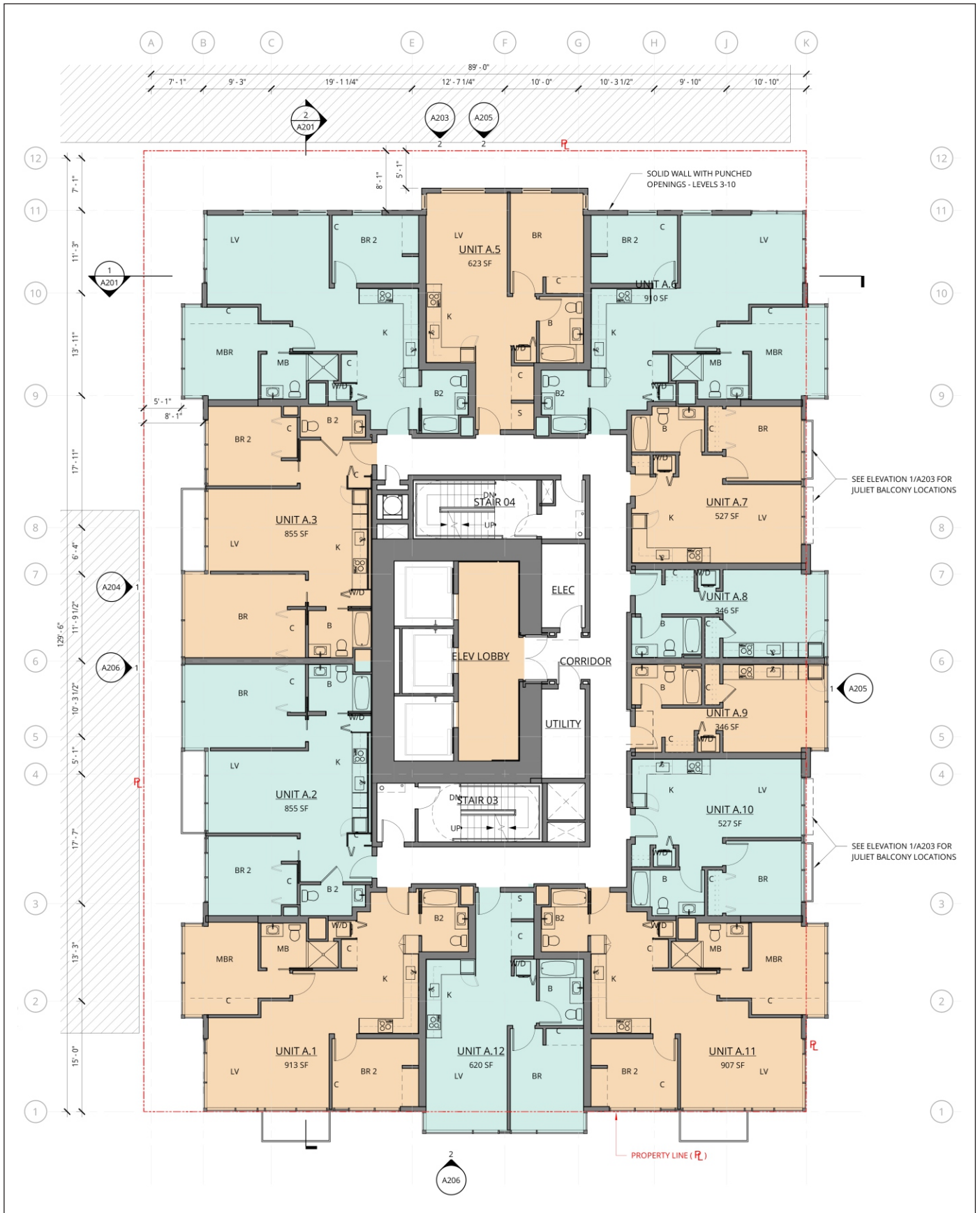


Source: Ankrom Moisan, 03/01/2023.



## Exhibit 5 Amenity Level Floor Plan

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Source: Ankrum Moisan, 03/01/2023.



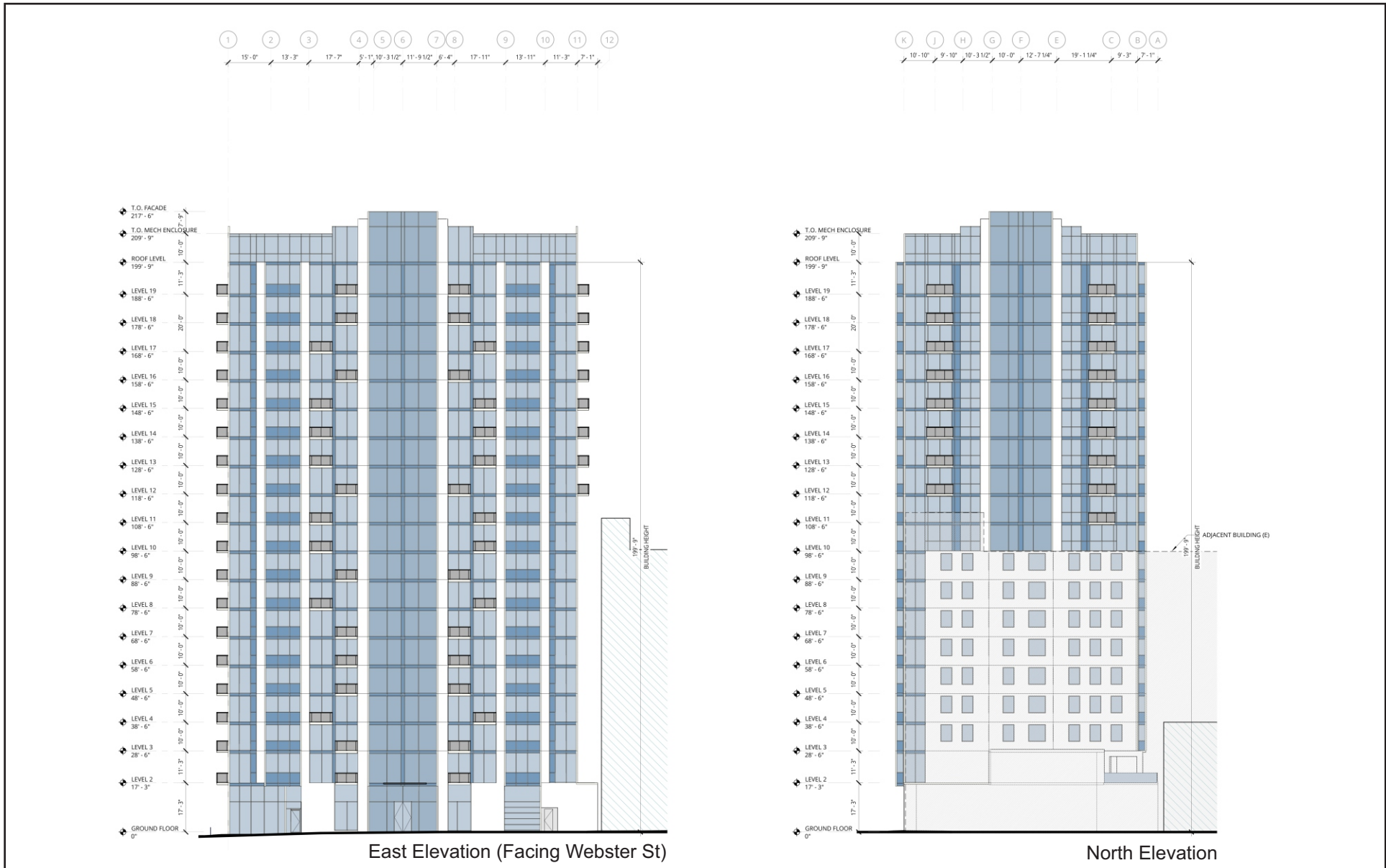
## Exhibit 6a Residential Floor Plans (3rd through 4th Floors)

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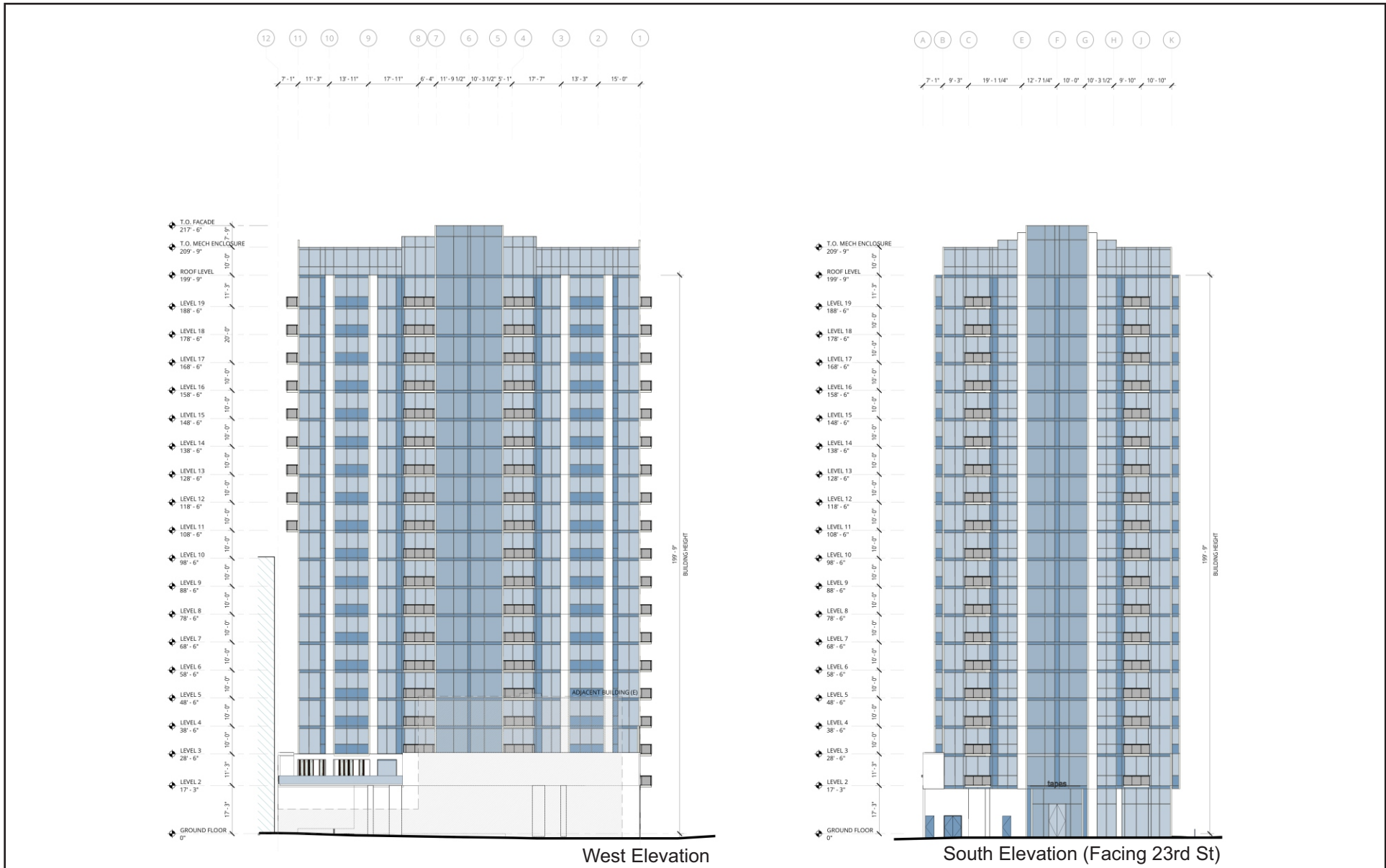


Source: Ankrom Moisan, 03/01/2023.



## Exhibit 7a Building Elevations (East and North)

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Source: Ankrum Moisan, 03/01/2023.

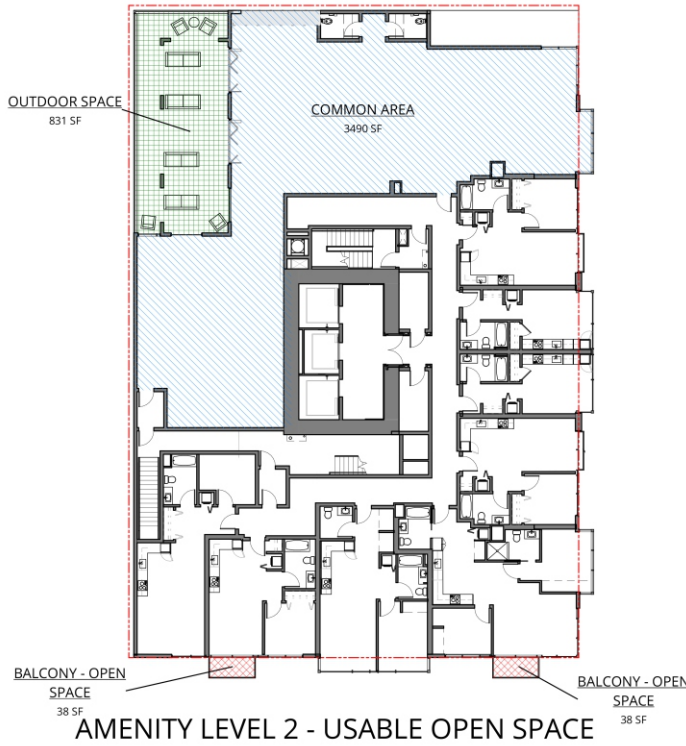


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## Exhibit 7b Building Elevations (West and South)

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AMENITY LEVEL 2 - USABLE OPEN SPACE

**LEGEND**

- PRIVATE GROUP COMMUNITY ROOM USABLE OPEN SPACE
- COMMON OUTDOOR USABLE OPEN SPACE
- PRIVATE USABLE OPEN SPACE

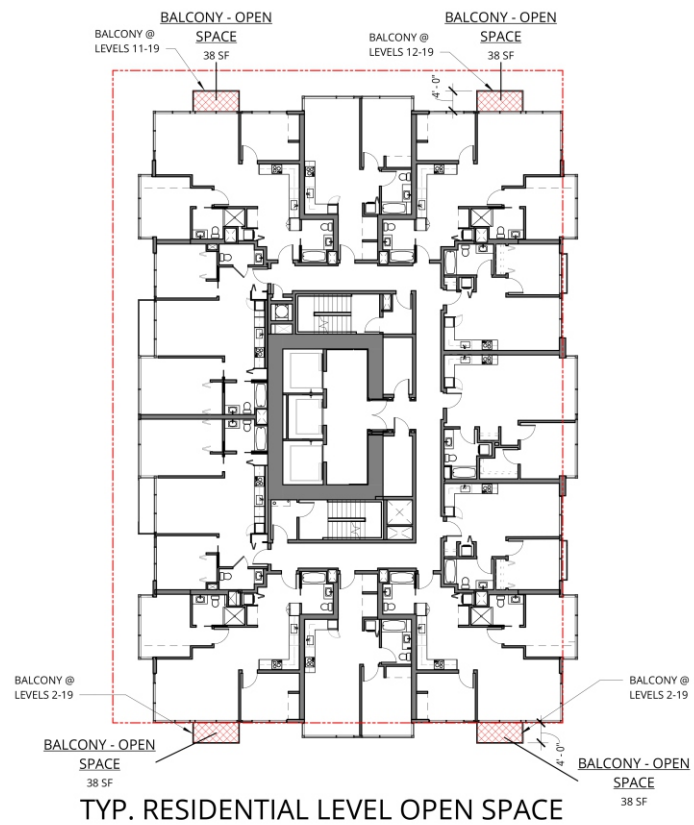
PRIVATE GROUP COMMUNITY ROOMS		
Name	Area	Level

COMMON AREA	3490 SF	LEVEL 2
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COMMON OUTDOOR USABLE OPEN SPACE		
Name	Area	Level

OUTDOOR SPACE	831 SF	LEVEL 2
---------------	--------	---------

FLOORS	UNITS W/ 38 SF OF PRIVATE OPEN SPACE
Level 19	4
Level 18	4
Level 17	4
Level 16	4
Level 15	4
Level 14	4
Level 13	4
Level 12	4
Level 11	3
Level 10	2
Level 9	2
Level 8	2
Level 7	2
Level 6	2
Level 5	2
Level 4	2
Level 3	2
Level 2	2
Ground Level	0
<b>Total (d.u.)</b>	<b>53</b>



TYP. RESIDENTIAL LEVEL OPEN SPACE

Source: Ankrom Moisan, 03/01/2023.



**Exhibit 8**  
**Open Space Diagrams**

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### Building Design

The proposed building would consist of a rectangular-shaped tower with ground floor commercial/retail use then transitioning into residential. Commercial/retail would occupy the first floor. The ground floor building exterior along Webster and 23<sup>rd</sup> would consist predominantly of glass windows and some areas of precast or metal panels. Similarly, the residential levels of the building would be dominated by vision glass, spandrel panels and precast or metal panels. Example elevations are shown in detail on Exhibit 7a and 7b, above.

At the intersection of Webster Street and 23<sup>rd</sup> Street, the commercial space would be prominent along the street. The proposed residential tower does not include any setback from the street.

### Stormwater

In compliance with the Municipal Regional Stormwater Permit (Order No. R2-2002-0018), Provision C.3–New Development and Redevelopment, the proposed project would be required to provide treatment for all existing, new, and/or replaced impervious surfaces. Proposed project stormwater quality features would include minimizing impervious surfaces to the extent possible, the addition of bioretention areas at the project site, and the use of an interior media filter to route runoff from the roof of the proposed building.

The proposed bioretention areas would include a 171-square-foot underground bioretention area located at the southeast corner of the project site (adjacent to Webster Street) and two 107-square-foot underground bioretention areas located along the southern border of the project site (adjacent to 23<sup>rd</sup> Street). Runoff from the proposed building roof would be directed to an interior media filter, which would remove suspended solids and sediment from the stormwater prior to being discharged into the storm drain system. The proposed bioretention areas would be in the right-of-way and would be subject to approval by City of Oakland Department of Transportation (OakDOT).

The proposed bioretention areas and media filter would be designed in compliance with Provision C.3 and the latest edition of the Alameda County Stormwater Manual. The proposed media filter would be sized using a flow hydraulics design basis.

### Activity/Employment

The proposed project would include a mix of residential and retail uses. Based on the generation rate established for the BVDSP Area of 1.87 persons per household, the proposed project would have approximately 368 new residents. The proposed project is anticipated to generate approximately four jobs, assuming a standard generation rate of one employee per 500 square feet of retail space. A minor amount of additional jobs would also be expected to be generated related to building maintenance and security.

II. PROJECT DESCRIPTION

## Project Construction

Construction activities would consist of demolition of the existing surface parking lot, excavation, shoring, foundation, and below-grade construction, followed by construction of the building and finishing interiors. Proposed project construction is expected to occur during a single phase over approximately 18 months, starting in January 2025 with completion by June 2026. Approximately 30 workers would be required in the early stages of construction and approximately 190 workers would be required at the peak of construction.

To construct the building foundation, approximately 40,000 cubic feet (approximately 1,480 cubic yards) of soil would be excavated and hauled off-site. No soil is anticipated to be imported to the site. The maximum depth of excavation would be 8 feet below ground surface (bgs) everywhere except at the car stackers, where it would be 15 feet bgs. The foundations would be installed at a depth of 6 feet bgs.

Subsurface explorations of the site encountered groundwater between approximately 13.5 and 16 feet bgs, and groundwater generally follows the topographical gradient in the area, flowing to the south/southwest toward Lake Merritt.<sup>4 5</sup>

## Project Approvals

The proposed project would require discretionary actions and approvals, including without limitation:

### Actions by the City of Oakland

- Planning Director—Regular Design Review and CEQA determination.
- Public Works Tree Division—Issuance of tree removal permit.
- Building Department—Grading permit and other related on-site work permits.
- OakDOT—Off-site work permits (e.g., public right-of-way improvements and tie backs) as well as encroachment permits.

### Actions by Other Agencies

- Bay Area Air Quality Management District (BAAQMD)—Issuance of permits for installation and operation of the emergency generator.
- Regional Water Quality Control Board (RWQCB)—Acceptance of a Notice of Intent to obtain coverage under the General Construction Activity Stormwater Permit and Notice of Termination after construction is complete.

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<sup>4</sup> P. Whitehead and Associates. 2004. Soil Report for 2300 Broadway/2301 Webster Street, Oakland, California. May 16, 2004.

<sup>5</sup> Stellar Environmental Solutions. 2016. Phase I Environmental Site Assessment for 2305 Webster Street, Oakland, California, April 2016.



- East Bay Municipal Utility District (EBMUD)—Grant a Special Discharge Permit to discharge construction dewatering to the sanitary sewer and/or approval of new service requests and new water meter installations.

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### III. BVDSP AND EIR

The BVDSP provides a framework for future growth and development in an approximately 95.5-acre area (BVDSP Plan Area) along Oakland's Broadway corridor between Grand Avenue and I-580. Although it does not propose specific private developments, the BVDSP establishes a Development Program to project the maximum level of feasible development that can reasonably be expected during the 25-year planning period (i.e., approximately 3.7 million square feet, including approximately 695,000 square feet of office space, 1,114,000 square feet of restaurant/retail space, 1,800 residential units, a new 180-room hotel, approximately 6,500 parking spaces, and approximately 4,500 new jobs). As described above, the BVDSP EIR (SCH No. 2012052008, final EIR certified May 21, 2014) analyzed the environmental impacts of adoption and implementation of the BVDSP, and where the level of detail available was adequate for analyzing potential environmental effects, the EIR provided project-level CEQA review for foreseeable and anticipated development.

On September 20, 2013, the City of Oakland released for public review the draft EIR for the BVDSP. The public review and comment period extended from September 20, 2013, through November 12, 2013. The Landmarks Preservation Advisory Board (LPAB) and the City of Oakland Planning Commission held hearings on the draft EIR, and comments received during the public review and comment period were addressed in the final EIR for the BVDSP. Prior to adoption of the final EIR, additional public hearings were held by both the LPAB and the Planning Commission. The final EIR was certified by the Planning Commission on May 21, 2014. Subsequently, the City Council confirmed the final EIR and adopted the BVDSP and related General Plan Amendments and Design Guidelines on June 17, 2014.

The final EIR determined that impacts on the following resources would be less than significant, or would be reduced to a less than significant level with implementation of mitigation measures or compliance with City of Oakland SCAs: aesthetics; biology; geology, soils, and geohazards; hazardous materials; hydrology and water quality; land use, plans, and policies; population, housing, and employment; public services and recreational facilities; and utilities and service systems. The final EIR determined that implementation of the BVDSP would have significant unavoidable impacts related to the following environmental resources: wind and shadow, air quality, cultural resources, GHG emissions and climate change, noise, and transportation. Because of the potential for significant unavoidable impacts, a Statement of Overriding Considerations with findings was adopted on May 21, 2014, and confirmed by the City Council on June 17, 2014, as part of the BVDSP approval. The City Council found that, for the significant and unavoidable impacts listed above, the BVDSP EIR provided the best balance between the City's goals and objectives and the BVDSP's benefits. In addition, the City Council made the following determinations:

- The BVDSP updates the goals and policies of the General Plan and provides more detailed guidance for specific areas within the Broadway Valdez District.
- The BVDSP builds upon two retail enhancement studies, the Citywide Retail Enhancement Strategy and the companion Upper Broadway Strategy—A Component of the Oakland Retail Enhancement Strategy, which identified the City’s need to reestablish major destination retail in Oakland as being critical to stemming the retail leakage and associated loss of tax revenue that the City suffers annually. These reports also identified the Broadway Valdez District as the City’s best opportunity to reestablish a retail core with the type of comparison shopping that once served Oakland and nearby communities and that the City currently lacks.
- The BVDSP provides a policy and regulatory framework to achieve one of the primary objectives: to transform the BVDSP Plan Area into an attractive regional destination for retailers, shoppers, employers, and visitors that serves, in part, the region’s shopping needs and captures sales tax revenue for reinvestment in Oakland.
- The BVDSP could create employment opportunities (both short-term construction jobs as well as permanent jobs), increase revenues (sales, property, and other taxes), and promote spin-off activities (as BVDSP Plan Area workers spend some of their income on goods in the BVDSP Plan Area).
- The BVDSP Development Program promotes increased housing densities in proximity to employment-generating land uses that support City and regional objectives for achieving a jobs/housing balance and transit-oriented development.
- The BVDSP Design Guidelines ensure that future development contributes to the creation of an attractive pedestrian-oriented district characterized by high-quality design and a distinctive sense of place.
- The BVDSP identifies a series of needed and desired improvements related to transportation, affordable housing, historic resource preservation and enhancement, streetscape, plaza, parking, and utility infrastructure, as well as regulatory tools, policies, and potential funding mechanisms to realize those improvements.

The Notice of Determination (NOD) for the BVDSP EIR was filed with the State Clearinghouse on June 18, 2014, and neither the BVDSP nor the final EIR was challenged.

#### IV. SUMMARY OF FINDINGS

An evaluation of the proposed project is provided in the CEQA Checklist below. This evaluation concludes that the proposed project qualifies for an exemption/addendum from additional environmental review. The BVDSP EIR allows for the distribution of density and development types between categories and subareas and accounts for the construction and operational impacts from the development proposed within the BVDSP Plan Area. Any potential environmental impacts associated with the proposed project's development were adequately analyzed and covered by the analysis in the BVDSP EIR. The proposed project would be required to comply with the applicable mitigation measures identified in the BVDSP EIR, as well as any applicable City of Oakland SCAs (see Attachment A, at the end of the CEQA Checklist). With implementation of the applicable mitigation measures and SCAs, the proposed project would not result in a substantial increase in the severity of significant impacts that were previously identified in the BVDSP EIR or any new significant impacts that were not previously identified in the BVDSP EIR.

In accordance with Public Resources Code Sections 21083.3, 21094.5, and 21166 and State CEQA Guidelines Sections 15183, 15183.3, 15164 and 15182, and as set forth in the CEQA Checklist below, the proposed project qualifies for an exemption/addendum because the following findings can be made:

- The proposed project would not result in significant impacts that (1) would be peculiar to the project or project site; (2) were not previously identified as significant project-level, cumulative, or off-site effects in the BVDSP EIR; or (3) were previously identified as significant but—as a result of substantial new information that was not known at the time the BVDSP EIR was certified—would increase in severity above the level described in the EIR. Therefore, the proposed project is exempt from further environmental review in accordance with Public Resources Code Section 21083.3 and State CEQA Guidelines Section 15183.
- The proposed project would not cause any new significant impacts on the environment that were not already analyzed in the BVDSP EIR or result in more significant impacts than those that were previously analyzed in the BVDSP EIR. The effects of the proposed project have been addressed in the BVDSP EIR, and no further environmental documents are required, in accordance with Public Resources Code Section 21094.5 and State CEQA Guidelines Section 15183.3.
- The analyses conducted and the conclusions reached in the BVDSP EIR that was certified by the Planning Commission on May 21, 2014, and confirmed by the City Council on June 17, 2014, remain valid, and no supplemental environmental review is required for the proposed project modifications. The proposed project would not cause new significant impacts that were not previously identified in the EIR or result in a substantial increase in the severity of previously identified significant impacts. No new mitigation measures would be necessary to reduce

IV. SUMMARY OF FINDINGS

- significant impacts. No changes have occurred with respect to the circumstances surrounding the original project that would cause significant environmental impacts to which the proposed project would contribute considerably, and no new information has been put forward that shows that the proposed project would cause significant environmental impacts. Therefore, no supplemental environmental review is required beyond this addendum, in accordance with Public Resources Code Section 21166 and State CEQA Guidelines Section 15164.
- The proposed project is consistent with the general land use designation, density (with the use of a density bonus), building intensity, and applicable policies specified for the project area in the Plan Bay Area (2021) and BVDSP. The proposed project would not result in events identified in State CEQA Guidelines Section 15162 including: (1) substantial changes in the project, which would require major revisions of the previous EIR, (2) substantial changes with respect to the circumstances under which the project is undertaken, or (3) new information of substantial importance. Therefore, no supplemental environmental review is required beyond this addendum, in accordance with Public Resources Code Section 21083 and 21155.4 and State CEQA Guidelines Section 15182.

Each of the above findings provides a separate and independent basis for CEQA compliance.

## V. CEQA CHECKLIST

### Overview

This CEQA Checklist provides a summary of the potential environmental impacts that may result from adoption and implementation of the BVDSP, as evaluated in the BVDSP EIR. Potential environmental impacts of development under the BVDSP were analyzed and covered by the BVDSP EIR, and the EIR identified mitigation measures and SCAs<sup>6</sup> to address these potential environmental impacts.

This CEQA Checklist hereby incorporates by reference the BVDSP EIR discussion and analysis of all potential environmental impact topics; only those environmental topics that could have a potential project-level environmental impact are included. The EIR significance criteria have been consolidated and abbreviated in this CEQA Checklist for administrative purposes; a complete list of the significance criteria can be found in the BVDSP EIR.

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

- Equal or Less Severity of Impact Previously Identified in BVDSP EIR;
- Substantial Increase in Severity of Previously Identified Significant Impact in BVDSP EIR; or
- New Significant Impact.

Where the severity of the impacts of the proposed project would be the same as or less than the severity of the impacts described in the BVDSP EIR, the checkbox for Equal or Less Severity of Impact Previously Identified in BVDSP EIR is checked. Where the checkbox for Substantial Increase in Severity of Previously Identified Significant Impact in BVDSP EIR or New Significant Impact is checked, there are significant impacts that are:

- Peculiar to the project or project site (pursuant to State CEQA Guidelines Sections 15183 or 15183.3).
- Not identified in the previous EIR (BVDSP EIR) (pursuant to State CEQA Guidelines Sections 15183 or 15183.3), including off-site and cumulative impacts (pursuant to CEQA Guidelines Section 15183).

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<sup>6</sup> These are Development Standards that are incorporated into projects as SCAs, regardless of a project's environmental determination, pursuant, in part, to State 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.

## CEQA ANALYSIS

## V. CEQA CHECKLIST

- Due to substantial changes in the project (pursuant to State CEQA Guidelines Section 15162).
- Due to substantial changes in circumstances under which the project will be undertaken (pursuant to State CEQA Guidelines Section 15162).
- Due to substantial new information not known at the time the BVDSP EIR was certified (pursuant to State CEQA Guidelines Sections 15162, 15183, or 15183.3).

The proposed project is required to comply with applicable mitigation measures identified in the BVDSP EIR and with City of Oakland SCAs. The project applicant has agreed to incorporate and/or implement the required mitigation measures and SCAs as part of the proposed project. This CEQA Checklist includes references to the applicable mitigation measures and SCAs.

A list of the mitigation measures and SCAs is included in Attachment A and is incorporated by reference into the CEQA Checklist analysis. If the CEQA Checklist (including Attachment A) inaccurately identifies or fails to list a mitigation measure or SCA, the applicability of that mitigation measure or SCA to the proposed project is not affected. If the language describing a mitigation measure or SCA included in the CEQA Checklist (including Attachment A) is inaccurately transcribed, the language of the mitigation measure as set forth in the BVDSP EIR or City of Oakland SCAs shall control.

Consistent with the requirements of CEQA, a determination of whether the proposed project would have a significant impact has occurred prior to the approval of the proposed project and, where applicable, SCAs and/or mitigation measures in the BVDSP EIR have been identified that will mitigate them. 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 is specified and required, and where the proposed project commits to developing measures that comply with the requirements and criteria identified.

### **Attachments**

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

Attachment A: Standard Conditions of Approval and Mitigation Monitoring and Reporting Program

Attachment B: Project Consistency with Community Plans or Zoning, per State CEQA Guidelines Section 15183

Attachment C: Infill Performance Standards, per State CEQA Guidelines Section 15183.3



- Attachment D: Criteria for Use of Addendum, per State CEQA Guidelines Sections 15164 and 15162
- Attachment E: Projects Consistency with the Broadway Valdez Specific Plan, per State CEQA Guidelines Section 15182
- Attachment F: Shadow Study for the 2305 Webster Street Mixed-Use Residential Project
- Attachment G: Wind Tunnel Study for the 2305 Webster Street Mixed-Use Residential Project
- Attachment H1: Air Quality Supporting Information for the 2305 Webster Street Mixed-Use Residential Project
- Attachment H2: Health Risk Screening Analysis for the 2305 Webster Street Mixed-Use Residential Project
- Attachment I: Biological Resources Supporting Information for the 2305 Webster Street Mixed-Use Residential Project
- Attachment J: Cultural Resources Supporting Material for the 2305 Webster Street Mixed-Use Residential Project
- Attachment K: Soils Report for 230 Broadway/2301 Webster Street, Oakland, California
- Attachment L: Equitable Climate Action Plan (ECAP) Checklist
- Attachment M: Phase I Environmental Site Assessment
- Attachment N: Traffic Impact Review Memorandum
- Attachment O: Construction Noise Workbook

**1. Aesthetics, Shadow, and Wind**

Would the project:	Equal or Less Severity of Impact Previously Identified in BVDSP EIR	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 [NOTE: Only impacts to scenic views enjoyed by member of the public generally (but not private views) are potentially significant]; 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 <sup>7</sup> ;	☒	☐	☐
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 a historical resource, as defined by State CEQA Guidelines Section 15064.5(a), such that the shadow would materially impair the resource’s historic significance by materially altering those physical characteristics of the resource that	☒	☐	☐

<sup>7</sup> To cast a shadow that substantially impairs the function of solar panels is no longer a City CEQA threshold and is included for informational purposes only.

Would the project:	Equal or Less Severity of Impact Previously Identified in BVDSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	New Significant Impact
conveys its historical significance <u>and</u> that justify its inclusion on or eligibility for listing in the National Register of Historic Places, California Register of Historical Places, local register of historical resources, or a historical resource survey form (DPR Form 523) with a rating of 1-5 <sup>8</sup> ;			
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Create winds that exceed 36 mph for more than one hour during daylight hours during the year [NOTE: The wind analysis only needs to be done if the project’s height is 100 feet or greater (measured to the roof) <u>and</u> 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. Downtown is defined in the Land Use and Transportation Element of the General Plan (page 67) as the area generally bounded by West Grand Avenue to the north, Lake Merritt and Channel Park to the east, the Oakland Estuary to the south, and I-980/Brush Street to the west. The wind analysis must consider the proposed project’s contributions to wind impacts to	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<sup>8</sup> To cast a shadow that impairs the beneficial use of public spaces and historical resources is no longer a City CEQA threshold and is included for informational purposes only.

Would the project:	Equal or Less Severity of Impact Previously Identified in BVDSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	New Significant Impact
on- and off-site public and private spaces. Only impacts to public spaces (on- and off-site) and off-site private spaces are considered CEQA impacts. Although impacts to on-site private spaces are considered a planning-related non-CEQA issue, such potential impacts still must be analyzed.] <sup>9</sup>			

**Scenic Vistas, Scenic Resources, and Visual Character (Criterion 1a)**

The BVDSP EIR determined that potential impacts to scenic vistas and resources, visual character, and lighting and glare from development under the BVDSP would be less than significant with implementation of SCAs and that no mitigation measures were necessary. The Physical Height Model analyzed in the BVDSP EIR<sup>10</sup> represents the conceptual massing for projects to be developed under the BVDSP and served as the basis for massing, view corridor, shadow, and wind analysis performed in the EIR. The EIR found that new structures would partially obstruct views of the sky but that such changes would not represent a substantial adverse effect on views because no views are considered scenic or unique (as defined by CEQA) and no visual access to protected scenic resources (as defined by the General Plan) would be obstructed. Changes anticipated under the BVDSP would generally create a more pedestrian-oriented aesthetic in the BVDSP Plan Area, and the Design Guidelines would ensure that development under the BVDSP would be compatible with the existing built form and architectural character of the BVDSP Plan Area as a whole and compatible with the distinctive visual character of individual areas. Development in the BVDSP Plan Area will be required to comply with SCAs related to landscaping, street frontages, landscape maintenance, utility undergrounding, public right-of-way improvements, and lighting plans.

<sup>9</sup> The requirement for a wind analysis is no longer a City CEQA threshold and is included here for informational purposes only.

<sup>10</sup> The Broadway Valdez Development Program represents the maximum feasible development that the City has projected can reasonably be expected to occur in the BVDSP Plan Area over the next 25 years and is, therefore, the level of development envisioned by the Specific Plan and analyzed in the BVDSP EIR. The Broadway Valdez Development Program, together with the Specific Plan height limits, maximum base heights, and step-back requirements, informs the Physical Height Model, which provides the basis for analysis in the BVDSP EIR.

### **Shadow (Criteria 1b through 1d)**

The BVDSP EIR determined that development under the BVDSP would result in less than significant impacts from shading, with the exception of potential shading on Temple Sinai, which is considered a historical resource. Temple Sinai is at 356 28<sup>th</sup> Street near the intersection with Webster Street. Under the BVDSP EIR, Mitigation Measure (MM) AES-4: Shadow Analysis, applies to the area bounded by Webster Street, 29th Street, Broadway, and 28th Street to reduce shadow impacts. Even with implementation of MM AES-4, the EIR conservatively determined that impacts may remain significant and unavoidable. Development outside this area under the BVDSP was determined to result in less than significant shadow impacts. To address potential cumulative impacts, under the BVDSP EIR, MM AES-6, which requires implementation of MM AES-4 and MM AES-5 (described below), applies to projects bounded by the streets listed above to address significant cumulative aesthetics and wind impacts. The EIR conservatively concluded that, even with implementation of MM AES-6, cumulative shadow impacts may remain significant and unavoidable for some projects.

### **Wind (Criterion 1e)**

The BVDSP EIR determined that development under the BVDSP that has a height of 100 feet or greater and is in the portion of the BVDSP Plan Area designated as Central Business District (which extends north from downtown to 27th Street), could result in adverse wind conditions. Under the BVDSP EIR, MM AES-5: Wind Analysis, applies to those projects in the Central Business District portion of the BVDSP Plan Area that are over 100 feet in height. Even with implementation of MM AES-5, the EIR conservatively determined that impacts may remain significant and unavoidable. To address potential cumulative impacts, under the BVDSP EIR, MM AES-6, which requires implementation of MM AES-4 and MM AES-5, applies to those same projects and addresses significant cumulative wind and aesthetics impacts. Even with implementation of MM AES-6, the EIR conservatively determined that cumulative impacts may remain significant and unavoidable for some projects.

### **Project Analysis and Conclusion**

#### Scenic Vistas, Scenic Resources, and Visual Character.

Pursuant to the Design Guidelines, development within the BVDSP Plan Area should contribute to the creation of a coherent, well-defined, and active public realm that supports pedestrian activity and social interaction. The proposed project meets this guideline by including streetscape improvements that could include new street trees along Webster Street/23<sup>rd</sup> Street, street furniture, and bike racks for retail parking. The proposed project would require design review approval, pursuant to Section 17.101C.020 of the City's Planning Code. As part of the design review process, the proposed project would be reviewed by the City to ensure consistency with the applicable BVDSP Design Guidelines.

The design review process would ensure the proposed project's consistency with the BVDSP standards and guidelines related to aesthetics, compatible with the existing built form and architectural character of the BVDSP Plan Area as a whole and compatible with the distinctive visual character of individual areas.

Consistent with the findings of the BVDSP EIR, the proposed project's potential impacts to scenic vistas, scenic resources, visual character, and light and glare would be less than significant with implementation of the SCAs as the proposed project is consistent with the BVDSP EIR.

**Shadow.** This criterion is no longer a City CEQA Threshold as of September 26, 2023; this analysis was prepared prior to the adoption of the new thresholds and so is included here for informational purposes only. The proposed project is not within the area identified in the BVDSP EIR as affecting Temple Sinai. Pursuant to the City of Oakland CEQA Thresholds of Significance Guidelines and the analysis contained in the BVDSP EIR, the proposed project requires a shadow analysis to evaluate potential shading from the proposed project and other past, present, and reasonably foreseeable projects (e.g., potential cumulative shading impacts) on nearby CEQA Historic Resources identified in the BVDSP EIR, on solar collectors, and on public or quasi-public parks, lawns, gardens, or open spaces. A shadow analysis has been prepared for the proposed project (see Attachment F), which shows shadows that would be cast by the building at 9:00 a.m., 12:00 p.m., and 3:00 p.m. for the summer solstice (June 21st), spring/fall equinoxes (March 20th and September 22nd), and winter solstice (December 21st), based on City of Oakland significance threshold criteria.

The shadow analysis indicates that the proposed project would cast new shadows on four properties listed under the City of Oakland historical register: 415 24th Street, 2346 Valdez Street, 2333 Harrison Street, and 200 Grand Avenue. Two of these properties, 2346 Valdez Street and 2333 Harrison Street, were identified in Table 4.4-1 and 4.4-2 of the BVDSP EIR as CEQA Historic Resources. New shadows would be cast on the rooftop and eastern street façade of 415 24th Street in the morning from mid-October through late February, starting as early as 9:45 a.m. and remaining until as late as 11:45 a.m., and on the rooftop of 2333 Harrison Street in the late afternoon (after 6:15 p.m.) from April to May and again from July to August. New shadows would also be cast on the rooftop and western and southern street façades of 2346 Valdez Street, in the afternoon (around 3:00 p.m.-4:00 p.m.) for approximately 1 hour from October to November and again from February to March, and on a small portion of the western façade of 200 Grand Avenue, in the late afternoon after approximately 7:15 p.m. from early June through mid-July. The proposed project would not cast shadows on any solar collectors (see Attachment F) and would therefore not substantially impair the function of a building using passive solar heat collection, solar collectors for hot water heating, or photovoltaic solar collectors.

The proposed project would cast new shadows on grassy areas in Adam's Park, which surrounds the Veteran's Memorial Building at 200 Grand Avenue, in the late

afternoon/early evening (after 7:05 p.m.) from early May through mid-August. Given that new shading of the park by the proposed project would occur in a small grassy area for only a little over an hour in the late afternoon, it would not substantially affect or change the use of the park.<sup>11</sup>

The shadow analysis prepared for the proposed project (see Attachment F) also includes a cumulative shadow analysis from other future projects in the vicinity that are under review but have not been constructed, including 2100 Telegraph Avenue, 2270 Broadway, 2302 Valdez Street, 2400 Valdez Street, and the 24th and Harrison Project. Some of the individual projects discussed above would shade historic resources. However, the proposed project would not lead to greater impacts on any historic resources, solar collectors, or parks and open spaces identified in the BVDSP EIR when considered cumulatively.

The proposed project would not require an exception to the policies and regulations included in the California Building Standards Code (CBC) or the City General Plan, Planning Code or Building Code. Therefore, the proposed project would not result in a conflict with a policy or regulation that addresses the provision of adequate light.

The BVDSP EIR found that even with implementation of MM AES-4, potential shadow impacts cannot be guaranteed to be reduced to a less than significant level, and therefore the impact would remain conservatively significant and unavoidable. The proposed project would not cause a new significant impact related to shading as defined in the BVDSP EIR, nor would it substantially increase the severity of impacts identified in the BVDSP EIR.

**Wind.** This criterion is no longer a City CEQA Threshold as of September 26, 2023; this analysis was prepared prior to the adoption of the new thresholds and so is included here for informational purposes only. The proposed project would exceed 100 feet in height and is in proximity to Lake Merritt. As such, the proposed project would be subject to the thresholds of significance, and BVDSP EIR MM AES-5: Wind Analysis would apply. Consistent with the mitigation measure, a detailed wind study was prepared for the proposed project to evaluate its wind effects. The Pedestrian Wind Study prepared by RWDI is included as Attachment G.

The City of Oakland considers a significant wind impact to occur if a project were to “create wind exceeding 36 miles per hour (mph) for more than one hour during daylight hours during the year.” As shown in Attachment G, 36 grade level locations were tested under three tested configurations. Those configurations included (1) no project (i.e., existing site conditions), (2) proposed project (i.e., 2305 Webster, with existing and approved surrounding buildings), and (3) cumulative project (i.e., 2305 Webster, with

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<sup>11</sup> The latest sunset from May to August in Oakland in 2023 was at 8:35 p.m. (“Oakland, CA, USA-Sunrise, Sunset, and Daylength.” Website: <https://www.timeanddate.com/sun/usa/oakland?month=6>. Accessed November 13, 2023).

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existing, approved, and anticipated future surrounding buildings). The wind tunnel model was instrumented with 36 sensors to measure mean and gust speeds at a full-scale height of approximately 5 feet above local grade.

The Pedestrian Wind Study concluded that wind speeds would not exceed the hazard criterion of 36 mph for more than 1 hour during daylight hours in any of the test locations under any of the three configurations tested.

Therefore, based on an examination of the analysis, findings, and conclusions in the BVDSP EIR, implementation of the proposed project would not substantially increase the severity of the significant impacts identified in that report, nor would it result in new significant impacts related to aesthetics, shadows, or wind that were not identified in the BVDSP EIR. The proposed project would be required to implement SCAs related to graffiti control, landscaping, landscape maintenance, street frontages, and lighting plans, as identified in Attachment A at the end of the CEQA Checklist (SCA AES-1: Trash and Blight Removal [City SCA 16], SCA AES-2: Graffiti Control [City SCA 17], SCA AES-3: Landscape Plan [City SCA 18], and SCA AES-4: Lighting [City SCA 19]).

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2. Air Quality

Would the project:	Equal or Less Severity of Impact Previously Identified in BVDSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	New Significant Impact
<p>a. During project construction result in average daily emissions of 54 pounds per day of ROG, NO<sub>x</sub>, or PM<sub>2.5</sub> or 82 pounds per day of PM<sub>10</sub>; during project operation result in average daily emissions of 54 pounds per day of ROG, NO<sub>x</sub>, or PM<sub>2.5</sub>, or 82 pounds per day of PM<sub>10</sub>; or result in maximum annual emissions of 10 tons per year of ROG, NO<sub>x</sub>, or PM<sub>2.5</sub>, or 15 tons per year of PM<sub>10</sub>; or</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>b. Contribute to carbon monoxide (CO) concentrations exceeding the California Ambient Air Quality Standards (CAAQS) of nine parts per million (ppm) averaged over eight hours and 20 ppm for one hour [NOTE: Pursuant to Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines, localized CO concentrations should be estimates for projects in which (a) project-generated traffic would conflict with applicable congestion management program established by the county congestion management agency or (b) project-generated traffic would increase traffic volumes at affected intersections to more than 44,000 vehicles per hour (or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited, such as tunnels, parking garages, bridge underpasses, natural or urban street canyons, and below-grade roadways). In Oakland, only the MacArthur Maze portion of Interstate 580 exceeds the 44,000 vehicles per hour screening criteria.]; or</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>c. For new <b>sources</b> of toxic air contaminants (TACs), during either project construction or project operation expose sensitive receptors to substantial levels of TACs <b>under project conditions</b> resulting in (a) an increase in cancer risk level greater than 10 in one million, (b) a non-cancer risk (chronic or acute) hazard index</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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Would the project:	Equal or Less Severity of Impact Previously Identified in BVDSR EIR	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	New Significant Impact
<p>greater than 1.0, or (c) an increase of annual average PM<sub>2.5</sub> of greater than 0.3 microgram per cubic meter; or, <b>under cumulative conditions</b>, resulting in (a) a cancer risk level greater than 100 in a million, (b) a non-cancer risk (chronic or acute) hazard index greater than 10.0, or (c) annual average PM<sub>2.5</sub> of greater than 0.8 microgram per cubic meter [NOTE: Pursuant to the BAAQMD CEQA Guidelines, when siting new TAC sources considered receptors located within 1,000 feet. For this threshold, sensitive receptors include residential uses, schools, parks, daycare centers, nursing homes, and medical centers. The cumulative analysis should consider the combined risk from all TAC sources]; or expose new <b>sensitive receptors</b> to substantial ambient levels of TACs resulting in (a) a cancer risk level greater than 100 in a million, (b) a non-cancer risk (chronic or acute) hazard index greater than 10.0, or (c) annual average PM<sub>2.5</sub> of greater than 0.8 microgram per cubic meter [NOTE: Pursuant to BAAQMD CEQA Guidelines, when siting new sensitive receptors consider TAC sources located within 1,000 feet including, but not limited to, stationary sources, freeways, major roadways (10,000 or greater vehicles per day), truck distribution centers, airports, seaports, ferry terminals, and rail lines. For this threshold, sensitive receptors include residential uses, schools, parks, daycare centers, nursing homes, and medical centers.]; or</p>			
<p>d. Frequently and for a substantial duration, create or expose sensitive receptors to substantial objectionable odors affecting a substantial number of people [NOTE: for this threshold, sensitive receptors include residential uses, schools, daycare centers, nursing homes, and medical centers (but not parks).].</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### **Construction and Operational Emissions (Criterion 2a)**

The BVDSP EIR determined that construction activities associated with development of projects under the BVDSP would generate air emissions from the use of heavy construction equipment, vehicle trips hauling materials, construction workers traveling to and from the project sites, and application of architectural coatings, such as paints, and would result in significant impacts. An SCA related to construction air pollution controls (hereafter referred to as SCA AIR-1: Dust Controls – Construction-Related [City SCA 20]), along with Recommended Measure AIR-1, would reduce emissions from construction equipment, control fugitive dust, and reduce emissions from architectural coatings. Even with implementation of the SCA AIR-1 and Recommended Measure AIR-1, the EIR conservatively estimated construction emissions would exceed the BAAQMD daily significance thresholds for reactive organic gases (ROG), resulting in a significant and unavoidable impact.

The BVDSP EIR also determined operational activities associated with development in the BVDSP Plan Area would result in an increase in criteria air pollutant and precursor emissions from mobile on-road sources and on-site area sources, such as natural gas combustion for space and water heating and landscape maintenance, which would have a significant impact. Operational emissions of ROG, oxides of nitrogen (NO<sub>x</sub>), and particulate matter less than or equal to 10 microns in diameter (PM<sub>10</sub>) would exceed significance thresholds. SCA TRANS-4: Transportation and Parking Demand Management (TDM) Plan Needed requires the implementation of a TDM plan, which would reduce vehicular trips and operational emissions. Recommended Measure AIR-2 includes additional measures that should be considered for larger projects that would also reduce emissions of criteria air pollutants. Even with implementation of the SCA and Recommended Measure AIR-2, the EIR concluded this impact would conservatively remain significant and unavoidable for emissions of ROG, NO<sub>x</sub>, and PM<sub>10</sub>.

### **CO Hotspot (Criterion 2b)**

The BVDSP EIR determined that adoption and development under the BVDSP would not be required to estimate localized carbon monoxide (CO) concentrations because it would not contribute to CO concentrations exceeding the California Ambient Air Quality Standards (CAAQS). The BVDSP EIR concluded that only the MacArthur Maze portion of I-580 exceeds the 44,000 vehicles per hour screening criteria, which is over 2 miles west of the BVDSP Plan Area. Additionally, ambient CO standards have not been exceeded in the Bay Area for over a decade, due in part to reformulated fuels in the State. Therefore, the BVDSP EIR concluded that impacts would be less than significant.

### **Toxic Air Contaminants (Criterion 2c)**

The BVDSP EIR determined that development under the BVDSP could generate substantial levels of toxic air contaminants (TACs), resulting in significant impacts from construction

activities and project operations. Implementation of the City's SCA for construction-related air pollution controls would reduce health risks to sensitive receptors from temporary construction emissions of diesel particulate matter in accordance with recommendations from the BAAQMD's 2012 CEQA Air Quality Guidelines, which was most recent at the time of the EIR preparation. As described under SCA AIR-1: Dust Controls – Construction-Related (City SCA 20), basic controls for construction emissions would be implemented for all projects, and enhanced controls would be implemented for projects that involve 114 or more single-family dwelling units, 240 or more multi-family units, nonresidential uses that exceed the applicable screening size listed in the BAAQMD's CEQA Guidelines, a demolition permit, simultaneous occurrence of more than two construction phases, extensive site preparation, or extensive soil transport. Even with implementation of the SCA for construction-related air pollution controls, the BVDSP EIR conservatively determined that impacts from TAC emissions during construction would remain significant and unavoidable.

New operational sources, such as backup diesel generators, could result in significant impacts on new and existing receptors. SCAs would reduce potential air quality impacts related to TACs by reducing construction source impacts on new and existing receptors and requiring a Health Risk Assessment (HRA) of surrounding off-site sources on new on-site sensitive receptors. The EIR also identified MM AIR-4: Risk Reduction Plan, which would reduce the impacts associated with new operational sources on existing sensitive receptors. Even with the SCA and MM AIR-4, the EIR conservatively determined that these impacts would remain significant and unavoidable.

### **Odor (Criterion 2d)**

The BVDSP EIR created a map of known odor sources including food processing facilities, coffee roasters, chemical manufacturers asphalt batch plants, the EBMUD wastewater treatment facility, which presents a reasonable estimation of all the odor sources of concern within the City. Buffer zones were drawn around identified sites. The BVDSP EIR found that there are two chemical plants whose 2 mile buffer radius overlaps the eastern and western portions of the BVDSP Plan Area. The 2 mile odor buffer areas are considered a maximum screening distance for odor impacts from a particular source. The BVDSP EIR determined that all odor impacts from the source would be expected to occur within these buffers, but the actual area of impact within the buffer is dependent on certain factors including source type, frequency of odor generation, intensity of odor, wind direction, and sensitivity of the receptors. The BVDSP EIR concluded that no odor complaints had been filed for the past 3 years. Given the 1.5 mile distance of these odor sources from the BVDSP Plan Area, impacts would be less than significant.

**Project Analysis and Conclusion**

Construction and Operational Emissions (Criterion 2a)

The proposed project would result in the construction of up to 191,758 square feet of development on an approximately 0.3-acre lot, including up to 197 residential units and approximately 1,903 square feet of retail. The BVDSP EIR allows for the distribution of density and development type between categories and between subareas, as long as such development conforms to the general traffic generation parameters established by the Plan.

As described in Section 13, Transportation and Circulation, the proposed project conforms to the traffic generation parameters analyzed in the BVDSP EIR; therefore, the BVDSP EIR accounted for the construction and operational emissions from the proposed project.

Because the proposed project would include a demolition permit and the potential simultaneous occurrence of construction phases (e.g., grading, building construction, and paving), it would be required to implement both the basic and enhanced controls for emissions of dust and equipment exhaust under SCA AIR-1: Dust Controls – Construction-Related, and SCA AIR-2: Criteria Air Pollutant Control – Construction-Related (a) through (f) to reduce emissions of criteria air pollutants and TACs during construction.

Per Tables 3 and 4, below, project construction and operation emissions would not exceed BAAQMD’s 2022 CEQA thresholds.

**Table 3 Project Construction Emissions**

		<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>PM<sub>10E</sub></b>	<b>PM<sub>2.5E</sub></b>
<b>On-Site</b>	Off-Road Equipment	65.3	421.8	16.5	15.8
	Dust from Material Movement	-	-	-	-
	Dust from Demolition	-	-	-	-
	Paving	0.0	-	-	-
	Architectural Coating	2634.7	-	-	-
<b>Off-Site</b>	On-Road Hauling	1.2	70.2	1.1	1.1
	On-Road Vendor	4.7	196.4	2.2	2.2
	On-Road Worker	131.7	113.4	0.0	0.0
<b>Totals</b>	On-Site Emissions	2700	422	16.53	15.78
	Off-Site Emissions	138	380	3	3

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		ROG	NO <sub>x</sub>	PM <sub>10</sub> E	PM <sub>2.5</sub> E
	Total (lbs)	2,837.7	801.8	19.8	19.0
	Total (tons, metric tons for CO <sub>2</sub> e)	1.42	0.40	0.010	0.010
	Average Emissions (lbs/day)	7.37	2.08	0.05	0.05
	Significance Threshold (lb/day)	54	54	82	54
<b>EXCEEDS THRESHOLD?</b>		<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

**Table 4 Project Operation Emissions**

Tons Per Year for Criteria Pollutants						
Year			ROG	NO <sub>x</sub>	PM <sub>10</sub> T	PM <sub>2.5</sub> T
2026	Mobile	Apartments High Rise	0.597	0.458	0.813	0.211
2026	Mobile	Convenience Market (24 hour)	0.036	0.023	0.035	0.009
2026	Mobile	Enclosed Parking Structure	0.000	0.000	0.000	0.000
2026	Area		1.0	0.0	0.001	0.000
2026	Stationary		0.0	0.0	0.002	0.002
Totals (tons, metric tons CO <sub>2</sub> e)			1.61	0.54	0.85	0.22
Total (lbs/yr)			3213.8	1073.0	1702.1	444.7
Total lbs/day			8.8	2.9	4.7	1.2
<b>Significance Threshold (lb/day)</b>			54	54	82	54
<b>Significance Threshold (ton/year)</b>			10	10	15	10
<b>EXCEEDS THRESHOLD?</b>			No	No	No	No

CO Hotspot (Criterion 2b)

BAAQMD provides screening criteria for CO emissions. Impacts would be less than significant if project-generated traffic would not increase traffic volumes at affected

intersections to more than 44,000 vehicles per hour.<sup>12</sup> As stated in the BVDSP EIR, the nearest roadway segment that exceeds the 44,000 vehicles per hour screening criteria is the MacArthur Maze portion of I-580, which is over 2 miles west of the BVDSP Plan Area. Because of the distance from this intersection and the proposed project's low Vehicle Miles Traveled (VMT), the proposed project would not contribute to traffic volumes at affected intersections such that the volume would increase to more than 44,000 vehicles per hour. Furthermore, as stated in the BVDSP EIR, ambient CO standards have not been exceeded in the Bay Area for over a decade, due in part to reformulated fuels in the State. Therefore, consistent with the BVDSP EIR, project impacts to CO emissions would be less than significant.

#### Toxic Air Contaminants (Criterion 2c)

##### *Health Risks from Project Construction to Existing Receptors*

Construction emissions associated with the proposed project would not result in a more severe impact than what was previously disclosed in the BVDSP EIR. The BVDSP EIR does not indicate that an additional project-level analysis of construction-related health risks is necessary. There is no evidence that the proposed project would have peculiar or unusual impacts or impacts that are new or more significant than previously analyzed in the BVDSP EIR. Moreover, the project site's proximity to sensitive receptors is typical of other project sites in the BVDSP Area and other urban areas. Therefore, there would be nothing unique or peculiar about the proposed project's proximity to sensitive receptors. Consequently, the analysis and conclusions of the BVDSP EIR are still valid for this proposed project.

Projects under the BVDSP EIR are required to implement SCA AIR-3: Toxic Air Contaminant Controls – Construction-Related, which would reduce construction-related diesel particulate matter emissions by requiring equipment and diesel trucks to be equipped with the most effective Verified Diesel Emission Control Strategies (VDECS) available for the engine type (Tier 4 engines automatically meet this requirement) or preparation of an HRA. The proposed project is also in a BAAQMD Community Air Risk Evaluation area, where BAAQMD recommends use of advanced-tier diesel equipment to reduce TAC emissions.<sup>13,14</sup> In order to comply with SCA AIR-3, the project applicant would be required to ensure that construction equipment meet Tier 4 emissions standards, which can reduce

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<sup>12</sup> Bay Area Air Quality Management District (BAAQMD). 2022. CEQA Guidelines Chapter 4: Screening for Criteria Air Pollutants and Precursors. April. Website: [https://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa-guidelines-2022/ceqa-guidelines-chapter-4-screening\\_final-pdf.pdf?rev=ac551d35a52d479dad475e7d4c57afa6&sc\\_lang=en](https://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa-guidelines-2022/ceqa-guidelines-chapter-4-screening_final-pdf.pdf?rev=ac551d35a52d479dad475e7d4c57afa6&sc_lang=en). Accessed November 27, 2023.

<sup>13</sup> Bay Area Air Quality Management District (BAAQMD). 2023. Community Air Risk Evaluation Program. Website: <https://www.baaqmd.gov/community-health/community-health-protection-program/community-air-risk-evaluation-care-program>. Accessed November 21, 2023.

<sup>14</sup> Bay Area Air Quality Management District (BAAQMD). 2016. Planning Healthy Places. [https://www.baaqmd.gov/~media/files/planning-and-research/planning-healthy-places/php\\_may20\\_2016-pdf.pdf?rev=468c6356e1384af1b837c85a5c9feca3&sc\\_lang=en](https://www.baaqmd.gov/~media/files/planning-and-research/planning-healthy-places/php_may20_2016-pdf.pdf?rev=468c6356e1384af1b837c85a5c9feca3&sc_lang=en). Accessed November 21, 2023.

emissions of diesel particulate matter by at least 85 percent relative to equipment without emission control technologies installed.<sup>15</sup> SCA AIR-1 also minimizes construction health risks by requiring the following: exposed surfaces be watered; trucks hauling sand, soil, and other loose materials be covered; visible dirt track-out be removed daily; new roads, driveways, sidewalks be paved as soon as possible; vehicle speeds on unpaved roads be limited; and idling time be limited. SCA AIR-2 also minimizes diesel emissions by minimizing idling, portable equipment to be powered by grid electricity if available; ensuring that construction equipment is running in proper condition; requiring that equipment meet emissions and performance requirements under subsection; and requiring the use of low volatile organic compound coatings under subsection. Implementation of these SCAs would maintain project impacts to the level analyzed in the BVDSP EIR.

#### *Health Risks from Project Operations to Existing Receptors*

The proposed project consists of residential mixed-use and would not generate significant on-site sources of TACs during operation. Traffic generated by the proposed project would consist of mostly light-duty gasoline-powered vehicles, which are not a significant source of TAC and air pollutant emissions. Additionally, the project is located in a low-VMT area with transit options that would encourage alternative transportation use and therefore reduce vehicle trips.

The proposed project would include a diesel emergency power generator (300 kW) that requires 50 hours of testing each year. The emergency generator would be subject to BAAQMD stationary source permitting, which would ensure that the testing and operation of the emergency generator would not have significant health risks to future residents and existing sensitive receptors near the proposed project.<sup>16</sup> Thus, the proposed project would not generate a significant amount of diesel particulate matter (DPM) or other TAC emissions during operation and would not result in significant health impacts to nearby sensitive receptors during operation.

#### *Health Risks to Project Receptors*

The proposed project would introduce new sensitive receptors (residents) to the project site and would be within 1,000 feet of several major roadways with significant traffic (at least 10,000 vehicles per day) and other sources of TACs (backup generators). The proposed project would also include an emergency backup generator, introducing a new stationary source of TACs.

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<sup>15</sup> California Air Resources Board (ARB). 2015. Frequently Asked Questions; Regulation for In-Use Off-Road Diesel-Fueled Fleets. Revised December.

<sup>16</sup> Bay Area Air Quality Management District (BAAQMD). Permit Instructions. Website: <https://www.baaqmd.gov/permits/permit-instructions>. Assessed November 9, 2023.



To assess the impacts of nearby sources of TACs on the proposed project's new residential sensitive receptors, a screening level analysis was conducted (see Attachment H.2). Using conservative assumptions, the screening level analysis found that the cumulative health risks to the proposed project's sensitive receptors from existing and reasonably foreseeable future sources of TACs would be less than the City's cumulative health risk thresholds (cancer risk of 100 in a million, chronic hazard index [HI] of 10, and fine particulate matter [PM<sub>2.5</sub>] concentration of 0.8 micrograms per cubic meter).

This is also below the threshold to prepare a HRA or the need to adopt further risk reduction strategies to reduce the exposure of existing sensitive receptors to TACs under SCA AIR-4: Reduce Exposure of Air Pollution (Toxic Air Contaminants).

#### Odor (Criterion 2d)

As stated in the BVDSP EIR, the BVDSP Plan Area is 1.5 miles away from the identified odor sources. The proposed project consists of residential uses and would not generate odors that adversely affect a substantial number of people. Therefore, project impact related to odors would be consistent with BVDSP EIR findings.

#### Conclusion

Based on an examination of the analysis, findings, and conclusions of the BVDSP EIR, implementation of the proposed project would not substantially increase the severity of significant impacts identified in the BVDSP EIR, nor would it result in new significant impacts related to air quality that were not identified in the BVDSP EIR. The proposed project would be required to implement SCAs related to construction-related emissions controls and development and a TDM plan, as identified in Attachment A at the end of the CEQA Checklist (SCA AIR-1: Dust Control – Construction-Related, SCA AIR-2: Criteria Air Pollutant Controls – Construction-Related, SCA AIR-3: Toxic Air Contaminant Controls – Construction-Related, and SCA TRANS-4: Transportation and Parking Demand Management [TDM] Plan Needed).

SCA AIR-4: Reduce Exposure of Air Pollution (Toxic Air Contaminants) applies to the project; however, as described above, the screening level analyses (see Attachment H.2) found that the proposed project would be below the applicable threshold to prepare an HRA or the need to adopt further risk reduction strategies to reduce the exposure of existing sensitive receptors to TACs; no further action is required under this SCA.

**3. Biological Resources**

Would the project:	Equal or Less Severity of Impact Previously Identified in BVDSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	New Significant Impact
<p>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 United States Fish and Wildlife Service;</p> <p>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 United States Fish and Wildlife Service;</p> <p>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;</p> <p>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;</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>b. Fundamentally conflict with any habitat conservation plan or natural community conservation plan; 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 [NOTE: Factors to be considered in determining significance include the number, type, size, location,</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Equal or Less Severity of Impact Previously Identified in BVDSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	New Significant Impact
Would the project:  and condition of (a) the protected trees to be removed and/or impacted by construction and (b) protected trees to remain, with special consideration given to native trees. Protected trees include <i>Quercus agrifolia</i> (California or coast live oak) measure four inches diameter at breast height (dbh) or larger, and any tree measuring nine inches dbh or larger except eucalyptus and <i>Pinus radiata</i> (Monterey pine), provided, however, that Monterey pine trees on City property and in development-related situations where more than five Monterey pine trees per acre are proposed to be removed are considered to be protected trees.]; or Fundamentally conflict with the City of Oakland Creek Protection Ordinance (OMC Chapter 13.16) intended to protect biological resources. [NOTE: Although there are no specific, numeric/quantitative criteria to assess impacts, factors to be considered in determining significance include whether there is substantial degradation of riparian and/or aquatic habitat through (a) discharging a substantial amount of pollutants into a creek, (b) significantly modifying the natural flow of water, (c) depositing substantial amounts new material into a creek or causing substantial bank erosion or instability, or (d) adversely impacting the riparian corridor by significantly altering vegetation or wildlife habitat.]			

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

As described in the BVDSP EIR, the BVDSP Plan Area is in and is surrounded by a fully developed urban environment and impacts of development on biological resources under the BVDSP would be less than significant. Few special-status animals are present in the BVDSP Plan Area, and no aquatic habitats that could support migratory fish or birds are present. In addition, very little natural vegetation exists, and because this vegetation is not connected to other nearby natural habitats, it would not constitute a wildlife corridor. There are no natural sensitive communities in the BVDSP Plan Area. The nearest riparian habitat is Glen Echo Creek corridor near Adams Park, where the stream daylight for a short distance before flowing under Grand Avenue and into Lake Merritt. Potential increases in transmittal of hazardous materials from construction activities via runoff from the impermeable surfaces of the site could result in adverse impacts to Glen Echo Creek.

The EIR identified landscape trees in the BVDSP Plan Area as potential nursery sites for nesting birds. Development in the BVDSP Plan Area will be required to comply with SCAs related to removal and replacement of trees, including trees on creek-side properties; tree protection during construction; and protection of nesting birds during the breeding season, which would protect natural resources from potential degradation that could result from construction of development projects under the BVDSP Plan Area. SCAs pertaining to landscaping and vegetation management on creek-side properties; protection of creeks from construction vibration and dewatering; hazardous materials management; and stormwater and erosion control will ensure that development under the BVDSP is in compliance with all aspects of the Creek Protection Ordinance, reduce the potential impacts on water quality, and minimize potential indirect impacts from pollution in Glen Echo Creek.

### **Project Analysis and Conclusion**

The approximately 0.30-acre proposed project site is in a highly urbanized and built-up environment. The site is bordered to the north by a public parking structure, to the west by a multi-family housing development, to the east by surface level parking and a restaurant, and to the south by a surface level parking lot and an office building. High-density residential use is located on the southeast corner of Webster Street and 23<sup>rd</sup> Street.

The project site is entirely covered by impervious surfaces. The closest riparian habitat is Glen Echo Creek; however, the creek is not within the boundary of the proposed project site. The proposed project is not expected to increase stormwater runoff because the surrounding area is already fully developed with impervious surfaces. Stormwater would be treated consistent with C.3 requirements for on-site treatment, including treatment and storage tanks within the proposed building. Additionally, the proposed project would be required to implement SCA HYD-1: Erosion and Sedimentation Control Plan for Construction, SCA HYD-2: Site Design Measures to Reduce Stormwater Runoff, and SCA

HYD-3: Source Control Measures to Limit Stormwater Pollution, which would reduce stormwater runoff and limit stormwater pollution.

Implementation of the proposed project would not result in any net change in the amount of impervious surface on the project site. According to proposed project site plans, there are three existing trees within the public right-of-way along the project site's southern boundary (23<sup>rd</sup> Street) and six existing trees within the public right-of-way along the project site's eastern boundary (Webster Street). Pending review by the Tree Division, implementation of the proposed project would require the removal of two of the existing three trees along the southern project site boundary, the removal of four of the existing six trees along the eastern project site boundary, and the addition of a new tree along the eastern project site boundary (Attachment I). The Tree Division may require removal of any tree if it is determined that construction activities will impact the root system. If the tree removal would occur during bird breeding season, then the proposed project would incorporate SCA BIO-2: Tree Removal during Bird Breeding Season, referenced above, which would ensure that the tree removal impacts to nesting birds would not exceed the level of severity identified in the BVDSP EIR. The proposed project would include the removal of six trees; accordingly, the project applicant would be required to incorporate SCA BIO-3: Tree Permit.

Based on an examination of the analysis, findings, and conclusions in the BVDSP EIR, implementation of the proposed project would not substantially increase the severity of the significant impacts identified in the BVDSP EIR, nor would it result in new significant impacts related to biological resources that were not identified in the BVDSP EIR. The BVDSP EIR did not identify any mitigation measures related to biological resources, and none would be needed for the proposed project.

The proposed project would be required to implement SCAs related to nesting birds, roosting bats, tree removal, tree permits, the City of Oakland Tree Protection Ordinance, and construction activity and operations, as identified in Attachment A at the end of the CEQA Checklist (SCA BIO-1: Avoid and Minimize Impacts on Nesting Birds [City SCA 29], SCA BIO-2: Avoid and Minimize Impacts on Special-Status Roosting Bats in Trees [City SCA 31], SCA BIO-3: Tree Removal during Bird Breeding Season [City SCA 32], and SCA BIO-4: Tree Permit [City SCA 33]). Additionally, the proposed project would be required to implement SCAs related to stormwater runoff as identified in Attachment A at the end of the CEQA Checklist (SCA HYD-1: Erosion and Sedimentation Control Plan for Construction [City SCA 53], SCA HYD-2: Site Design Measures to Reduce Stormwater Runoff [City SCA 56], and SCA HYD-3: Source Control Measures to Limit Stormwater Pollution [City SCA 57]).

**4. Cultural Resources**

Would the project:	Equal or Less Severity of Impact Previously Identified in BVDSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	New Significant Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in State 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 a 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 <b>and</b> that justify its inclusion on, or eligibility for inclusion on a 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);	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Guidelines Section 15064.5;	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Historical Resources (Criterion 4a)**

The BVDSP EIR found that development under the BVDSP could result in the physical demolition, destruction, relocation, or alteration of historical resources that are listed in

or may be eligible for listing in the federal, State, or local registers of historical resources, which would be considered a significant impact. The BVDSP Plan Area contains 20 individual properties, including two in an Area of Primary Importance (API),<sup>17</sup> that are considered historical resources for CEQA purposes. There are also many older buildings that possess architectural merit, either in Areas of Secondary Importance (ASIs)<sup>18</sup> or standing alone, that contribute to the variety and texture of the BVDSP Plan Area.

The EIR identified MM CUL-1 to reduce the impacts to historical resources throughout the BVDSP Plan Area as well as the site-specific impacts associated with the demolition of individual historical resources. In addition, the EIR concluded that incompatible new construction immediately adjacent to historical resources, as well as inappropriate reuse of such resources, could result in significant impacts in the BVDSP Plan Area. Specifically, development on parcels across Webster Street to the northeast of Temple Sinai could extend shadows far enough south to shade the temple's stained-glass windows during the early morning hours, resulting in significant impacts. Even with implementation of MM AES-4, Shadow Analysis, described in Section 1 above, Aesthetics, Shadow and Wind, the EIR conservatively determined shadow impacts may remain significant and unavoidable.

The BVDSP EIR determined that significant cumulative impacts to historical resources could result from development of projects under the BVDSP, and identified MM CUL-5, which would require implementation of MM CUL-1. However, even with implementation of MM CUL-5, the EIR determined that cumulative impacts would remain significant and unavoidable.

In addition to the mitigation measures described above, the BVDSP EIR identified Oakland Municipal Code Section 17.136.075, Regulations for Demolition or Removal of Designated Historic Properties and Potentially Designated Historic Properties, as well as SCAs related to property relocation instead of demolition and protection of historic structures from vibration impacts during adjacent construction projects, which will also address impacts to historical resources.

Even with the above mitigation measures and SCAs, impacts to historical resources would remain significant and unavoidable.

### **Archaeological and Paleontological Resources (Criteria 4b and 4c)**

No known archaeological resources have been recorded in the BVDSP Plan Area; however, the EIR revealed that the BVDSP Plan Area is potentially sensitive for archaeological and buried resources, including Native American artifacts and sites that are not visible due to

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<sup>17</sup> An Area of Primary Importance (API) is an area or district that appears eligible for the National Register of Historic Places and is considered a historical resource under CEQA.

<sup>18</sup> An Area of Secondary Importance (ASI) is an area or district that is of local interest but is not eligible for the National Register of Historic Places and is not considered a historical resource under CEQA.

urban development. The EIR determined that implementation of SCA CUL-1, which would ensure that resources are recovered and that appropriate procedures are followed in the event of accidental discovery, would minimize potential risk of impact to archaeological resources to a less than significant level.

The BVDSP Plan Area was also identified as having a low to moderate paleontological sensitivity, and it is possible that fossils would be discovered during excavation in the BVDSP Plan Area. Implementation of SCA CUL-1 would require that work be halted in the event of discovery during construction. Upon discovery, a qualified paleontologist would be consulted to determine the significance of the discovery and, if necessary, prepare an excavation plan to salvage any significant discovery. Implementation of SCA CUL-1 would ensure that the potential impacts to significant fossils would be less than significant.

#### **Human Remains (Criterion 4d)**

Although the BVDSP EIR did not identify any locations of buried human remains in the BVDSP Plan Area, the inadvertent discovery of human remains during ground-disturbing activities cannot be entirely discounted. In the event that human remains are discovered during excavation, implementation of SCA CUL-2, which would ensure that the appropriate procedures for handling and identifying the remains are followed, would reduce impacts to a less than significant level.

#### **Project Analysis and Conclusion**

**Historic Architectural Resources.** There are no historical resources on the proposed project site, and the project site is not within an API or ASI, as identified by the BVDSP EIR. As detailed under the Aesthetics, Shadow and Wind section, the proposed project would not cast a shadow on any historic resources in such a way that it would materially impair the physical characteristics of the resources that convey their historical significance and that justify their inclusion on or eligibility for listing in any federal, State or local registers. The proposed project would also not cast a shadow on Temple Sinai. Furthermore, demolition of the existing surface parking lot would not result in a significant impact and MM CUL-1 and MM CUL-5, as outlined in the BVDSP EIR, would not apply.

Therefore, based on an examination of the analysis, findings, and conclusions of the BVDSP EIR, implementation of the proposed project would not substantially increase the severity of significant impacts identified in the BVDSP EIR, nor would it result in new significant impacts related to historic architectural resources that were not identified in the BVDSP EIR. The mitigation measures identified the BVDSP EIR did not identify any related to historic architectural resources would not apply to the proposed project. There are no SCAs that are applicable to historic architectural resources.

**Archaeological Resources and Human Remains.** The proposed project would include below-grade excavation. Deep excavations for building foundations may disturb geologic



units of moderate prehistoric archaeological sensitivity. However, any resources or remains present in these deposits are likely to have been obscured by recent development. Although the BVDSP EIR did not identify any locations of buried human remains in the BVDSP Plan Area, there is the possibility of an inadvertent discovery of human remains during ground-disturbing activities. As such, SCA CUL-1: Archaeological and Paleontological Resources—Discovery during Construction and SCA CUL-2: Human Remains—Discovery during Construction would apply to the proposed project. The SCAs related to archaeological resources and human remains are considered adequate to ensure that subsurface materials are dealt with according to regulatory guidance and would minimize the potential risk of impact to archaeological resources and human remains to the maximum extent practicable.

Based on an examination of the analysis, findings, and conclusions of the BVDSP EIR, implementation of the proposed project would not substantially increase the severity of significant impacts identified in the BVDSP EIR, nor would it result in new significant impacts related to historic archaeological resources that were not identified in the BVDSP EIR. The BVDSP EIR did not include any mitigation measures related to archaeological or human remains. Accordingly, the proposed project need not implement any mitigation measures to address this criterion. The proposed project would be required to implement SCAs related to archaeological resources and human remains, as identified in Attachment A at the end of the CEQA Checklist (SCA CUL-1: Archaeological and Paleontological Resources—Discovery during Construction [City SCA 36] and SCA CUL-2: Human Remains—Discovery during Construction [City SCA 38]).

**Paleontological Resources.** Geologic mapping indicates that the project site is within Pleistocene-age marine (bay) terrace deposits (see Figure 4.4-1 of the BVDSP EIR).<sup>19,20</sup> Generally, Pleistocene-age deposits are considered to have a moderate to high potential to contain significant paleontological resources. A records search of the University of California Museum of Paleontology (UCMP) online fossil locality database revealed 73 fossil localities (64 vertebrate fossil localities, eight invertebrate fossil localities, and three plant fossil localities) from Pleistocene-age sediments within Alameda County.<sup>21</sup> At least one of these localities (Locality Name: Webster St.; Locality No. V69170) is in the vicinity of the project site; the exact location of this locality is not provided on the UCMP online database but can be inferred based on the locality name.

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<sup>19</sup> Graymer, R.W. (Graymer). 2000. Geologic Map and Map Database of the Oakland Metropolitan Area, Alameda, Contra Costa, and San Francisco Counties, California. Miscellaneous Filed Studies Map MF-2342. United States Geological Survey. Map. Scale 1:50,000.

<sup>20</sup> Witter, R.C., K.L. Knudsen, J.M. Sowers, C.M. Wentworth, R.D. Koehler, C.E. Randolph, S.K. Brooks, and K.D. Gans (Witter et al.). 2006. Maps of Quaternary Deposits and Liquefaction Susceptibility in the Central San Francisco Bay Region, California. Open-File Report OF-2006-1037. United States Geological Survey. Map. Scale 1:200,000.

<sup>21</sup> University of California Museum of Paleontology (UCMP). 2023. UC Museum of Paleontology Localities online database, Quaternary-age Localities in Alameda County. Website: [https://ucmpdb.berkeley.edu/cgi/ucmp\\_query2](https://ucmpdb.berkeley.edu/cgi/ucmp_query2). Accessed October 11, 2023.

The proposed project would require excavations for building foundations and below-grade construction. Given that the project site has been previously developed, the uppermost layers of the subsurface are likely to be disturbed. However, if excavation associated with the proposed project encounters previously undisturbed Pleistocene-age deposits and inadvertently destroys significant paleontological resources, that would be a significant impact. As such, implementation of SCA CUL-1 would be required to ensure that the potentially significant impacts to paleontological resources would be less than significant.

Based on an examination of the analysis, findings, and conclusions of the BVDSP EIR, implementation of the proposed project would not substantially increase the severity of significant impacts identified in the BVDSP EIR, nor would it result in new significant impacts related to paleontological resources that were not identified in the BVDSP EIR. The BVDSP EIR did not identify any mitigation measures related to paleontological resources, and none would be needed for the proposed project. The proposed project would be required to implement SCAs related to paleontological resources, as identified in Attachment A at the end of the CEQA Checklist (SCA CUL-1: Archaeological and Paleontological Resources—Discovery during Construction [City SCA 36]).

**Tribal Cultural Resources.** Assembly Bill (AB) 52 required an update to Appendix G of the State CEQA Guidelines to include questions related to impacts to Tribal Cultural Resources (TCRs). Changes to Appendix G were approved by the Office of Administrative Law on September 27, 2016, and the Governor's Office of Planning and Research (OPR) subsequently updated Appendix G to include the approved questions and language. Therefore, an analysis of potential impacts to TCRs is included here.

As defined in Public Resources Code Section 21074, a TCR is either a site; feature; place; cultural landscape geographically defined in terms of the size and scope of the landscape; sacred place; or object with cultural value to a California Native American tribe. A significant impact would result if the project would cause a substantial adverse change in the significance of a tribal cultural resource. The California Native American Heritage Commission (NAHC) has identified no sacred lands within or near the BVDSP Plan Area or the project site. Further, the NAHC identified individuals and organizations as representatives of Native American peoples traditionally associated with the area surrounding for the City of Oakland, and on February 9, 2017, letters were sent to each person on the NAHC list requesting input (Attachment J); however, no indication that the site may contain Native American cultural resources was received.<sup>22</sup> The project site is located in a highly urbanized context and is currently developed as a surface parking lot. As such, given the absence of evidence of tribal cultural resources on the site or in the surrounding area, the potential for the project to cause a substantial adverse change in the significance of a TCR is low. In the event that as yet undiscovered resources are encountered, the SCAs related to impacts to TCRs would be less than significant.

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<sup>22</sup> Please see Attachment J to this Initial Study for a full record of correspondence with the NAHC and tribal representatives.

Based on an examination of the analysis, findings, and conclusions in the BVDSP EIR, implementation of the proposed project would not substantially increase the severity of the significant impacts that were identified in the BVDSP EIR, nor would it result in new significant impacts related to TCRs that were not identified in the BVDSP EIR. The proposed project would be required to implement SCAs related to the discovery of archaeological and paleontological resources during construction and the discovery of human remains during construction, as identified in Attachment A at the end of the CEQA Checklist (SCA CUL-1: Archaeological and Paleontological Resources—Discovery during Construction [City SCA 36], SCA CUL-2: Human Remains—Discovery during Construction [City SCA 38]).

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**5. Geology and Soils**

Would the project:	Equal or Less Severity of Impact Previously Identified in BVDSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	New Significant Impact
<p>a. Expose people or structures to substantial risk of loss, injury, or death involving:</p> <ul style="list-style-type: none"> <li>• 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 [NOTE: Refer to California Geological Survey 42 and 117 and PRC § 2690, <i>et seq.</i>];</li> <li>• Strong seismic ground shaking;</li> <li>• Seismic-related ground failure, including liquefaction, lateral spreading, subsidence, collapse; or</li> <li>• Landslides;</li> </ul>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>b. Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Standards 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; Be located above a well, pit, swamp, mound, tank vault, or unmarked sewer line, creating substantial risks to life or property; Be located above landfills for which there is no approved closure and post-closure plan, or unknown fill soils, creating substantial risk to life and property; or have soils incapable or adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### **Seismic Hazards, Expansive Soils, and Soil Erosion (Criterion 5a and 5b)**

The BVDSP EIR found no significant impact with regard to fault rupture because the nearest active fault is 2 miles away from the BVDSP Plan Area, and no active faults occur across the BVDSP Plan Area.<sup>23</sup>

The BVDSP EIR determined that very strong ground shaking and associated liquefaction in certain soils could expose people to injury or harm during earthquakes. In addition, the soils in the Plan Area are largely composed of artificial fill material overlying natural deposits of Bay Mud. The southern half of the Plan Area is mostly built on a marine terrace of silty mudstone. The BVDSP identified the artificial fills and expansive soils underlying the BVDSP Plan Area as presenting a potential hazard due to the possibility of shrink-swell behavior and soil compression.

Development proposed under the BVDSP would avoid and minimize potential geologic impacts through compliance with local and State regulations governing design and construction practices, such as the Seismic Hazards Mapping Act (in liquefaction hazard zones) and the CBC. Implementation of SCAs that require the preparation of soils and geotechnical reports specifying generally accepted and appropriate engineering techniques would reduce potential impacts to less than significant levels.

The BVDSP EIR identified no impacts related to substantial soil erosion or loss of topsoil because the BVDSP Plan Area is in a developed urban area that is paved or landscaped and served by a storm drain system. In addition, SCAs would minimize erosion and sedimentation.

### **Project Analysis and Conclusion**

The Soil Report prepared for the proposed project (Attachment K) found firm brown clayey sand underlain by medium dense yellow sandy clay on the site and concluded that, because of dense underlying material, liquefaction of the foundation soils is not likely to occur. Additionally, the project site is minimally sloped; the report concluded that there is no significant potential for local creep/sliding. The report contains recommendations for foundation and building design that address on-site soil conditions.

Subsurface investigations performed at a site approximately 400 feet to the southeast indicate that the project site is underlain by approximately 2 to 5 feet of fill composed of sand, silt, and clay. Underlying the fill are deposits composed of medium to very dense silt and clayey sand and medium stiff to hard silt and clay with varying amounts of sand

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<sup>23</sup> Broadway Valdez District Specific Plan (BVDSP) Draft Environmental Impact Report. 4.5-20.

and gravel.<sup>24</sup> Geologic mapping by R.W. Graymer indicates that the project site is underlain by Pleistocene-age marine terrace deposits.<sup>25</sup>

#### Criterion a

According to the California Earthquake Hazards Zone Application (EQ Zapp), the project site is not within an established Earthquake Fault Zone (EFZ), liquefaction zone, or landslide zone.<sup>26</sup> The nearest fault to the project site is the Northern Hayward section of the Hayward fault zone (approximately 3 miles northeast of the project site); this fault is in a designated EFZ. The Calaveras and San Andreas fault zones are 12.7 miles east and 15.8 miles southwest of the project site, respectively.

The project site could experience strong to violent ground shaking due to seismic activity within the Hayward, Calaveras, and San Andreas fault zones. According to the Alameda County Local Hazard Mitigation Plan online interactive map, Alameda County has been categorized under the “Violent” shaking category.<sup>27</sup>

According to the East Bay Plain (EBP) Subbasin Groundwater Sustainability Plan (GSP) the EBP Subbasin has no observed land subsidence, even during historical periods of greater pumping and lower groundwater elevations that are occurring today. Historical groundwater levels must be exceeded to generate future subsidence. As discussed in Section 8, Hydrology and Water Quality, potable water would be supplied by EBMUD and groundwater is generally not used in the BVDSP Plan Area. Additionally, as discussed in Section 14, Utilities and Service Systems, the BVDSP EIR has accounted for the water demand projects associated with the development under the BVDSP. As such, the proposed project would not require deplete groundwater such that it would result in land subsidence.

The proposed project would be required to comply with SCA GEO-1: Construction-Related Permit(s) (City SCA 40), prior to approval of a construction-related permit. The proposed project will be required to comply with the requirements of the CBC and Seismic Hazards Mapping Act, and SCA GEO-2: Soils Report (City SCA 41), which ensures the implementation of the recommendations from an approved soil report to prevent exposure of people or structures to substantial risk of loss, injury, or death during a large regional earthquake. Implementation of the City SCAs and the design recommendations provided in a site-specific geotechnical report would ensure that the proposed project is

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<sup>24</sup> Stellar Environmental Solutions, Inc. 2016. Phase I Environmental Site Assessment, 2305 Webster Street, Oakland, California, 94612.

<sup>25</sup> Graymer, R.W. (Graymer). 2000. Geologic map and map database of the Oakland metropolitan area, Alameda, Contra Costa, and San Francisco Counties, California. Miscellaneous Filed Studies Map MF-2342. United States Geological Survey. Map. Scale 1:50,000.

<sup>26</sup> California Geological Survey (CGS). 2023. California Earthquake Hazards Zone Application (EQ Zapp). Website: <https://maps.conservation.ca.gov/cgs/EQZApp/app/>. Accessed August 15, 2023.

<sup>27</sup> Alameda County. 2023. Alameda County Local Hazard Mitigation Plan, online interactive map. Website: <https://lhmp.acgov.org/map.html?mapUrl=all>. Accessed August 15, 2023.

designed to withstand the potential impacts related to seismic ground shaking. The impact would be less than significant.

#### Criterion b

As discussed above, the project site is underlain by artificial fill and clayey sand, which is potentially expansive and susceptible to compaction. However, as discussed above, implementation of the City SCAs and the design recommendations provided in a site-specific geotechnical report would ensure that the proposed project is designed to withstand the potential impacts related to soil expansion. The impact would be less than significant.

The proposed project would excavate approximately 40,000 cubic feet (or approximately 1,480 cubic yards) of soil to construct the building foundation. Construction associated with the proposed project would result in an increase in soil erosion at the project site. However, projects within the City that propose to excavate more than 500 cubic yards of soil are required to obtain a grading permit. The grading permit would require the proposed project to comply with local and state construction requirements, including the CBC, in the design and building of the proposed project. Additionally, the proposed project would be subject to the San Francisco Bay Municipal Regional Stormwater Permit (MRP). Impacts related to soil erosion would be less than significant.

As discussed in Project Description, the project site is a paved, surface-grade parking lot with flat topography. Additionally, State law requires contractors to notify the Underground Service Alert of Northern California (USA North 811) prior to excavations to ensure there are no underground utilities. The project site is not above a well, pit, swamp, mound, tank vault, or unmarked sewer line. There are no landfills underlying the project site.<sup>28</sup> The impact would be less than significant.

The proposed project does not include the installation of any septic tanks or alternative wastewater disposal systems; there would be no impact related to soil that is adequate to facilitate septic tanks or alternative wastewater systems.

Based on an examination of the analysis, findings, and conclusions of the BVDSP EIR, implementation of the proposed project would not substantially increase the severity of significant impacts identified in the BVDSP EIR, nor would it result in new significant impacts related to geology, soils, and geohazards that were not identified in the BVDSP EIR. The BVDSP EIR did not identify any mitigation measures related to geology, soils, and geohazards, and none would be needed for the proposed project. The proposed project would be required to implement SCAs related to erosion, grading, and sedimentation

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<sup>28</sup> California State Water Resources Control Board (State Water Board). 2023. GeoTracker online database. Hazardous materials sites near 2305 Webster Street, Oakland, CA. Website: [geotracker.waterboards.ca.gov/](https://geotracker.waterboards.ca.gov/). Accessed August 15, 2023.

CEQA ANALYSIS

V. CEQA CHECKLIST

control, as identified in Attachment A at the end of the CEQA Checklist (SCA GEO-1: Construction-Related Permit[s] [City SCA 40], SCA GEO 2: Soils Report [City SCA 41]).

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**6. Greenhouse Gas/Global Climate Change**

	Equal or Less Severity of Impact Previously Identified in BVDSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	New Significant Impact
Would the project:			
<p>a. For a project involving a stationary source, produce total emissions of more than 10,000 metric tons of CO<sub>2</sub>e annually [NOTE: Stationary sources are projects that require a Bay Area Air Quality Management District (BAAQMD) permit to operate.]</p>	☒	☐	☐
<p>b. For a project involving a land use development, fail to demonstrate consistency with the 2030 Equitable Climate Action Plan (ECAP) adopted by the City Council on July 28, 2020. [NOTE: Land use developments are projects that do not require BAAQMD permit to operate.] Consistency with the 2030 ECAP can be shown by either:</p> <p>(a) Committing to all of the greenhouse gas (GHG) reduction strategies described on the ECAP consistency checklist, or</p> <p>(b) Complying with the GHG Reduction Standard Condition of Approval that requires a project-level GHG Reduction Plan quantifying how alternative reduction measures will achieve the same or greater emissions than would be achieved by meeting the ECAP Consistency Checklist.</p>	☒	☐	☐

**Greenhouse Gas Emissions (Criterion 6a)**

The BVDSP EIR evaluated impacts related to GHG emissions from construction and operation anticipated under the BVDSP. The EIR identified motor vehicle use, water, gas, electrical use, loss of vegetation, and construction activities as contributing to generation of GHG emissions under the implementation of the BVDSP. Future projects and development implemented under the BVDSP would be required to be consistent with the City of Oakland’s Climate Action Plan and with SCAs that would reduce GHG emissions during construction and operation of projects. Even with implementation of SCAs, the BVDSP EIR conservatively determined that GHG impacts would remain significant and unavoidable.

## Consistency with Applicable GHG Plans (Criterion 6b)

The BVDSP EIR determined that development under the Specific Plan would not conflict with any applicable plan, policy, or regulation adopted with the intent to reduce GHG emissions. Therefore, the BVDSP EIR determined that the impact related to consistency with applicable plans, policies, or regulations to reduce GHG emissions would be less than significant.

## Project Analysis and Conclusion

### Greenhouse Gas Emissions (Criterion 6a) and Consistency with Applicable GHG Plans (Criterion 6b)

This GHG analysis was prepared for the proposed project to determine whether the proposed project, along with its backup generator, would exceed the City's 10,000 metric ton (MT) threshold for projects with stationary sources. The project's GHG emissions from operation of a backup diesel generator were estimated in accordance with guidance from the ARB using the most current version of the California Emissions Estimator Model (CalEEMod). The total emissions for the proposed project, including the backup generator, would be 994 MT of CO<sub>2</sub>e per year—which would not exceed the BAAQMD's Stationary Source Threshold of 10,000 MT of CO<sub>2</sub>e per year. The proposed project would generate GHG emissions that were previously analyzed under the BVDSP EIR. While mitigation measures were not included in the BVDSP EIR, the proposed project would be required to comply with applicable SCAs. SCA GHG-1 Project Compliance with the Equitable Climate Action Plan (ECAP) Consistency Checklist, requires an ECAP checklist to be completed prior to issuance of construction permit. The ECAP checklist contains various construction and operational features to be implemented during project construction and operation. Implementation of SCA GHG-1 would ensure all measures in the ECAP checklist are implemented as part of the proposed project.

An ECAP Consistency Checklist was completed and submitted for the proposed project. Each applicable checklist item is addressed and includes an explanation of how the proposed project would demonstrate compliance. The ECAP Consistency Checklist prepared for the proposed project is included as Attachment L. The proposed project complies with the ECAP Consistency Checklist, therefore, the proposed project is not required to develop a (GHG) Reduction Plan.

Based on an examination of the analysis, findings, and conclusions of the BVDSP EIR, implementation of the proposed project would not substantially increase the severity of significant impacts identified in the BVDSP EIR, nor would it result in new significant impacts related to GHG and climate change that were not identified in the BVDSP EIR. The BVDSP EIR did not identify any mitigation measures related to GHGs, and none are required for the proposed project. The proposed project would be required to implement SCA GHG-1 Project Compliance with the ECAP Consistency Checklist (as identified in Attachment A at the end of the CEQA Checklist), which requires preparation and implementation of the ECAP. The ECAP prepared for the proposed project is included as Attachment L.

**7. Hazards and Hazardous Materials**

Would the project:	Equal or Less Severity of Impact Previously Identified in BVDSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	New Significant Impact
<p>a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;</p> <p>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;</p> <p>Create a significant hazard to the public through the storage or use of acutely hazardous materials near sensitive receptors [NOTE: Per the Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines, evaluate whether the project would result in persons being within the Emergency Response Planning Guidelines (ERPG) exposure level 2 for acutely hazardous air emissions either by siting a new source or a sensitive receptor. For this threshold, sensitive receptors include residential uses, schools, parks, daycare centers, nursing homes, and medical centers];</p> <p>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;</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>b. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>c. 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</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Would the project:	Equal or Less Severity of Impact Previously Identified in BVDSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	New Significant Impact
specific instances due to climatic, geographic, topographic, or other conditions; Be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, and would result in a significant safety hazard for people residing or working in the project area; Be located within the vicinity of a private airstrip, and would result in a significant safety hazard for people residing or working in the project area; or Fundamentally impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.			
d. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Hazardous Materials Use, Storage and Disposal and Hazardous Building Materials (Criterion 7a)**

The BVDSP EIR determined that development under the BVDSP could result in construction activities that use hazardous materials as well as ongoing commercial activities that involve the use of chemicals that are considered hazardous materials. Adoption and development under the BVDSP could therefore require the transportation, use, and storage of additional quantities of hazardous materials to new businesses and entities. The transportation, use, and storage of all hazardous materials would be required to follow the applicable laws and regulations adopted to safeguard workers and the public. In addition, development under the BVDSP would be subject to the City of Oakland’s SCAs pertaining to Best Management Practices (BMPs) for hazardous materials. The BVDSP EIR determined that the impact would be less than significant.

### **Exposure to Hazardous Materials in the Subsurface (Criterion 7a)**

The BVDSP EIR determined that development under the BVDSP could require excavation for installation of building foundations and underground utilities and that some of the development sites could have had past documented releases of hazardous materials that have contaminated subsurface soils and groundwater or previously unknown releases that may be discovered during excavation activities. Disturbed contaminated soil could expose construction workers and the public to contaminants, which would have a potentially significant impact. According to the State Water Resources Control Board (State Water Board) GeoTracker database and the California Department of Toxic Substances Control (DTSC) EnviroStor database, the project site has not been included on hazardous materials sites compiled pursuant to Government Code Section 65962.5 (Cortese List).<sup>29</sup>

The BVDSP EIR also indicated that a proposed land use change, such as changing a commercial building to a residential building, could require more stringent clean-up levels even if the site had been considered remediated or closed based on complying with standards for its current land use.

Development under the BVDSP would be subject to the City of Oakland's SCAs pertaining to hazardous materials in the subsurface, including conducting a Phase I Environmental Site Assessment (Phase I ESA) and a Phase II ESA (if warranted based on the results of the Phase I ESA); procedures for managing suspected contamination encountered unexpectedly during construction activities; preparation of a construction worker Health and Safety Plan; and implementation of BMPs related to hazardous materials management. The BVDSP EIR determined that compliance with these SCAs would reduce the potential impacts related to hazardous materials in the subsurface, and the impact would be less than significant.

### **Storage or Use of Hazardous Materials Near Sensitive Receptors (Criterion 7a)**

The project site is within 0.25 mile of two sensitive receptors (i.e., residential uses, schools, parks, daycare centers, nursing homes, and medical centers): the Cathedral of Christ the Light is approximately 0.13 mile (approximately 686 feet) southeast of the project site, and the Westlake Middle School is approximately 0.23 mile (approximately 1,214 feet) northeast of the project site. Additionally, while not precisely 0.25 mile away, the St. Paul's Episcopal Church and School is approximately 0.27 mile (approximately 1,426 feet) east of the project site. Potential commercial retail operations associated with the proposed project could use and/or store acutely hazardous materials. Without appropriate management, the use and/or storage of acutely hazardous materials at the project site could result in a potentially significant impact.

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<sup>29</sup> California State Water Resources Control Board (State Water Board). 2023. GeoTracker online database. Hazardous materials sites near 2305 Webster Street, Oakland, CA. Website: [geotracker.waterboards.ca.gov/](https://geotracker.waterboards.ca.gov/). Accessed August 15, 2023.

Development under the BVDSP would be required to comply with the City of Oakland's Ordinances and General Plan Policies, which require hazardous material handlers within 1,000 feet of a school or other sensitive receptor to prepare a Hazardous Materials Assessment Report and Remediation Plan. Additionally, those handling or storing hazardous materials would be required to prepare a Hazardous Materials Management Plan and Hazardous Materials Business Plan, as required by Alameda County and a City of Oakland SCA; preparation and implementation of these plans would help to manage the use and/or storage of hazardous materials, and the impact would be less than significant.

### **Hazardous Materials within a Quarter Mile of a School (Criterion 7b)**

The project site is within 0.25 mile of one school: Westlake Middle School is approximately 0.23 mile (approximately 1,214 feet) northeast of the project site. Additionally, while not precisely 0.25 mile away, the St. Paul's Episcopal Church and School is approximately 0.27 mile (approximately 1,426 feet) east of the project site.

As discussed above, development under the BVDSP would be required to comply with the City of Oakland's Ordinances and General Plan Policies, which require hazardous material handlers within 1,000 feet of a school or other sensitive receptor to prepare a Hazardous Materials Assessment Report and Remediation Plan. Additionally, those handling or storing hazardous materials would be required to prepare a Hazardous Materials Management Plan and Hazardous Materials Business Plan, as required by Alameda County and a City of Oakland SCA; preparation and implementation of these plans would help to manage the use and/or storage of hazardous materials, and the impact would be less than significant.

### **Emergency Access Routes (Criteria 7c)**

The EIR determined that construction under the BVDSP could result in temporary road closures, which could result in fewer than two emergency access routes for streets exceeding 600 feet in length. Temporary closures or limited emergency access could impede emergency response. However, incorporation of City SCAs, and adherence to City of Oakland's Ordinances and General Plan Policies, would reduce the potential risks. The EIR further determined that the development under the BVDSP would not result in permanent road closures and emergency response would not be impaired. The impact to emergency access and interference with emergency response or evacuation plans would be less than significant.

### **Safety or Noise Hazard due to Proximity to a Public Airport or Private Airstrip (Criteria 7c)**

The project site is approximately 5.5 miles northwest of Oakland International Airport. There are no other airports or private airstrips in proximity to the project site. The project

site is not within any established noise or safety hazard zones delineated in the Oakland International Airport Land Use Compatibility Plan (ALUCP).<sup>30</sup>

### **Significant Risk of Loss, Injury, or Death Involving Wildland Fires (Criterion 7d)**

The BVDSP Plan Area is in an urbanized area and is not adjacent to any wildland areas. The California Department of Forestry and Fire Protection (CAL FIRE) Fire Hazard Severity Zone (FHSZ) map (published in 2007) indicated that the BVDSP Plan Area was not mapped within a Very High or High FHSZ. Additionally, new developments would be constructed in accordance with the most current Fire Code requirements. The BVDSP EIR did not provide an impact discussion related to wildfire because it was determined that there would be no impact.

The BVDSP EIR determined that the BVDSP Plan Area would not be susceptible to wildland fires, and there would be no impact.

### **Project Analysis and Conclusion**

Developments under the BVDSP, including the proposed project, would be required to follow the applicable laws and regulations related to transportation, use, and storage of all hazardous materials and to safeguard workers and the public. Development under the BVDSP would also be subject to the City of Oakland's SCA HAZ-1: Hazardous Materials Related to Construction (City SCA 47), pertaining to the implementation of BMPs for hazardous materials during construction.

A Phase I ESA conducted in 2016 for the project site (Attachment M) observed no hazardous materials or wastes on the property and found no Recognized Environmental Condition (REC) in association with the property. However, based on the history of up to 50 years of auto repair that occurred on-site, the Phase I ESA recommended measures to guide proper soil excavation work and disposal practices. These recommendations would be met by implementing SCA HAZ-2: Hazardous Building Materials and Site Contamination (City SCA 48). As the Phase I ESA was conducted in 2016, an updated Phase I ESA for the project site would be necessary, as required by SCA HAZ-2.

The project applicant is required to prepare and implement a Health and Safety Plan to protect project construction workers from risks associated with exposure to hazardous materials if encountered. The Health and Safety Plan would include, but is not limited to, measures related to personal protective equipment, exposure monitoring, emergency response plan, and a training program. In addition, SCA HAZ-2 requires the implementation of BMPs for the handling of contaminated soil and groundwater discovered during construction activities to ensure proper storage, treatment, transport,

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<sup>30</sup> Alameda County Airport Land Use Commission (ALUC). 2010. Oakland International Airport Land Use Compatibility Plan (ALUCP). December 2010.

and disposal. Specifically, SCA HAZ-2 would require that all suspected contaminated soil be stockpiled on-site in a secure and safe manner and adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Additionally, this SCA would require implementation of specific sampling and handling and transport procedures for reuse or disposal in accordance with applicable local, State, and federal requirements. Implementation of SCA HAZ-2 will be reviewed, approved, and overseen by the City and any applicable regulatory agency, as required by law. As stated above, the proposed project would not be constructed on a hazardous waste site.

The proposed project is located within 0.25 mile of the Cathedral of Christ the Light and Westlake Middle School. The St. Paul's Episcopal Church and School is approximately 0.27 mile east of the project site. The BVDSP EIR determined that the potential risks related to hazardous materials use in the vicinity of schools would not exceed the level of severity identified in the BVDSP EIR, given incorporation of SCAs and other existing regulatory requirements. The proposed project would not emit hazardous emissions within 0.25 mile of an existing or proposed school or another sensitive receptor.

Neither the City of Oakland Emergency Operations Plan (EOP) nor the City of Oakland 2021-2026 Hazard Mitigation Plan delineates specific roads to be used in the event of emergency evacuation. Specific routes to be used during an evacuation would be dependent on the specific emergency and would be determined by law enforcement and emergency responders at that time.<sup>31,32</sup> However, the Oakland 2045 General Plan Safety Element does delineate priority routes that would likely be utilized in the event of emergency evacuation. Webster Street is not identified as a priority route, but it is considered a major road; 23<sup>rd</sup> Street is not listed as a primary route or major road. Broadway and Grand Avenue are listed as primary local routes.<sup>33</sup>

The proposed project would not change the surrounding streets or roadways or limit emergency access or plans. Any temporary roadway closures required during construction of the proposed project would be subject to City of Oakland review and approval, to ensure consistency with City of Oakland requirements. Additionally, incorporation of SCA TRANS-1: Construction Activity in the Public Right-of-Way would further reduce impacts to less than significant.

According to the 2023 CAL FIRE Fire and Resource Assessment Program (FRAP) maps, the project site is not mapped within a FHSZ in a State Responsibility Area (SRA) or a Local Responsibility Area (LRA).<sup>34</sup> The project site is not within a Very High FHSZ.

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<sup>31</sup> City of Oakland. 2023. Final City of Oakland Emergency Operations Plan. April 2023.

<sup>32</sup> City of Oakland. 2021. City of Oakland 2021-2026 Hazard Mitigation Plan. July 2021.

<sup>33</sup> City of Oakland. Oakland 2045 General Plan. Oakland Safety Element. Adopted September 26, 2023. Resolution #89907. C.M.S.

<sup>34</sup> California Department of Forestry and Fire Protection (CAL FIRE). 2023. State Responsibility Area Fire Hazard Severity Zones for Alameda County.) Fire and Resource Assessment Program. June 15, 2023. Map. Scale 1:315,000.



Based on an examination of the analysis, findings, and conclusions of the BVDSP EIR, implementation of the proposed project would not substantially increase the severity of significant impacts identified in the BVDSP EIR, nor would it result in new significant impacts related to hazards and hazardous materials that were not identified in the BVDSP EIR. The BVDSP EIR did not identify any mitigation measures related to hazards and hazardous materials, and none would be needed for the proposed project. The proposed project would be required to implement SCAs related to asbestos removal, lead-based paint/coatings, polychlorinated biphenyls (PCBs), ESA reports and remediation, health and safety plans, groundwater and soil contamination, and hazardous materials business plans, as identified in Attachment A at the end of the CEQA Checklist (SCA HAZ-1 Hazardous Materials Related to Construction [City SCA 47], SCA HAZ-2: Hazardous Building Materials and Site Contamination [City SCA 48], and SCA TRANS-1: Construction Activity in the Public Right-of-Way [City SCA 80]).

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**8. Hydrology and Water Quality**

Would the project:	Equal or Less Severity of Impact Previously Identified in BVDSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	New Significant Impact
<p>a. Violate any water quality standards or waste discharge requirements;</p> <p>Result in substantial erosion or siltation on or off-site that would affect the quality of receiving waters;</p> <p>Create or contribute substantial runoff which would be an additional source of polluted runoff;</p> <p>Otherwise substantially degrade water quality;</p> <p>Fundamentally conflict with the City of Oakland Creek Protection Ordinance (OMC Chapter 13.16) intended to protect hydrologic resources [NOTE: Although there are no specific, numeric/quantitative criteria to assess such impacts, factors to be considered in determining significance include whether there is substantial degradation of water quality through (a) discharging a substantial amount of pollutants into a creek, (b) significantly modifying the natural flow of the water or capacity, (c) depositing substantial amounts of new material into a creek causing substantial bank erosion or instability, or (d) substantially endangering public or private property of threatening public health or safety.]</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>b. 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);</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>c. Create or contribute substantial runoff which would exceed the capacity of existing or planned stormwater drainage systems;</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Would the project:	Equal or Less Severity of Impact Previously Identified in BVDSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	New Significant Impact
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.			
d. Result in substantial flooding on or off-site; 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; Place within a 100-year flood hazard area structures which would impede or redirect flood flows; Expose people or structures to a substantial risk of loss, injury, or death involving flooding; or expose people or structures to a substantial risk of loss, injury, or death as a result of inundation by seiche, tsunami, or mudflow.	☒	☐	☐

**Water Quality, Stormwater, and Drainages and Drainage Patterns (Criteria 8a and 8c)**

The BVDSP EIR determined that development in the BVDSP Plan Area would result in construction activities that would require ground disturbance, resulting in impacts to hydrology and water quality. The EIR identified several SCAs that would reduce impacts to a less than significant level by minimizing runoff and erosion, as well as sedimentation and contamination to stormwater and surface water during construction activities.

**Conflict with the City of Oakland Creek Protection Ordinance (Criterion 8a)**

The project site is not adjacent to any protected creek and would not conflict with the City of Oakland Creek Protection Ordinance. There would be no impact under this criterion.

### **Use of Groundwater (Criterion 8b)**

Potable water is supplied to the BVDSP Plan Area through imported surface water by the EBMUD, and groundwater is generally not used in the BVDSP Plan Area. The BVDSP Plan Area is primarily developed and covered with impervious surfaces, and the amount of water able to infiltrate the aquifer in the EBP groundwater basin would not substantially decrease with development under the BVDSP. Additionally, compliance with the C.3 provisions of the National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Permit for the Alameda County Clean Water Program would require that recharge rates at a project site be equivalent to the recharge rate at the site prior to development.

### **Flooding and Substantial Risks from Flooding (Criteria 8d)**

The BVDSP EIR identified the easternmost part of the BVDSP Plan Area along Glen Echo Creek as being situated in the 100-year flood zone, with the rest of the BVDSP Plan Area lying outside of the 100-year flood zone. The project site is outside the 100-year flood hazard zone.<sup>35,36</sup> SCAs that require regulatory permits prior to construction in a floodway or floodplain, along with preparation of hydrological calculations that ensure that structures will not interfere with the flow of water or increase flooding, would reduce impacts to less than significant levels.

### **Inundation from Tsunami, Seiche, or Mudflow (Criterion 8d)**

The project site is in the vicinity of Lake Merritt (approximately 0.2 mile southeast of the project site), the Oakland Inner Harbor (approximately 1.4 miles south of the project site), and the San Francisco Bay (approximately 2.4 miles west of the project site). The project site is not within an established Tsunami Inundation Area.<sup>37</sup> Further, the project site is not close enough to either of the listed bodies of water to be inundated by a seiche wave or mudflow. The impact would be less than significant.

### **Project Analysis and Conclusion**

The proposed project site is currently in use as a surface parking lot; impervious surfaces cover the entire site. The proposed project would not result in a net change to the amount of impervious surface coverage and would not substantially alter drainage patterns or increase the flow of runoff. Additionally, the proposed project would be required to comply with SCAs related to hydrology and water quality, including provisions requiring

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<sup>35</sup> Federal Emergency Management Agency (FEMA). 2018. FEMA Flood Insurance Rate Map (FIRM), Panel 67 of 608, Map Number 06001C0067H. Effective Date December 21, 2018. National Flood Insurance Program. Map. Scale 1:6,000.

<sup>36</sup> Alameda County. 2023. Alameda County Local Hazard Mitigation Plan, online interactive map. Website: <https://lhmp.acgov.org/map.html?mapUrl=all>. Accessed August 15, 2023.

<sup>37</sup> Alameda County. 2023. Alameda County Local Hazard Mitigation Plan, online interactive map. Website: <https://lhmp.acgov.org/map.html?mapUrl=all>. Accessed August 15, 2023.

the preparation and implementation of an Erosion and Sediment Control Plan for Construction and a Post-Construction Stormwater Management Plan, as well as a maintenance agreement for on-site stormwater treatment measures and compliance with the State Construction General Permit, as applicable. The project site is outside the 100-year flood hazard zone.<sup>38,39</sup>

A subsurface investigation performed at a neighboring site (approximately 400 feet southeast of the project site) suggests that the project site is underlain by fill consisting of sand, silt, and clay to a depth between 2 and 5 feet below ground surface bgs.<sup>40</sup> Recent studies in the vicinity of the proposed project site indicate that groundwater has been encountered at between approximately 13.5 and 16 feet bgs and that flow direction is expected to follow the general topographic gradient in the area—to the south-southeast—toward Lake Merritt.<sup>41</sup> Based on the presence of relatively shallow groundwater and proposed excavation of approximately 1,480 cubic yards of soil for the foundation, construction-period dewatering may be required. However, dewatering would be temporary and limited to the period of construction, having only a localized and short-term effect on groundwater levels. Post-construction dewatering would not be required because the foundation and wall systems below the groundwater table would be waterproofed to prevent infiltration.

As described in the BVDSP EIR, any groundwater dewatering would be limited in duration and would be subject to permits from EBMUD or the RWQCB, depending on if the discharge were to the sanitary or storm sewer system. 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 Best Management Practices (BMPs) which will result in achieving compliance with the wastewater discharge limits. Discharges to EBMUD's facilities must occur under a Special Discharge Permit. In addition, according to 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. Since proper management of dewatering effluent is covered by existing State and local regulations and

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<sup>38</sup> Federal Emergency Management Agency (FEMA). 2018. FEMA Flood Insurance Rate Map (FIRM), Panel 67 of 608, Map Number 06001C0067H. Effective Date December 21, 2018. National Flood Insurance Program. Map. Scale 1:6,000.

<sup>39</sup> Alameda County. 2023. Alameda County Local Hazard Mitigation Plan, online interactive map. Website: <https://lhmp.acgov.org/map.html?mapUrl=all>. Accessed on August 15, 2023

<sup>40</sup> Stellar Environmental Solutions, Inc. 2016. Phase I Environmental Site Assessment, 2305 Webster Street, Oakland, California, 94612.

<sup>41</sup> Ibid.

## CEQA ANALYSIS

## V. CEQA CHECKLIST

implementation of these regulations would protect receiving water quality, the proposed project would be consistent with the BVDSP EIR.

Based on an examination of the analysis, findings, and conclusions of the BVDSP EIR, implementation of the proposed project would not substantially increase the severity of significant impacts identified in the BVDSP EIR, nor would it result in new significant impacts related to hydrology and water quality that were not identified in the BVDSP EIR. The BVDSP EIR identified no mitigation measures related to hydrology and water quality, and none would be required for the proposed project. The proposed project would be required to implement SCAs related to stormwater, drainages and drainage patterns, and water quality, as identified in Attachment A at the end of the CEQA Checklist (SCA HYD-1: Erosion and Sedimentation Control Plan for Construction [City SCA 53], SCA HYD-2: Site Design Measures to Reduce Stormwater Runoff [City SCA 56], and SCA HYD-3: Source Control Measures to Limit Stormwater Pollution [City SCA 57]).

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**9. Land Use, Plans, and Policies**

Would the project:	Equal or Less Severity of Impact Previously Identified in BVDSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	New Significant Impact
a. Physically divide an established community;	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Result in a fundamental conflict between adjacent or nearby land uses;	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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; or	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Fundamentally conflict with any applicable habitat conservation plan or natural community conservation plan.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

The BVDSP EIR determined that adoption and implementation of the BVDSP would have less than significant land use impacts related to the division of an established community, potential conflicts with nearby land uses, or applicable land use plans, policies, and regulations. The BVDSP Plan Area is in Oakland’s Central Business District, an area intended to promote a mixture of vibrant and unique uses with around-the-clock activity, continued expansion of job opportunities, and a growing residential population.

**Project Analysis and Conclusion**

The proposed project’s General Plan land use classification is Central Business District, 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 proposed project is consistent with the General Plan land use

designation because it will provide a mixed-use, residential high-rise building with a mix of commercial space.

The proposed project site is located in Valdez Triangle subarea of the BVDSP Plan Area and zoned D-BV-2. As described in the Oakland Municipal Code Section 17.101C.010, “the intent of the of the D-BV-2 Zone is to create, maintain, and enhance areas of the Broadway Valdez District Specific Plan Area for ground level retail, restaurants, entertainment, and art activities with pedestrian-oriented, active storefront uses. Upper-story spaces are intended to be available for a wide range of Office and Residential Activities.”<sup>42</sup> As discussed in the BVDSP EIR, the D-BV-2 requires that ground floor uses consist of retail, restaurant, entertainment, or arts activities.<sup>43</sup> The proposed project would include commercial/retail space on the ground floor.

The BVDSP allows building heights up to 250 feet in the southern portion of the BVDSP Plan Area where the proposed project would be located. The proposed project would be approximately 200 feet tall as measured to the roof and would not exceed this maximum height. Further, by bringing new residents and commercial/retail space to the area, the proposed project would be consistent with the policy objectives of the BVDSP to turn the Valdez Triangle subarea into a “dynamic retail district” and to repurpose underutilized parcels.<sup>44</sup> Based on the above, the proposed project would be consistent with the land use regulations in the BVDSP.

Based on an examination of the analysis, findings, and conclusions in the BVDSP EIR, implementation of the proposed project would not substantially increase the severity of the significant impacts identified in the BVDSP EIR, nor would it result in new significant impacts related to land uses, plans, or policies that were not identified in the BVDSP EIR. The BVDSP EIR did not identify any SCAs or mitigation measures related to land use, and none are needed for the proposed project.

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<sup>42</sup> City of Oakland. Oakland Municipal Code. Website: [https://www.municode.com/library/ca/oakland/codes/planning\\_code?nodeId=TIT17PL\\_CH17.101CBRVADICOZORE](https://www.municode.com/library/ca/oakland/codes/planning_code?nodeId=TIT17PL_CH17.101CBRVADICOZORE). Accessed December 8, 2023.

<sup>43</sup> Broadway Valdez District Specific Plan (BVDSP) Draft Environmental Impact Report. Project Description, page 3-17.

<sup>44</sup> Broadway Valdez District Specific Plan (BVDSP). Chapter 4, pages 95 and 102.



**10. Noise**

Would the project:	Equal or Less Severity of Impact Previously Identified in BVDSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	New Significant Impact
<p>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 recommended 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 (see Table 2);</p> <p>Generate noise in violation of the City of Oakland nuisance standards (Oakland Municipal Code § 8.18.020) regarding persistent construction-related noise;</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>b. Generate noise in violation of the City of Oakland Noise Ordinance (Oakland Planning Code Section 17.120.050) regarding operational noise;</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>c. 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 3dBA permanent increase is attributable to the project (i.e., the cumulative condition including the project compared to the cumulative baseline condition without the project) [NOTE: Outside of a laboratory, a 3dBA change is considered a just-perceivable difference. Therefore, 3 dBA is used to determine whether the project-related noise increases are</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Would the project:	Equal or Less Severity of Impact Previously Identified in BVDSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	New Significant Impact
cumulatively considerable. Project-related noise should include both vehicle trips and noise operations];			
<p>d. Expose persons to interior L<sub>dn</sub> 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);</p> <p>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;</p> <p>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</p>	☒	☐	☐
<p>e. During either project construction or project operation expose persons to or generate groundborne vibration that exceeds the criteria established by the Federal Transit Administration (FTA).</p>	☒	☐	☐

**Construction and Operational Noise and Vibration, Exposure of Receptors to Noise (Criteria 10a, 10b, 10d, and 10e)**

Overall, the BVDSP EIR determined that impacts related to construction and operations of development under the BVDSP would be less than significant. Construction-related activities associated with development under the BVDSP would temporarily increase ambient noise levels and vibration. Implementation of SCAs would minimize construction noise impacts by limiting hours of construction activities; require best available noise control technology; require vibration monitoring for activities adjacent to historic

structures; and require a project applicant and/or its contractors to notify any local residents of construction activities and to track and respond to noise complaints.

During operations, mechanical equipment used in projects developed under the BVDSP would generate noise; however, equipment would be standardized and would be required to comply with the City of Oakland Noise Ordinance. Potential impacts would be reduced with implementation of SCAs that would require project design to achieve acceptable interior noise levels for buildings; limit groundborne vibration at the project site; and require mechanical equipment to comply with applicable noise performance standards.

As described in the BVDSP EIR, noise measurements taken at various locations in the BVDSP Plan Area indicate that the ambient noise environment in the BVDSP Plan Area would be in the conditionally acceptable category for residential uses, and in the normally acceptable category for commercial uses—except for 24th Street, 25th Street, and Brook Street in the BVDSP Plan Area. At these three locations, the noise environment would be in the normally acceptable category for residential uses. The BVDSP EIR identified an SCA that would ensure that project components are appropriately sound-rated to meet land use compatibility requirements throughout the BVDSP Plan Area.

### **Traffic Noise (Criterion 10c)**

The BVDSP EIR determined that development under the Specific Plan would increase noise levels adjacent to nearby roads due to additional vehicles traveling throughout the BVDSP Plan Area. The increase in traffic noise from the Existing Plus Project scenario, as compared to existing conditions, would increase peak-hour noise levels by less than 5 A-weighted decibels (dBA) at all studied roadway segments, with the exception of 24th Street east of Broadway and 26th Street east of Broadway, where the increase in roadside noise would be 6.4 and 5.1 dBA, respectively. In addition, the increase in traffic noise between the Cumulative No Project (2035) and Cumulative Plus Project (2035) scenarios would be 5.3 dBA along 24th Street east of Broadway, and 2.1 dBA along Valdez Street north of Grand Avenue. The cumulative increases in traffic-generated noise could also combine with stationary noise sources, such as rooftop mechanical equipment and backup generators, to result in significant cumulative impacts. The BVDSP EIR determined that no feasible mitigation measures are available and that these impacts would remain significant and unavoidable.

### **Project Analysis and Conclusion**

Construction activities for the proposed project are expected to occur over approximately 24 months and would entail demolition of existing site features, excavation for the foundation, and construction of the building and finishing interiors. The foundation of the proposed project would be constructed using a mat-slab foundation, and no pile driving is anticipated. Daily construction activities would be limited to weekdays (excluding federal holidays) between 7:00 a.m. and 7:00 p.m.

The proposed project is surrounded by multiple noise-sensitive multi-family residential apartment buildings. The nearest such building is a mid-rise apartment building located at 2300 Broadway, directly west of the project site. The Grand Apartments is a high-rise apartment building located at 100 Grand Avenue, approximately 90 feet southeast of the project site across the intersection of 23rd Street and Webster Street. Alexan Webster is a mid-rise apartment building located at 2330 Webster Street, approximately 65 feet east of the project site across Webster Street. Residents at these apartment buildings could be adversely affected by noise during project construction activities. Other noise-sensitive receptors, such as apartment buildings west of Broadway or north of 24th Street, are located farther from the project site and would experience reduced impacts. Therefore, the following analysis focuses on 2300 Broadway, The Grand Apartments, and Alexan Webster to assess the proposed project's construction noise impact.

Noise from demolition and grading activities are typically the foremost concern when evaluating a project's construction noise impact, as demolition and grading activities often require extensive use of heavy-duty, diesel-powered earthmoving equipment that generate substantial noise levels over long usage periods. Other construction activities, such as vertical construction and interior finishing, do not utilize heavy-duty off-road construction equipment to the same extent as demolition and grading activities and therefore typically result in reduced noise impacts. Given this consideration, the following analysis evaluates noise impacts to 2300 Broadway, The Grand Apartments, and Alexan Webster that may result from the proposed project's demolition and grading activities.

Demolition for the proposed project is anticipated to last approximately 2 weeks and would involve demolition of the project site's existing paved parking lot and other related site features. Grading is also anticipated to last approximately 2 weeks and would involve excavation for the proposed project's foundations and parking garage features. The majority of the proposed project's demolition and grading activities would be characterized by excavators demolishing the site's existing paved parking lot and excavating the proposed project's foundations and other subgrade features. They would also transfer demolition debris and excavated soils to dumpsters or haul trucks for off-site removal. As excavators work across the approximately 0.3-acre project site, their construction noise levels at 2300 Broadway, The Grand Apartments, and Alexan Webster would fluctuate depending on their distances from these noise-sensitive receptors. Noise levels would be greater when excavators are in closer proximity and lower when positioned farther away. Given these considerations, noise impacts associated with the proposed project's demolition and grading activities have been evaluated by modeling noise levels that would be associated with two-excavators grading a 0.3-acre parcel (similar to the footprint of the proposed project's construction area) in proximity to 2300 Broadway, The Grand Apartments, and Alexan Webster. The analysis also considers that the proposed project would be required to implement SCA NOI-1: Construction Days/Hours (City SCA 67) to limit the days and hours of construction, SCA NOI-2: Construction Noise (City SCA 68) to implement standard best management noise

reduction measures for construction, SCA NOI-3: Extreme Construction Noise (City SCA 69) to reduce potential impacts of extreme noise generating construction activities such as pile driving, and SCA NOI-4: Construction Noise Complaints (City SCA 71) to provide measures to respond to and track construction noise complaints (if any). Though the proposed project would not result in “extreme noise” greater than 90 dBA pursuant to SCA NOI-3 (City SCA 69), a fact that is demonstrated by this construction noise analysis, the proposed project would nevertheless implement the use of temporary construction noise barriers around construction activity areas to reduce construction noise levels at adjacent uses, consistent with SCA NOI-3. To properly account for these barriers, the analysis considers impacts at both the ground level and upper floors of 2300 Broadway, The Grand Apartments, and Alexan Webster, because construction noise levels at the upper floors of these receptors would not be shielded by these barriers.

As summarized below, the proposed project’s construction noise impacts from demolition and grading activities would not exceed the 65 dBA  $L_{eq}$  threshold for daytime (7:00 a.m. – 7:00 p.m.) construction activities lasting more than 10 days.

2300 Broadway: Ground level construction noise impacts would not exceed 36.4 dBA  $L_{eq}$ . Upper floor impacts would not exceed 45.5 dBA  $L_{eq}$ .

The Grand Apartments: Ground level construction noise impacts would not exceed 36.7 dBA  $L_{eq}$ . Upper floor impacts would not exceed 46.7 dBA  $L_{eq}$ .

Alexan Webster: Ground level construction noise impacts would not exceed 38.6 dBA  $L_{eq}$ . Upper floor impacts would not exceed 48.6 dBA  $L_{eq}$ .

The calculation summary table is included in Table 5 (below) and in Attachment O of this document.

**Table 5 Construction Noise Calculation Summary**

Receptor	Noise Level at Receptor (dBA Leq)	Noise Barrier Shielding Attenuation (dBA)	Exterior to Interior Transmission Loss (dBA)	Construction Noise Level (dBA Leq)
2300 Broadway–Ground Level	76.4	10	30	36.4
2300 Broadway–Upper Floors	75.5	0	30	45.5
The Grand Apartments–Ground Level	66.7	10	20	36.7
The Grand Apartments–Upper Floors	66.7	0	20	46.7
Alexan Webster–Ground Level	68.6	10	20	38.6
Alexan Webster–Upper Floors	68.6	0	20	48.6

Receptor	Noise Level at Receptor (dBA Leq)	Noise Barrier Shielding Attenuation (dBA)	Exterior to Interior Transmission Loss (dBA)	Construction Noise Level (dBA Leq)
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Notes:

- <sup>a</sup> Noise level is calculated based on two excavators operating over a 1/3-acre parcel of land. Reference noise levels and usage factors based on FTA data.
- <sup>b</sup> Upper floor calculations assume a receptor height of 15 feet. Construction noise levels at higher elevations would be reduced.
- <sup>c</sup> Shielding due to temporary construction noise barriers. No attenuation assumed for upper floor receptors.
- <sup>d</sup> Transmission loss due to exterior-to-interior (building envelope). 30 dBA assumption for 2300 Broadway based on masonry façade facing construction area with no glazing. 20 dBA assumption for other receptors based on mixed facades containing glazing.

Sources: Federal Transit Administration. 2018. Transit Noise and Vibration Impact Assessment Manual.

Federal Highway Administration. Roadway Construction Noise Model (RCNM) Version 2.0

As explained earlier, noise impacts from other construction phases and activities would not exceed those analyzed here due to the demolition and grading scenario evaluated by this analysis. Furthermore, noise impacts at more-distant noise-sensitive receptors would not exceed impacts that would occur at 2300 Broadway, The Grand Apartments, and Alexan Webster. Regarding potential cumulative construction noise impacts, the project site is located within 0.5 mile of several projects as shown in Table 8, Developments in the Broadway Valdez District Specific Plan (included in Section 13 of this document), such as the 24th and Harrison Project and the 2315 Valdez Street/2330 Webster Street Project. Some of these projects have been constructed and the construction schedules of other projects are currently unknown; therefore, construction activities for the proposed project and these other projects may occur simultaneously. However, due to the distance of these sites from the project site, as well as their orientation to the proposed project’s noise-sensitive receptors, construction noise levels would attenuate from each site and would not combine to result in cumulatively considerable construction noise levels at shared noise sensitive receptors. Therefore, as the proposed project is within the envelope of the Development Program analyzed in the BVDSP it would not be anticipated to individually or cumulatively substantially increase the level of significance of the construction noise impact identified in the BVDSP EIR or result in a new significant construction noise impact. Further, as also explained, the proposed project would be required to implement SCA NOI-1: Construction Days/Hours (City SCA 67), SCA NOI-2: Construction Noise (City SCA 68), SCA NOI-3: Extreme Construction Noise (City SCA 69), and SCA NOI-4: Construction Noise Complaints (City SCA 71), described above. Therefore, the proposed project’s construction noise impacts would be less than significant.

Operation of the proposed project would result in noise from mechanical equipment, including a backup generator, increased traffic from additional trips associated with the residential and retail components of the project, including truck deliveries, and parking lot

activities inside the 21-space parking garage. However, the proposed project would be required to implement SCA NOI-5: Operational Noise (City SCA 73), which would require 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. Therefore, operational noise impacts would be reduced to less than significant.

The proposed project would not be a generator of groundborne vibration. In addition, the proposed project is not located adjacent to any active rail line and, therefore, the SCA pertaining to exposure of new dwelling units to vibration (Exposure to Vibration) would not apply.

Based on an examination of the analysis, findings, and conclusions in the BVDSP EIR, implementation of the proposed project would not substantially increase the severity of significant impacts identified in the BVDSP EIR, nor would it result in new significant impacts related to noise that were not identified in the BVDSP EIR. The BVDSP EIR did not identify any mitigation measures related to noise, and none would be necessary for the proposed project. The proposed project would be required to implement SCAs related to construction noise and vibration, interior noise standards, and mechanical equipment, as identified in Attachment A at the end of the CEQA Checklist (SCA NOI-1: Construction Days/Hours [City SCA 67], SCA NOI-2: Construction Noise [City SCA 68], SCA NOI-3: Extreme Construction Noise [City SCA 69], SCA NOI-4: Construction Noise Complaints [City SCA 71], and SCA NOI-5: Operational Noise [City SCA 73]).

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**11. Population and Housing**

Would the project:	Equal or Less Severity of Impact Previously Identified in BVDSP EIR	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;	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere in excess of that contained in the City’s Housing Element.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Population Growth and Displacement of Housing and People (Criteria 11a and 11b)**

The BVDSP EIR determined that impacts related to population growth and displacement of housing and people would be less than significant. Development under the BVDSP would add up to 1,800 housing units and 3,230 residents to the BVDSP Plan Area.<sup>45</sup> As discussed in the BVDSP EIR, this would represent approximately 2 percent of the total population growth projected for Oakland through 2035<sup>46</sup> and would not be considered substantial. Although adoption and development under the BVDSP could require the demolition of existing housing units, existing regulations such as Housing Element policies, the Ellis Act

<sup>45</sup> As shown in Table 8, there are 2,573 net new housing units and approximately 214,900 gross square feet of net new commercial uses constructed and/or proposed for development under the Broadway Valdez District Specific Plan (BVDSP) to date. The BVDSP Final Environmental Impact Report allows for the distribution of density and development type between categories and subareas as long as such development conforms to the general traffic generation parameters established by the Plan.

<sup>46</sup> Broadway Valdez District Specific Plan (BVDSP), 4.11-10.



(Government Code Sections 7060 through 7060.7), and the City of Oakland's Ellis Act Ordinance (Oakland Municipal Code §§ 8.22.400 through 8.22.480) would prevent significant impacts.

### **Project Analysis and Conclusion**

The proposed project would replace the existing surface parking lot at the project site with a new mixed-use building consisting of 197 residential units and approximately 1,903 square feet of commercial (retail) space. The proposed project would not demolish or displace any existing housing units.

Assuming an average of 1.87 persons per household, as stated in the BVDSP EIR, the proposed project would result in an increase of approximately 368 new residents. Additionally, assuming a standard generation rate of one employee per 500 square feet of retail space, the proposed project would generate approximately four employees. A minor amount of additional jobs would also be expected to be generated related to building maintenance and security.

While the proposed project, in combination with other proposed and approved projects in the BVDSP Plan Area, could result in more than 1,800 dwelling units being built, the BVDSP allows for flexibility with respect to the quantity and type of future development as long as such development conforms to the general traffic generation parameters established by the BVDSP EIR. The proposed project is within the envelope of the Development Program analyzed in the BVDSP EIR.

Based on an examination of the analysis, findings, and conclusions in the BVDSP EIR, implementation of the proposed project would not substantially increase the severity of the impacts identified in that EIR, nor would it result in new significant impacts related to population and housing that were not identified in the BVDSP EIR. The BVDSP EIR did not identify any mitigation measures or SCAs related to population and housing, and none would be required for the proposed project.

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**12. Public Services, Parks, and Recreation Facilities**

Would the project:	Equal or Less Severity of Impact Previously Identified in BVDSP EIR	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: <ul style="list-style-type: none"> <li>• Fire protection;</li> <li>• Police protection;</li> <li>• Schools; or</li> <li>• Other public facilities.</li> </ul>	☒	☐	☐
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 Include recreational facilities or require the construction or expansion of recreational facilities which might have a substantial adverse physical effect on the environment.	☒	☐	☐

**Public Services and Parks and Recreation (Criteria 12a and 12b)**

The BVDSP EIR determined that impacts related to fire and police protection, schools, and other public facilities would be less than significant. Although development under the BVDSP would increase density and population in the BVDSP Plan Area, any corresponding increase in crime and need for police protection would likely be counteracted by the revitalization of the area, as envisioned by the BVDSP. The EIR identified SCAs that would reduce the potential impacts related to the increased need for fire protection by requiring all projects to implement safety features and to comply with all applicable codes and regulations. Adherence to the General Plan’s Open Space, Conservation and Recreation (OSCAR) Element Policies REC-3.1, REC-3.3, and REC-10.2 would reduce potential impacts to recreational facilities. In addition, any increases in the need for police protection, fire

protection, schools, or other public facilities would be mitigated by adherence to General Plan Policies N.12.1, N.12.2, N.12.5, FI-1, and FI-2. No additions or expansions of parks or recreational facilities are proposed under the BVDSP, and no new parks or recreational facilities, or expansion of existing parks or recreational facilities, were determined to be required under the BVDSP.

### **Project Analysis and Conclusion**

The proposed project would add 197 residential units and approximately 1,903 square feet of commercial/retail uses. This Development Program and intensity, while not specified in the Illustrative Development Program Map, is consistent with the BVDSP, which did not prescribe or assume exact land uses on a site-by-site basis and instead established a maximum density based on trip generation and traffic capacity. As evidenced in Section 13, the proposed project is within that capacity. Therefore, the residential units and commercial square footage proposed for the project were analyzed in the BVDSP EIR, and the proposed project's increase in demand for public services is consistent with that analysis.

The proposed project would increase student enrollment at local schools. Pursuant to Senate Bill (SB) 50, the project applicant would be required to pay school impact fees, which are established to offset potential impacts from new development on school facilities. This would be deemed full and complete mitigation. The proposed project could also cause a relatively minor increase in demand for police and fire protection services; however, as described in the BVDSP EIR, adherence to General Plan Policies N.12.1, N.12.2, N.12.5, FI-1, and FI-2 would mitigate potential impacts.

As described above, no new parks or recreational facilities, nor expansion of existing parks or recreational facilities, would be required as a result of adoption and development under the BVDSP. As described above, adherence to the General Plan's OSCAR Policies REC-3.1, REC-3.3, and REC-10.2 detailed in the BVDSP EIR would reduce potential impacts to recreational facilities. Further, in the form of an outdoor courtyard, a group community room, and private balcony space, the proposed project would provide approximately 6,335 square feet of open space, as described in the Project Description. The proposed project would request a waiver for the City's usable open space requirement, as allowed under the State Affordable Housing Density Bonus law. Therefore, the open space that would be provided is consistent with the requirements of the BVDSP and the Planning Code to meet recreational demands associated with development of residential units.

Based on an examination of the analysis, findings, and conclusions in the BVDSP EIR, implementation of the proposed project would not substantially increase the severity of the significant impacts identified in the BVDSP EIR, nor would it result in new significant impacts related to the provision of public services or park and recreational facilities that were not identified in the BVDSP EIR. The BVDSP EIR did not identify any mitigation

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measures or SCAs related to public services or park and recreational facilities, and none would be required for the proposed project.

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**13. Transportation and Circulation**

Would the project:	Equal or Less Severity of Impact Previously Identified in BVDSP EIR	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 measures of vehicle delay);	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause substantial additional vehicles miles traveled (per capita, per service population, or other appropriate efficiency measure); or	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Substantially induce additional automobile travel by increasing physical roadway capacity in congested areas or by adding new roadways to the network.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Background**

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 in order to implement the directive from SB 743 to modify local environmental review processes by removing automobile delay, as described solely by Level of Service (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 OPR and the City’s approach to transportation impact analysis with adopted plans and policies related to transportation, which promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses.

Thus, this section of the CEQA Checklist evaluates the impacts of the proposed project with respect to VMT. In addition, consistent with previous developments proposed under the BVDSP, this section also compares the proposed project’s impacts to those analyzed in the EIR and identifies impacts and mitigation measures that would be triggered by the proposed project combined with other planned developments.

## Consistency with BVDSP EIR

While the City now relies on VMT as their CEQA Thresholds of Significance, the threshold for determining consistency with the BVDSP EIR is based on conformity with transportation and circulation assumptions. For this reason, this section of the CEQA Checklist summarizes the proposed project's consistency with the BVDSP EIR based on a transportation analysis completed for the proposed project. The analysis is provided in two parts below, as follows: the first part describes the BVDSP EIR analysis related to transportation and circulation impacts; the second part compares the proposed project's impacts to those analyzed in the EIR, provides project-specific analysis to supplement the analysis in the EIR, and identifies applicable SCAs that would be triggered by the proposed project combined with other planned developments.

### BVDSP EIR Analysis

The BVDSP EIR analyzed transportation and circulation conditions in and around the BVDSP Plan Area under six different scenarios, which represent three time periods (existing conditions, Year 2020, and Year 2035) with and without the BVDSP Development Program and transportation improvements. For the purposes of this analysis, these scenarios are referred to as: 1) existing conditions; 2) existing conditions plus full Development Program (full buildout of the Broadway Valdez Development Program); 3) Year 2020 no project; 4) Year 2020 plus Phase 1 of Development Program (partial buildout of the Development Program); 5) Year 2035 no project; and 6) Year 2035 plus full Development Program (full buildout of the Development Program).

The BVDSP EIR determined that no significant impacts to transit, pedestrian, bicycle, or other related topics would occur under any of the scenarios; therefore, these topics are not further discussed herein. As noted in the EIR, the Development Program represents the reasonably foreseeable development expected to occur in the next 20 to 25 years in the BVDSP Plan Area. The Specific Plan and the EIR intend to provide flexibility in the location, amount, and type of development. Accordingly, the traffic impact analysis in the EIR does not assign land uses to individual parcels; rather, land uses are distributed to five subdistricts within the BVDSP Plan Area. Thus, as long as the trip generation for each subdistrict and the overall BVDSP Plan Area remain below the levels estimated in the EIR, the traffic impact analysis presented in the EIR continues to remain valid.

The EIR identified 28 significant impacts on LOS at intersections serving the BVDSP Plan Area. It also identified the specific level of development in the Plan Area and/or each Subdistrict that would trigger each impact and its associated mitigation measure(s). According to the BVDSP EIR, project applicants would fund the cost of preparing and funding mitigation measures identified in the BVDSP EIR. However, because the City of Oakland adopted the citywide Transportation Impact Fee (TIF) program, each applicant would pay the applicable TIF, as required by the City of Oakland's Standard Condition of

Approval 84 (Transportation Impact Fee), to mitigate their specific project impacts. Payment to the TIF would be deemed full and complete mitigation.

The BVDSP EIR identified SCAs that require City review and approval of all improvements in the public right-of-way, reduction of vehicle traffic and parking demand generated by development projects, and construction traffic and parking management, which will also address transportation and circulation impacts.

## **Project Analysis and Conclusion**

### Conflict with a Program, Plan Ordinance, or Policy Addressing the Circulation System (Criterion 13a)

Based on the conclusions presented in the Traffic Impact Review, the proposed project would have adequate automobile, bicycle, pedestrian, and transit access and circulation with the inclusion of the recommendations provided in the Traffic Impact Review. Furthermore, as indicated in the Traffic Impact Review, the proposed project's trip generation would be consistent with the BVDSP EIR.

Although not required to address a CEQA impact, the Traffic Impact Review includes recommendations which shall be considered as part of the final design of the proposed project at the discretion of the City of Oakland. These recommendations are provided in Attachment N, Traffic Impact Review Memorandum.

### Substantial Increase in Vehicle Miles Traveled (Criterion 13b)

This section addresses the project's VMT in accordance with the adopted City of Oakland's Traffic Impact Review Guidelines (TIRG). Since some land use development projects may have characteristics that are highly likely to meet thresholds for a less than significant impact on VMT, the City of Oakland, consistent with the guidance provided by the OPR, has developed screening criteria. According to the City of Oakland's TIRG, VMT impacts would be less than significant for a project if one or more of the identified screening criteria outlined below 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 0.5 mile of a Major Transit Corridor or Stop<sup>47</sup> and satisfies the following:

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<sup>47</sup> Major transit stop is defined in CEQA 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.

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- Has a FAR of more than 0.75,
- 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); and
- Is consistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Transportation Commission).

The applicability of these screening criteria to the proposed project is described below.

*Criterion 1: Small Projects*

As shown in Table 7, the proposed project would generate more than 100 vehicle trips per day and therefore does not meet Criterion 1.

*Criterion 2: Low-VMT Area*

The project site is within Transportation Analysis Zone<sup>48</sup> (TAZ) 214 in the Alameda County Transportation Commission (Alameda CTC) Travel Demand Model. Table 6 shows the estimated 2020 and 2040 household VMT per resident for TAZ 214, as well as the applicable VMT thresholds of 15 percent below the regional average. As shown in Table 6, the 2020 and 2040 estimated averages of daily household VMT per capita in the TAZ 214 are less than the regional averages minus 15 percent, satisfying Criterion 2.

**Table 6 Daily Vehicle Miles Traveled Summary**

<b>Metric</b>	<b>Total Household VMT per Capita (2020)</b>	<b>Total Household VMT per Capita (2040)</b>
Project TAZ (Alameda CTC Model TAZ 214) <sup>a</sup>	8.6	7.8
Regional Average <sup>a</sup>	19.8	19.1
Regional Average Minus 15% (i.e., screening criterion)	16.9	16.2
Meet Screening Criterion?	Yes	Yes

Notes:

<sup>a</sup> Alameda CTC Travel Demand Model results. Website: <https://www.alamedactc.org/planning/sb743-vmt>. Accessed August 2023.

Source: Fehr & Peers. 2023.

<sup>48</sup> Transportation Analysis Zones (TAZ) are used in the transportation planning models to represent defined geographical areas ranging from a few city blocks in the downtown core, to multiple blocks in outer neighborhoods, to even larger geographic areas in lower-density neighborhoods for transportation analysis and other planning purposes.



As the 1,903 square feet of retail, included as part of the proposed project, would be less than the threshold (80,000 square feet of retail) described in the City of Oakland TIRG, the retail use is considered local-serving and is presumed to not generate substantial additional VMT.

### *Criterion 3: Near Transit Stations*

The proposed project would be approximately 0.3 mile from the 19<sup>th</sup> Street BART station, which is considered a major transit stop. The proposed project would also be less than 0.1 mile from Broadway, which is served by Route 51A with 10- to 15-minute peak headways and is therefore considered a high-quality transit corridor. The proposed project would satisfy Criterion 3 because it would meet the following three conditions:

- The proposed project would have a FAR of 16.3, which is greater than 0.75<sup>49</sup>.
- Since the project site is within 0.5 mile of the 19<sup>th</sup> Street BART station, which is considered a major transit stop (as described above), parking minimums do not apply to the proposed project, per California AB 2097 (adopted in 2022). However, according to the United States Census data, typical motor vehicle ownership for residential uses in the proposed project area is about 1.0 vehicle per household.<sup>50</sup> The 21 parking spaces proposed by the proposed project corresponds to about 0.11 parking spaces per unit. Thus, the proposed project would provide fewer parking spaces than other typical uses nearby. Therefore, the proposed project would meet this condition.
- The proposed project is within the Downtown Oakland and Jack London Square Priority Development Area (PDA), as defined by Plan Bay Area, and is therefore consistent with the region's Sustainable Communities Strategy.

### *VMT Screening Conclusion*

The proposed project would satisfy the Low-VMT Area and Near Transit Stations Criteria. As such, the proposed project is presumed to have a less than significant impact on VMT. VMT calculations are provided in Attachment N.

### *Trip Generation*

The trip generation for the proposed project is summarized in Table 7. Trip generation data published by the Institute of Transportation Engineers (ITE) in the Trip Generation Manual (11th Edition) was used as a starting point to estimate the vehicle trip generation.

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<sup>49</sup> Note that, for the purposes of traffic analysis, floor area ratio (FAR) is calculated based on total on-site square footage, whereas per Oakland Planning Code 17.101C.04, FAR for the project is calculated only for nonresidential square footage and therefore is significantly less.

<sup>50</sup> Based on U.S. Census data from the 2021 American Community Survey (ACS) 5-Year Estimates for average vehicle ownership of renter households (Table B25044) in Alameda County Census Tracts 4035.01.

ITE’s Trip Generation Manual is primarily used for data collected at single-use suburban sites where the automobile is often the only travel mode. However, the project site is in a somewhat dense, mixed-use environment near frequent regional and local transit services, where many trips are made via walking, biking, or transit. Since the project site is approximately 0.3 mile from the 19<sup>th</sup> Street Oakland BART station, this analysis reduces the ITE-based trip generation by 47 percent to account for the non-automobile trips. This adjustment is consistent with the City of Oakland TIRG and is based on US Census commute data for Alameda County from the 2014 5-Year Estimates of the American Community Survey (ACS), which shows that the non-automobile mode share for urban areas within 0.5 mile of a BART station is about 47 percent.

The trip generation does not account for the existing trips generated by the 40-space pay public parking lot that currently occupies the site. Although this public parking lot would be demolished as part of the proposed project, other public pay parking facilities in the area, including the 680-space YMCA Garage adjacent to the project site, currently operate under capacity.<sup>51</sup> It is therefore expected that the motorists currently parking at the project site would shift to the other parking facilities in the area. Thus, this trip generation does not eliminate any trips associated with the existing parking spaces and assumes that all motorists who currently drive to the parking lot would continue to drive and park in other nearby parking facilities.

**Table 7 Project Automobile Trip Generation**

Land Use	ITE Code	Daily	Weekday AM Peak-hour			Weekday PM Peak-hour		
			In	Out	Total	In	Out	Total
<b>Proposed Project</b>								
<b>Residential</b>								
197 DU	222 <sup>a</sup>	1,120	16	46	62	46	28	74
<b>Retail</b>								
1.9 KSF	820 <sup>b</sup>	100	2	2	4	7	6	13
<i>Subtotal</i>		<i>1,220</i>	<i>18</i>	<i>48</i>	<i>66</i>	<i>53</i>	<i>34</i>	<i>87</i>
Non-Auto Reduction (-46.9%) <sup>c</sup>		-570	-8	-23	-31	-25	-16	-41
Net New Project Automobile Trips		650	10	25	35	28	18	46

<sup>51</sup> Based on observations at the garage on a weekday in April 2023, about 380 spaces were occupied, which corresponds to an occupancy of 56 percent.

Land Use	ITE Code	Daily	Weekday AM Peak-hour			Weekday PM Peak-hour		
			In	Out	Total	In	Out	Total
Notes:								
DU = Dwelling Units								
KSF = 1,000 square feet.								
<sup>a</sup> ITE Trip Generation ( <i>11th Edition</i> ) land use category 222 (Multi-family Housing [High Rise] in General Urban/Suburban): Not Close to Rail Transit Setting: Daily: $T = 3.76(X) + 377.04$ AM Peak-hour: $T = 0.22(X) + 18.85$ (26 percent in, 72 percent out) PM Peak-hour: $T = 0.26(X) + 23.12$ (62 percent in, 38 percent out)								
<sup>b</sup> ITE Trip Generation ( <i>11th Edition</i> ) land use category 820 (Shopping Center): Daily: $T = 54.45(X)$ AM Peak-hour: $T = 2.36(X)$ (60 percent in, 40 percent out) PM Peak-hour: $T = 6.59(X)$ (50 percent in, 50 percent out)								
<sup>c</sup> Reduction of 46.9 percent is based on City of Oakland TIRG for a development less than 0.5 mile from a BART station. Source: Fehr & Peers. 2023.								

The proposed project trip generation does not account for the low on-site parking supply. The proposed project would provide approximately 0.11 parking spaces per residential unit, compared to average automobile ownership of 1.0 automobile per household in the proposed project area. Although it is unlikely that residents would choose not to have an automobile, the proposed project trip generation is not adjusted because there are other parking facilities in the vicinity of the project site that are open to the public and may be used by future residents or visitors.

As shown in Table 7, the proposed project is estimated to generate approximately 650 daily, 35 AM peak-hour, and 46 PM peak-hour net new automobile trips.

Analysis of Proposed Project and Other Projects That Are in Development under the Development Program Analyzed in the BVDSP EIR.

The development projects within BVDSP Plan Area that have been constructed or are currently under construction, approved, and/or proposed, including the proposed project, are included in Table 8. Table 8 also accounts for existing uses on each site.

Table 10 compares the total amount of development constructed, currently under construction, approved, and/or proposed with the Development Program Buildout assumptions used in the BVDSP Draft EIR for the BVDSP Plan Area (Subdistricts 1 through 5), the Valdez Triangle subarea (Subdistricts 1 through 3) and Subdistrict 1, where the project is located. The number of residential units constructed, currently under construction, approved, and/or proposed in the Plan Area, the Valdez Triangle subarea, and Subdistrict 1 exceeds the Development Program Buildout assumptions used in the

BVDSP EIR; however, all other land uses remain below the Development Program Buildout assumptions used in the BVDSP EIR.

Table 9 compares the trip generation associated with the total amount of development constructed, currently under construction, approved, and/or proposed with the Development Program Buildout assumptions used in the BVDSP EIR for the Plan Area (Subdistricts 1 through 5), the Valdez Triangle subarea (Subdistricts 4 and 5), and Subdistrict 1.

**Table 8 Developments in the Broadway Valdez District Specific Plan**

Development	BVDSP Subdistrict	Status	Proposed Development <sup>a</sup>				Active Existing Uses <sup>b</sup>	Net Development <sup>a,c</sup>			
			Residential (DU)	Retail (KSF)	Office (KSF)	Hotel (Room)		Residential (DU)	Retail (KSF)	Office (KSF)	Other (KSF)
3001 Broadway (Sprouts)	5	Constructed	0	36.0	0	0	Parking Lot	0	36.0	0	0
2345 Broadway (HIVE)	1	Constructed	105	30.3	64.0	0	11.4 KSF Auto Repair and 30.2 KSF Warehouse	105	30.3	64.0	-41.6
2425 Valdez Street	3	Constructed	71	1.5	0	0	Parking Lot	71	1.5	0	0
3093 Broadway	5	Constructed	423	20.0	0	0	40.2 KSF Auto Dealership	423	-20.2	0	0
2302 Valdez Street	2	Constructed	196	31.3	0	0	3.6 KSF Auto Repair	196	31.3	0	-3.6
2315 Valdez/ 2330 Webster Street	1	Constructed	235	16.0	0	0	Parking Lot	235	16.0	0	0
2630 Broadway	3	Constructed	255	37.5	0	0	Parking Lot/Vacant	255	37.5	0	0
3416 Piedmont Avenue	5	Constructed	9	1.5	0	0	Vacant Lot	9	1.5	0	0
2400 Valdez Street	2	Constructed	224	23.5	0	0	Parking Lot	224	23.5	0	0
3000 Broadway	5	Constructed	127	8.0	0	0	3 Dwelling Units, 8.8 KSF Restaurant, and 10.2 KSF Auto Repair	124	-0.8	0	-10.2
2820/2855 Broadway	4	Constructed	171	18.0	0	0	42.2 KSF Auto Dealership	171	-24.2	0	0
24 <sup>th</sup> and Harrison	2	Constructed	437	65.0	0	0	55.2 KSF Auto Dealership, 5.3 KSF Auto Repair, and 3.25 KSF Fitness	437	6.55	0	-5.3
2401 Broadway	3	Constructed	72	17.5	0	159	15.5 KSF Auto Dealership, and 7.1 KSF Retail	72	-5.1	0	0
2500 Webster Street	3	Constructed	30	6.4	0	0	6.3 KSF Auto Dealership	30	0.1	0	0
295 29 <sup>th</sup> Street	4	Constructed	91	0	0	0	13.9 KSF Auto Repair	91	0	0	-13.9
2415 Valdez	3	Constructed	89	0.9	0	0	Parking Lot	89	0.9	0	0
290 27 <sup>th</sup> Street	2	Proposed	198	3.7	0	0	1.0 KSF Retail and 22.3 KSF Office	198	-7.3	-22.3	0
24 <sup>th</sup> and Waverly	2	Under Construction	330	13	0	0	11.1 KSF Auto Repair and 9 DU	315	13	0	-11.1

Development	BVDSP Subdistrict	Status	Proposed Development <sup>a</sup>				Active Existing Uses <sup>b</sup>	Net Development <sup>a,c</sup>			
			Residential (DU)	Retail (KSF)	Office (KSF)	Hotel (Room)		Residential (DU)	Retail (KSF)	Office (KSF)	Other (KSF)
2929 Broadway	4	Approved	220	4.0	0	0	24.1 KSF Auto Dealership	220	-20.1	0	0
2305 Webster Street	1	Proposed	197	1.9	0	0	Parking Lot	197	1.9	0	0
<b>Total</b>			<b>3,480</b>	<b>336.2</b>	<b>64</b>	<b>159</b>		<b>3,462</b>	<b>122.55</b>	<b>41.7</b>	<b>-85.7</b>

<sup>a</sup> DU = dwelling units, KSF = 1,000 square feet

<sup>b</sup> Consists of active uses at the time the BVDSP EIR was prepared.

<sup>c</sup> Retail and non-retail uses (such as auto repair and warehouses) are presented separately because the non-retail uses generate fewer trips than typical retail uses.

Source: City of Oakland and Fehr & Peers. 2023.

**Table 9 Development Comparison within the BVDSP Plan Area, Valdez Triangle, and Subdistrict 1**

	Residential (DU)	Retail (KSF)	Office (KSF)	Hotel (Rooms)
<b>BVDSP Plan Area (Subdistricts 1 through 5)</b>				
Constructed, Under Construction, Approved, and Proposed Development Projects <sup>a</sup>	3,462	122.6	41.7	159
Development Program Buildout <sup>s</sup>	1,797	1,114.1	694.9	180
Percent Completed	193%	11%	6%	88%
<b>Valdez Triangle (Subdistricts 1 through 3)</b>				
Constructed, Under Construction, Approved, and Proposed Development Projects <sup>a</sup>	2,424	150.4	41.7	159
Development Program Buildout <sup>b</sup>	965	793.5	116.1	180
Percent Completed	251%	19%	36%	88%
<b>Subdistrict 1</b>				
Constructed, Under Construction, Approved, and Proposed Development Projects <sup>a</sup>	537	48.2	64.0	0
Development Program Buildout <sup>b</sup>	438	153.9	0	180
Percent Completed	123%	31%	NA	0%

Notes:

DU = dwelling units, KSF = 1,000 square feet.

<sup>a</sup> Information from City of Oakland, October 2023. Accounts for existing active uses that would be eliminated.

<sup>b</sup> Based on Table 4.13-7 on page 4.13-37 of BVDSP Draft EIR.

Source: Fehr & Peers. 2023.

**Table 10 Trip Generation Comparison**

	AM Peak-hour	PM Peak-hour
	Total	Total
<b>BVDSP Plan Area (Subdistricts 1 through 5)</b>		
Constructed, Development Projects Approved, Proposed, or Under Construction <sup>a</sup>	1,076	1,888
Development Program Buildout <sup>b</sup>	1,981	3,709
Percent Completed	54%	51%

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	AM Peak-hour	PM Peak-hour
	Total	Total
<b>Valdez Triangle (Subdistricts 1, 2, and 3)</b>		
Constructed, Development Projects Approved, Proposed, or Under Construction <sup>a</sup>	805	1,413
Development Program Buildout <sup>b</sup>	899	2,006
Percent Completed	90%	70%
<b>Subdistrict 1</b>		
Constructed, Development Projects Under Construction, Approved, or Proposed	197	305
Development Program Buildout <sup>b</sup>	283	506
Percent Completed	70%	60%

Notes:

<sup>a</sup> Based on application of the BVDSP trip generation model with the developments shown in Table 8 and accounting for the trips generated by existing uses that would be eliminated.

<sup>b</sup> Based on Table 4.13-10 on page 4.13-43 of the BVDSP EIR.

Source: Fehr & Peers. 2023.

Trips generated by the proposed project, together with trips generated by other projects that are constructed, currently under construction, approved, or proposed for development in the BVDSP Plan Area, would represent approximately 54 percent of the AM and 51 percent of the PM peak-hour trips anticipated in the BVDSP as a whole, 90 percent of the AM and 70 percent of the PM peak-hour trips anticipated in the BVDSP EIR for the Valdez Triangle subarea, and 70 percent of the AM and 60 percent of the PM peak-hour trips anticipated in the BVDSP EIR for Subdistrict 1.

Although the amount of residential development constructed, currently under construction, approved, and/or proposed in the BVDSP Plan Area, Valdez Triangle, and Subdistrict 1 would exceed what was assumed under the Development Program Buildout in the BVDSP EIR, the AM and PM peak-hour trip generation numbers are below the BVDSP EIR estimates for the Development Program Buildout. This is because the amount of retail and office uses constructed, currently under construction, approved, and/or proposed are below the BVDSP EIR assumptions.

Given that the BVDSP EIR analyzed the impacts of the Development Program Buildout at signalized intersections in the immediate vicinity of the project site, the proposed project would not cause additional impacts beyond those analyzed in the BVDSP EIR, nor would it increase the magnitude of the impacts identified in the BVDSP EIR as described below.



### Traffic Impacts at BVDSP EIR Intersections

The BVDSP EIR identifies 28 significant impacts at intersections that serve the Plan Area. It also identifies the specific level of development in the Plan Area and/or each Subdistrict that would trigger each impact and its associated mitigation measure(s). According to the BVDSP EIR, the project applicant would fund the cost of preparing and funding mitigation measures identified in the BVDSP EIR. However, because the City of Oakland adopted the citywide TIF program, the applicant would pay the applicable TIF, as required by the City of Oakland's Standard Condition of Approval 84 (Transportation Impact Fee), to mitigate project impacts. Payment to the TIF would be deemed full and complete mitigation.

### Additional Study Intersections

The City of Oakland TIRG requires the analysis of project impacts at intersections for projects that generate 50 or more peak-hour motor vehicle trips. As shown in Table 7, the proposed project would generate fewer than 50 trips during the AM or PM peak-hours. Thus, no intersection analysis is required. Overall, the proposed project would not result in impacts on traffic operations at the intersections beyond the ones identified in the BVDSP EIR. In addition, the proposed project would not increase the magnitude of the impacts identified in the BVDSP EIR.

### Roadway Capacity (Criterion 13c)

The proposed project would not include physical changes to roadway capacity and therefore would not induce related additional automobile travel.

Based on an examination of the analysis, findings, and conclusions of the BVDSP EIR, implementation of the proposed project would not substantially increase the severity of significant impacts identified in the BVDSP EIR, nor would it result in new significant impacts related to transportation and circulation that were not identified in the BVDSP EIR. The proposed project combined with other projects under construction, approved, and proposed for development in the BVDSP Plan Area would be required to pay the applicable TIF to mitigate project impacts based on fair-share contribution to those impacts. The proposed project would be required to implement SCAs related to City review and approval of all improvements proposed in the public right-of-way, reduction of vehicle traffic and parking demand generated by development projects, and construction traffic and parking management, as indicated in the Transportation Impact Review (Attachment N) and as identified in Attachment A at the end of the CEQA Checklist (SCA TRANS-1: Construction Activity in the Public Right-of-Way [City SCA 80], SCA TRANS-2: Bicycle Parking [City SCA 81], SCA TRANS-3: Transportation Improvements [City SCA 82], SCA TRANS-4: Transportation Impact Fee [City SCA 84], SCA TRANS-5: Plug-In Electric Vehicle [PEV] Charging Infrastructure [City SCA 86]).

**14. Utilities and Service Systems**

Would the project:	Equal or Less Severity of Impact Previously Identified in BVDSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	New Significant Impact
<p>a. Exceed wastewater treatment requirements of the San Francisco Bay Regional Water Quality Control Board;</p> <p>Require or result in construction of new stormwater drainage facilities or expansion of existing facilities, construction of which could cause significant environmental effects;</p> <p>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;</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>b. 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;</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>c. 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;</p> <p>Violate applicable federal, State, and local statutes and regulations related to solid waste;</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Would the project:	Equal or Less Severity of Impact Previously Identified in BVDSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in EIR	New Significant Impact
d. Violate applicable federal, State and local statutes and regulations relating to energy standards; or  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.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Water, Wastewater, and Stormwater (Criteria 14a and 14b)**

As described in the BVDSP EIR, EBMUD has accounted for the water demand projections associated with development under the BVDSP, and the BVDSP EIR determined that development under the BVDSP would not require new water supply entitlements, resources, facilities, or expansion of existing facilities beyond those already planned and that impacts related to water supplies would be less than significant.

The BVDSP EIR also determined that development under the BVDSP would have less than significant impacts related to stormwater and wastewater facilities. Much of the BVDSP Plan Area is composed of impervious surfaces, and new development would likely decrease storm drain runoff because proposed projects would be required to incorporate additional pervious areas in compliance with City of Oakland requirements.

On the other hand, development projects may increase sewer capacity demand. Implementation of SCAs requiring stormwater control during and after construction would address potential impacts on stormwater treatment and sanitary sewer infrastructure.

**Solid Waste Services (Criterion 14c)**

As described in the BVDSP EIR, impacts associated with solid waste would be less than significant. Nonhazardous solid waste in the BVDSP Plan Area is ultimately hauled to the Altamont Landfill and Resource Facility. The Altamont Landfill would have sufficient

capacity to accept waste generated by development under the BVDSP. In addition, implementation of an SCA pertaining to waste reduction and recycling would reduce waste through compliance with the City of Oakland's Recycling Space Allocation Ordinance (Oakland Municipal Code, Chapter 17.118).

### **Energy (Criterion 14d)**

Development under the BVDSP would result in less than significant impacts related to energy standards and use. Developments would be required to comply with the standards of Title 24 of the California Code of Regulations. SCAs pertaining to compliance with the green building ordinance would require construction projects to incorporate energy-conserving design measures.

### **Project Analysis and Conclusion**

The BVDSP allows for flexibility with respect to the quantity and profile of future development within each subarea and between subareas as long as such development conforms to the general traffic generation parameters established by the plan. The Development Program is not intended to be a cap that restricts development. The proposed project would result in a net increase in the number of dwelling units on the site (i.e., 197 units) and the square footage of commercial/retail uses (approximately 1,903 square feet). This difference, however, represents minor net changes in the Development Program in terms of environmental impacts because the proposed project conforms to the traffic generation parameters analyzed in the BVDSP EIR, as described above in Section 13, Transportation and Circulation. As such, the proposed project is within the envelope of the Development Program analyzed in the BVDSP EIR. As shown in Table 9, the proposed project, when considered with other approved and constructed projects within the BVDSP, would still remain below the anticipated development footprint. The proposed project would result in only approximately 5 percent of the residential units proposed for the BDVSP and approximately 1 percent of the proposed retail/commercial space. As such, the water and sanitary sewer demand, stormwater facilities, and solid waste and energy needs associated with the proposed project are consistent with the Development Program analyzed in the BVDSP EIR. All on-site utilities would be designed in accordance with applicable codes and current engineering practices.

#### Water Supply, Wastewater, and Stormwater

The proposed project would not require new water supply entitlements, resources, facilities, or expansion of existing facilities beyond those already planned for in EBMUD water supply planning analysis.

The proposed project would incorporate SCA UTIL-5: Sanitary Sewer System (City SCA 92), which would require the project applicant to prepare and submit a Sanitary Sewer Analysis in accordance with the City of Oakland Sanitary Sewer Design Guidelines. If an analysis

indicates that the net increase in a project's wastewater flow exceeds City-projected increases in wastewater flow in the sanitary sewer system, the project applicant shall pay the Sanitary Sewer Impact Fee for funding improvements to the sanitary sewer system. By complying with SCA UTIL-5, impacts related to wastewater treatment providers would not exceed the severity of the impacts previously identified in the BVDSP EIR.

The proposed project would not result in the net increase in impervious surface area to the BVDSP Plan Area. The site is currently a parking lot and is completely paved. As discussed previously in Section 8, Hydrology and Water Quality, the proposed project would have to comply with City guidelines and would not increase stormwater runoff. In relation to stormwater, the proposed project would be served by the City of Oakland's Basin 52 and subbasin 5205. The BVDSP states that sub-basins 5205, 5206, 5209, 5210, and 5211 do not have additional capacity. However, because the project site is already fully impervious, implementation of the project and SCA UTIL-6 would result in a reduction in stormwater runoff.

#### Solid Waste Services

Solid waste would be produced during construction activities as well as during general operation of the proposed project. The proposed project would be required to comply with SCA UTIL-1: Construction and Demolition Waste Reduction and Recycling (City SCA 87, which requires the project applicant to submit a Construction and Demolition Waste Reduction and Recycling Plan (WRRP) for City review and approval). It would also have to comply with SCA UTIL-3: Recycling Collection and Storage Space (City SCA 89), which requires that project drawings containing recycling collection and storage areas be submitted to the City in compliance with the City of Oakland Recycling Space Allocation Ordinance (Chapter 17.118 of the Oakland Planning Code).

#### Energy

Further, the proposed project would be required to comply with SCA UTIL-4: Green Building Requirements (City SCA 90), which requires construction projects to integrate energy-saving design measures.

Based on an examination of the analysis, findings, and conclusions in the BVDSP EIR, implementation of the proposed project would not substantially increase the severity of the significant impacts identified in the BVDSP EIR, nor would it result in new significant impacts related to utilities and service systems that were not identified in the BVDSP EIR. The BVDSP EIR did not identify any mitigation measures related to utilities and service systems, and none would be needed for the proposed project. The proposed project would be required to implement SCAs related to construction and demolition waste reductions and recycling, underground utilities, recycling collection and storage space, "green" building requirements, a sanitary sewer system, and the storm drain system, as identified in Attachment A at the end of the CEQA Checklist (SCA UTIL-5: Sanitary Sewer

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System [City SCA 92], SCA UTIL-6: Storm Drain System [City SCA 93], SCA UTIL-1: Construction and Demolition Waste Reduction and Recycling [City SCA 87], SCA UTIL-3: Recycling Collection and Storage Space [City SCA 89], SCA UTIL-4: Green Building Requirements [City SCA 90]).

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## **Attachment A: 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 2305 Webster Street mixed-use residential development.

This SCAMMRP is in compliance with Section 15097 of the State 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 mitigation measures (MMs) recommended in the BVDSP EIR and identifies mitigation monitoring requirements, as well as the City’s Standard Conditions of Approval (SCAs) identified in the BVDSP EIR as measures that would minimize potential adverse effects that could result from implementation of the proposed project to ensure the conditions are implemented and monitored.

All MMs and SCAs identified in the CEQA Analysis, which is consistent with the measures and conditions presented in the BVDSP EIR, are included herein. To the extent that there is any inconsistency between the SCA and MM, the more restrictive conditions shall govern; to the extent any mitigation measure and/or SCA identified in the CEQA Analysis were inadvertently omitted, they are automatically incorporated herein by reference.

- The first column identifies the SCA and mitigation measure applicable to that topic in the CEQA Analysis.
- 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 proposed project.

The project applicant is responsible for compliance with any recommendations in approved technical reports, with all applicable mitigation measures adopted, and with all SCAs set forth herein, at its sole cost and expense, unless otherwise expressly provided in a specific mitigation measure or condition of approval, and subject to the review and approval of the City of Oakland. Overall monitoring and compliance with the mitigation measures will be the responsibility of the Planning and Zoning Division. Prior to the issuance of a demolition, grading, and/or construction 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/Mitigation Measures	Mitigation Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/Inspection
<b>General</b>			
<p><b>SCA GEN-1: Regulatory Permits and Authorizations from Other Agencies.</b></p> <p>The project applicant shall obtain all necessary regulatory permits and authorizations from applicable resource/regulatory agencies including, but not limited to, the Regional Water Quality Control Board, Bay Area Air Quality Management District, Bay Conservation and Development Commission, California Department of Fish and Wildlife, U. S. Fish and Wildlife Service, and Army Corps of Engineers and shall comply with all requirements and conditions of the permits/authorizations. The project applicant shall submit evidence of the approved permits/authorizations to the City, along with evidence demonstrating compliance with any regulatory permit/authorization conditions of approval.</p>	Prior to activity requiring permit/authorization from regulatory agency	Approval by applicable regulatory agency with jurisdiction; evidence of approval submitted to Bureau of Planning	Applicable regulatory agency with jurisdiction
<b>Aesthetics</b>			
<p><b>SCA AES-1: Trash and Blight Removal.</b></p> <p>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.</p>	Ongoing	N/A	Bureau of Building
<p><b>SCA AES-2: Graffiti Control.</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>i. Installation and maintenance of landscaping to discourage defacement of and/or protect likely graffiti-attracting surfaces.</li> <li>ii. Installation and maintenance of lighting to protect likely graffiti-attracting surfaces.</li> <li>iii. Use of paint with anti-graffiti coating.</li> <li>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).</li> <li>v. Other practices approved by the City to deter, protect, or reduce the potential for graffiti defacement.</li> </ul>	Ongoing	N/A	Bureau of Building



Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/Inspection
<p>b. The project applicant shall remove graffiti by appropriate means within seventy-two (72) hours. Appropriate means include:</p> <ul style="list-style-type: none"> <li>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.</li> <li>ii. Covering with new paint to match the color of the surrounding surface.</li> <li>iii. Replacing with new surfacing (with City permits if required).</li> </ul>			
<p><b>SCA AES-3: Landscape Plan.</b></p> <p>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 <a href="http://www2.oaklandnet.com/oakca1/groups/pwa/documents/report/oak042662.pdf">http://www2.oaklandnet.com/oakca1/groups/pwa/documents/report/oak042662.pdf</a> and <a href="http://www2.oaklandnet.com/oakca1/groups/pwa/documents/form/oak025595.pdf">http://www2.oaklandnet.com/oakca1/groups/pwa/documents/form/oak025595.pdf</a>, respectively), and with any applicable streetscape plan.</p> <p>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.</p> <p>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.</p>	<p>Prior to approval of construction-related permit</p> <p>Prior to building permit final</p> <p>Ongoing</p>	<p>Bureau of Planning</p> <p>Bureau of Planning</p> <p>N/A</p>	<p>N/A</p> <p>Bureau of Building</p> <p>Bureau of Building</p>

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/Inspection
<p><b>SCA AES-4: Lighting.</b> 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.</p>	Prior to building permit final	N/A	Bureau of Building
<b>Air Quality</b>			
<p><b>SCA AIR-1: Dust Controls – Construction-Related.</b> The project applicant shall implement all of the following applicable dust control measures during construction of the project:</p> <ul style="list-style-type: none"> <li>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 (mph). Reclaimed water should be used whenever feasible.</li> <li>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).</li> <li>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.</li> <li>d. Limit vehicle speeds on unpaved roads to 15 mph.</li> <li>e. All demolition activities (if any) shall be suspended when average wind speeds exceed 20 mph.</li> <li>f. All trucks and equipment, including tires, shall be washed off prior to leaving the site.</li> <li>g. Unpaved roads providing access to sites located 100 feet or further from a paved road shall be treated with a 6- to 12-inch compacted layer of wood chips, mulch, or gravel.</li> <li>h. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.</li> </ul>	During construction	N/A	Bureau of Building
<p><b>SCA AIR-2: Criteria Air Pollutant Controls – Construction- and Operation-Related.</b> The project applicant shall implement all of the following applicable basic control measures for criteria air pollutants during construction of the project as applicable:</p> <ul style="list-style-type: none"> <li>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</li> </ul>	During construction  Prior to issuance of a construction-related permit	N/A  Bureau of Planning	Bureau of Building  Bureau of Building

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<p>the maximum idling time to two minutes (as required by the California airborne toxics control measure Title 13, Section 2485, of the California Code of Regulations). Clear signage to this effect shall be provided for construction workers at all access points.</p> <p>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”).</p> <p>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 Management District (BAAQMD) as needed.</p> <p>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.</p> <p>e. Low VOC (i.e., ROG) coatings shall be used that comply with BAAQMD Regulation 8, Rule 3: Architectural Coatings.</p> <p>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.</p>			
<p><b>SCA AIR-3: Toxic Air Contaminant Controls – Construction-Related.</b></p> <p>a. 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) and particulate matter less than 2.5 microns in diameter (PM<sub>2.5</sub>) in exhaust and fugitive emissions from construction</p>	<p>Prior to issuance of a construction-related permit (i), during construction (ii)</p> <p>Prior to issuance of a</p>	<p>Bureau of Planning</p> <p>Bureau of Planning</p>	<p>Bureau of Building</p> <p>Bureau of Building</p>

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<p>activities. The project applicant shall choose to implement i or both ii and iii:</p> <p>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 (ARB), the office of Environmental Health and Hazard Assessment, and the Bay Area Air Quality Management District (BAAQMD) to determine the health risk to sensitive receptors exposed to DPM and PM<sub>2.5</sub> from exhaust and fugitive emissions from project construction. The HRA shall be based on project-specific construction schedule, equipment, and activity data. Estimated project-level health risks shall be compared to the City's health risk significance thresholds for projects. 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 the City's health risk significance thresholds for projects, then DPM and PM<sub>2.5</sub> reduction measures are not required. If the HRA concludes that the health risk exceeds the City's health risk significance thresholds for projects, DPM and PM<sub>2.5</sub> reduction measures shall be identified to reduce the health risk to below the City's health risk significance thresholds as set forth under subsection b below. Identified DPM and PM<sub>2.5</sub> reduction measures shall be submitted to the City for review and approval prior to the issuance of building permits and the approved DPM and PM<sub>2.5</sub> reduction measures shall be implemented during construction.</p> <p>-or-</p> <p>ii. The project applicant shall incorporate the following health risk reduction measures into the project to reduce TAC emissions from construction equipment. 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:</p> <ul style="list-style-type: none"> <li>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 ARB. The equipment shall be properly maintained and tuned in accordance with manufacturer</li> </ul>	<p>construction-related permit</p>		

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<p>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.</p> <ul style="list-style-type: none"> <li>• Where access to grid-powered electricity is available, portable diesel engines shall be prohibited and electric engines shall be used for concrete/industrial saws, sweepers/scrubbers, aerial lifts, welders, air compressors, fixed cranes, forklifts, cement and mortar mixers, pressure washers, and pumps.</li> </ul> <p>Any other best available technology that reduces emissions offered at the time that future projects are reviewed may be included in the construction emissions minimization plan (e.g., alternative fuel sources, etc.). -and-</p> <p>iii. The project applicant shall implement all enhanced control measures included in SCA 20 (Dust Controls – Construction-Related).</p> <p>b. Construction Emissions Minimization Plan (if required by [a] above).</p> <p>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:</p> <ul style="list-style-type: none"> <li>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, ARB verification number level, and installation date.</li> <li>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.</li> </ul>			

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<p><b>SCA AIR-4: Reduce Exposure to Air Pollution (Toxic Air Contaminants).</b></p> <p>a. Health Risk Reduction Measures.</p> <p>The project applicant shall incorporate appropriate measures into the project design in order to reduce the potential health risk due to exposure to toxic air contaminants. The project applicant shall choose one of the following methods:</p> <p>i. The project applicant shall retain a qualified air quality consultant to prepare a Health Risk Assessment (HRA) in accordance with California Air Resources Board (ARB) and Office of Environmental Health and Hazard Assessment requirements and in accordance with Bay Area Air Quality Management District (BAAQMD) CEQA guidance for HRAs to determine the health risk of exposure of project residents/occupants/users to air pollutants and the exposure of existing off-site sensitive receptors to project-generated TAC emissions. The HRA shall be based on project-specific activity data. Estimated project-level health risks shall be compared to the City’s health risk significance thresholds for projects. The HRA shall be submitted to the City for review and approval. If the HRA concludes that the health risk is at or below the City’s health risk significance thresholds for projects, then health risk reduction measures are not required. If the HRA concludes that the health risk exceeds the City’s health risk significance thresholds for projects, health risk reduction measures shall be identified to reduce the health risk to below the City’s health risk significance thresholds. 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. The approved risk reduction measures shall be implemented during construction and/or operations as applicable.</p> <p>-or-</p> <p>ii. 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:</p>	<p>Prior to approval of construction-related permit</p> <p>Ongoing</p>	<p>Bureau of Planning</p> <p>N/A</p>	<p>Bureau of Building</p> <p>Bureau of Building</p>

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<ul style="list-style-type: none"> <li>• Installation of mechanical ventilation systems to reduce cancer risks and Particulate Matter (PM) exposure for residents and other sensitive populations in the project that are in close proximity to sources of air pollution. Mechanical ventilation systems shall be capable of achieving the protection from particulate matter (PM<sub>2.5</sub>) equivalent to that associated with a MERV-16 filtration (as defined by American Society of Heating, Refrigerating, and Air-Conditioning Engineers Standard 52.2). As part of implementing this measure, an ongoing maintenance plan for the building’s HVAC air filtration system shall be required.</li> <li>• Where appropriate, install passive electrostatic filtering systems, especially those with low air velocities (i.e., 1 mph).</li> <li>• Phasing of residential developments when proposed within 500 feet of freeways such that homes nearest the freeway are built last, if feasible.</li> <li>• The project shall be designed to locate sensitive receptors as far away as feasible from the source(s) of air pollution. Operable windows, balconies, and building air intakes shall be located as far away from these sources as feasible. If near a distribution center, residents shall be located as far away as feasible from a loading dock or where trucks concentrate to deliver goods.</li> <li>• Sensitive receptors shall be located on the upper floors of buildings, if feasible.</li> <li>• Planting trees and/or vegetation between sensitive receptors and pollution source, if feasible. Trees that are best suited to trapping PM shall be planted, including one or more of the following: Pine (<i>Pinus nigra var. maritima</i>), Cypress (<i>X Cupressocyparis leylandii</i>), Hybrid poplar (<i>Populus deltoids X trichocarpa</i>), and Redwood (<i>Sequoia sempervirens</i>).</li> <li>• Sensitive receptors shall be located as far away from truck activity areas, such as loading docks and delivery areas, as feasible.</li> <li>• Existing and new diesel generators shall meet ARB’s Tier 4 emission standards, if feasible.</li> </ul>			

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<ul style="list-style-type: none"> <li>• Emissions from diesel trucks shall be reduced through implementing the following measures, if feasible:                             <ul style="list-style-type: none"> <li>○ Installing electrical hook-ups for diesel trucks at loading docks.</li> <li>○ Requiring trucks to use Transportation Refrigeration Units (TRU) that meet Tier 4 emission standards.</li> <li>○ Requiring truck-intensive projects to use advanced exhaust technology (e.g., hybrid) or alternative fuels.</li> <li>○ Prohibiting trucks from idling for more than two minutes.</li> <li>○ Establishing truck routes to avoid sensitive receptors in the project. A truck route program, along with truck calming, parking, and delivery restrictions, shall be implemented.</li> </ul> </li> <li>b. Maintenance of Health Risk Reduction Measures.                              The project applicant shall maintain, repair, and/or replace installed health risk reduction measures, including but not limited to the HVAC system (if applicable), on an ongoing and as-needed basis. Prior to occupancy, the project applicant shall prepare and then distribute to the building manager/operator an operation and maintenance manual for the HVAC system and filter including the maintenance and replacement schedule for the filter.</li> </ul>			
<p><b>SCA AIR-5: Stationary Sources of Air Pollution (Toxic Air Contaminants).</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>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 (ARB) and Office of Environmental Health and Hazard Assessment requirements and in accordance with Bay Area Air Quality Management District (BAAQMD) CEQA guidance for HRAs to determine the health risk associated with proposed stationary sources of pollution in the project. The HRA shall be based on project-specific activity data. Estimated project-level health risks shall be compared to the City’s health risk significance thresholds for 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 the</li> </ul>	Prior to approval of construction-related permit	Bureau of Planning	Bureau of Building



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<p>City's health risk significance thresholds for projects, then health risk reduction measures are not required. If the HRA concludes the health risk exceeds the City's health risk significance thresholds for projects, health risk reduction measures shall be identified to reduce the health risk to the City's health risk significance thresholds for projects. 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. The approved risk reduction measures shall be implemented during construction and/or operations as applicable.</p> <p>-or-</p> <p>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:</p> <ul style="list-style-type: none"> <li>i. Installation of non-diesel-fueled generators, if feasible, or;</li> <li>ii. Installation of diesel generators with an EPA-certified Tier 4 engine or engines that are retrofitted with a ARB Level 3 Verified Diesel Emissions Control Strategy, if feasible. If ARB adopts future emissions standards that exceed the Tier 4 requirement, the emissions standards resulting in the lowest DPM emission shall apply.</li> <li>iii. All new diesel backup generators shall have an annual maintenance testing limit of 20 hours, subject to any further restrictions as may be imposed by BAAQMD in its permitting process.</li> <li>iv. All diesel backup generator exhaust shall be vented on the rooftops of each building where the generators are located. This could be achieved by either placing the diesel backup generators themselves on the rooftops, or by constructing exhaust stacks from the diesel backup generator locations to the rooftops. Alternatively, the generators or exhaust stacks could be located in areas where the project sponsor can quantitatively demonstrate that these locations would not result in health risks that exceed those associated with rooftop placement for both existing off-site and future on-site sensitive receptors.</li> <li>v. For each new diesel backup generator permit submitted to BAAQMD for the project, the project sponsor shall submit the anticipated</li> </ul>			

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<p>location and engine specifications to the City for review and approval prior to issuance of a permit for the generator from the City of Oakland Department of Building Inspection. Once operational, all diesel backup generators shall be maintained in good working order for the life of the equipment and any future replacement of the diesel backup generators shall be required to be consistent with these emissions specifications. The operator of the facility at which the generator is located shall be required to maintain records of the testing schedule for each diesel backup generator for the life of that diesel backup generator and to provide this information for review to the planning department within three months of requesting such information.</p>			
<b>Biological Resources</b>			
<p><b>SCA BIO-1: Avoid and Minimize Impacts on Nesting Birds.</b>                      To avoid and minimize impacts on nesting birds, the project applicant shall comply with the following requirements:</p> <ul style="list-style-type: none"> <li>a. If construction begins during the nesting season (February 1 to August 15), a pre-construction survey for nesting raptors and other migratory birds shall be conducted by a qualified biologist within seven (7) days prior to the onset of construction, to identify any active nests. The surveys shall be submitted to the City for review and approval.                             <ul style="list-style-type: none"> <li>i. For projects subject to this condition containing structures that have been unoccupied for 12 months or more, surveys shall be performed for the project site to locate any active passerine (e.g., songbird) or raptor (bird of prey) nests.</li> <li>ii. For projects subject to this condition within 200 feet of a substantial vegetated area, surveys shall be performed within 50 feet of the substantial vegetated area to locate any active passerine (e.g., songbird) nests and within 200 feet of the substantial area to locate any active raptor (bird of prey) nests.</li> </ul> </li> <li>b. If no active nests are identified during the survey period, or if development is initiated during the nonbreeding season (August 16 to January 31), construction may proceed with no restrictions.</li> <li>c. 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</li> </ul>	Prior to construction	Bureau of Building	Bureau of Building

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<p>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.</p> <p>d. Any birds that begin nesting amid construction activities shall be assumed to be habituated to construction-related or similar noise and disturbance levels and no work exclusion zones shall be established around active nests in these cases.</p> <p>e. Any work that must occur within established no-disturbance buffers around active nests shall be monitored by a qualified biologist. If adverse effects in response to project work within the buffer are observed and could compromise the nest's success, work within the no-disturbance buffer shall halt until the nest occupants have fledged.</p>			
<p><b>SCA BIO-2: Avoid and Minimize Impacts on Special-Status Roosting Bats in Trees.</b></p> <p>To avoid and minimize impacts on special-status roosting bats in trees, the project applicant shall comply with the following requirements:</p> <p>a. A qualified biologist (as defined by California Department of Fish and Wildlife) who is experienced with bat surveying techniques (including auditory sampling methods), behavior, and roosting habitat shall conduct a pre-construction habitat assessment of the subject tree to characterize potential bat habitat and identify potentially active roost sites.</p> <p>b. Trees with potential bat roosting habitat or active bat roost sites shall follow a two-step removal process which shall occur outside of the bat maternity roosting season and period of winter torpor (April 15 to August 15, and October 15 to March 1).</p> <p>c. On the first day and under supervision of the qualified biologist, tree branches and limbs not containing cavities or fissures in which bats could roost shall be cut using chainsaws or other handheld equipment.</p> <p>d. On the following day and under the supervision of the qualified biologist, the remainder of the tree may be trimmed or removed, either using chainsaws or other equipment (e.g., excavator or backhoe).</p> <p>e. All felled trees shall remain on the ground for at least 24 hours prior to chipping, off-site removal, or</p>	Prior to removal of trees	Bureau of Building	Bureau of Building

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<p>other processing to allow any bats to escape, or be inspected once felled by the qualified biologist to ensure no bats remain within the tree and/or branches. The tree will be removed on or after the third day.</p>			
<p><b>SCA BIO-3: Tree Removal during Bird Breeding Season.</b>                      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.</p>	<p>Prior to removal of trees</p>	<p>Bureau of Planning</p>	<p>Bureau of Building</p>
<p><b>SCA BIO-4: Tree Permit.</b>                      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.                      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</p>	<p>Prior to approval of construction-related permit</p> <p>During construction</p> <p>Prior to building permit final</p>	<p>Permit approval by Public Works Department, Tree Division; evidence of approval submitted to Bureau of Building</p> <p>Public Works Department, Tree Division</p> <p>Public Works Department, Tree Division</p>	<p>Bureau of Building</p> <p>Bureau of Building</p> <p>Bureau of Building</p>

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<p>shall be established for the removal and disposal of logs, brush, earth and other debris which will avoid injury to any protected tree.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>vi. All debris created as a result of any tree removal work shall be removed by the project</p>			

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<p>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.</p> <p>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:</p> <p>i. No tree replacement shall be required for the removal of non-native 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.</p> <p>ii. Replacement tree species shall consist of <i>Sequoia sempervirens</i> (Coast Redwood), <i>Quercus agrifolia</i> (Coast Live Oak), <i>Arbutus menziesii</i> (Madrone), <i>Aesculus californica</i> (California Buckeye), <i>Umbellularia californica</i> (California Bay Laurel), or other tree species acceptable to the Tree Division.</p> <p>iii. Replacement trees shall be at least 24-inch box size, unless a smaller size is recommended by the arborist, except that three 15-gallon-size trees may be substituted for each 24-inch box size tree where appropriate.</p> <p>iv. Minimum planting areas must be available on-site as follows:</p> <ul style="list-style-type: none"> <li>• For <i>Sequoia sempervirens</i>, 315 square feet per tree;</li> <li>• For other species listed, 700 square feet per tree.</li> </ul> <p>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.</p> <p>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.</p>			
<b>Cultural Resources</b>			

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<p><b>SCA CUL-1: Archaeological and Paleontological Resources—Discovery during Construction.</b></p> <p>Pursuant to State 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.</p> <p>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.</p> <p>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</p>	During construction	N/A	Bureau of Building

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	When Required	Initial Approval	Monitoring/Inspection
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.			
<p><b>SCA CUL-2: Human Remains—Discovery during Construction.</b></p> <p>Pursuant to State 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.</p>	During construction	N/A	Bureau of Building
<b>Geology and Soils</b>			
<p><b>SCA GEO-1: Construction-Related Permit(s).</b></p> <p>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.</p>	Prior to approval of construction-related permit	Bureau of Building	Bureau of Building
<p><b>SCA GEO-2: Soils Report.</b></p> <p>The project applicant shall submit a soils report prepared by a registered geotechnical engineer for City review and approval. The soils report shall contain, at a minimum, field test results and observations regarding the nature, distribution and strength of existing soils, and recommendations for appropriate grading practices and project design. The project applicant shall implement the recommendations contained in the approved report during project design and construction.</p>	Prior to approval of construction-related permit	Bureau of Building	Bureau of Building
<b>Greenhouse Gas Emissions/Global Climate Change</b>			



Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/Inspection
<p><b>SCA GHG-1: Project Compliance with the Equitable Climate Action Plan (ECAP) Consistency Checklist.</b>                      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.</p> <p>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.</p> <p>b. For physical ECAP Consistency Checklist measures to be incorporated into the design of the project, the measures shall be implemented during construction.</p> <p>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.</p>	<p>Prior to approval of construction-related permit.</p> <p>During construction</p> <p>Ongoing</p>	<p>Bureau of Planning</p> <p>Bureau of Planning</p> <p>Bureau of Planning</p>	<p>Bureau of Planning</p> <p>Bureau of Building</p> <p>Bureau of Planning</p>
<b>Hazards and Hazardous Materials</b>			
<p><b>SCA HAZ-1: Hazardous Materials Related to Construction.</b>                      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:</p> <p>a. Follow manufacture’s recommendations for use, storage, and disposal of chemical products used in construction;</p> <p>b. Avoid overtopping construction equipment fuel gas tanks;</p> <p>c. During routine maintenance of construction equipment, properly contain and remove grease and oils;</p> <p>d. Properly dispose of discarded containers of fuels and other chemicals;</p> <p>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</p> <p>f. 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</p>	<p>During construction</p>	<p>N/A</p>	<p>Bureau of Building</p>

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/Inspection
<p>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.</p>			
<p><b>SCA HAZ-2: Hazardous Building Materials and Site Contamination.</b></p> <p>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.</p> <p>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</p>	<p>Prior to approval of demolition, grading, or building permits</p> <p>Prior to approval of construction-related permit</p> <p>Prior to approval of construction-related permit</p> <p>During construction</p>	<p>Bureau of Building</p> <p>Applicable regulatory agency with jurisdiction</p> <p>Bureau of Building</p> <p>N/A</p>	<p>Bureau of Building</p> <p>Applicable regulatory agency with jurisdiction</p> <p>Bureau of Building</p> <p>Bureau of Building</p>

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/Inspection
<p>action and required clearances by the applicable local, State, or federal regulatory agency.</p> <p>c. Health and Safety Plan Required. The project applicant shall submit a Health and Safety Plan for 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.</p> <p>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:</p> <ul style="list-style-type: none"> <li>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 nonhazardous 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.</li> <li>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.</li> </ul>			
<p><b>SCA HAZ-3: Hazardous Materials Business Plan.</b> The project applicant shall submit a Hazardous Materials Business Plan for review and approval by the City and shall implement the approved Plan. The approved Plan shall be kept on file with the City and the project applicant shall update the Plan as applicable. The purpose of the Hazardous Materials Business Plan is to ensure that employees are adequately trained to handle hazardous materials and provides information to the Fire Department should emergency response be required. Hazardous materials shall be handled in accordance with all applicable local, State, and federal requirements. The</p>	<p>Prior to building permit final</p>	<p>Oakland Fire Department</p>	<p>Oakland Fire Department</p>

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/Inspection
<p>Hazardous Materials Business Plan shall include the following:</p> <ol style="list-style-type: none"> <li>The types of hazardous materials or chemicals stored and/or used on-site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids.</li> <li>The location of such hazardous materials.</li> <li>An emergency response plan including employee training information.</li> <li>A plan that describes the manner in which these materials are handled, transported, and disposed.</li> </ol>			
<b>Hydrology and Water Quality</b>			
<p><b>SCA HYD-1: Erosion and Sedimentation Control Plan for Construction.</b></p> <ol style="list-style-type: none"> <li>Erosion and Sedimentation Control Plan Required.                      The project applicant shall submit an Erosion and Sedimentation Control Plan to the City for review and approval. The Erosion and Sedimentation Control Plan shall include all necessary measures to be taken to prevent excessive stormwater runoff or carrying by stormwater runoff of solid materials on to lands of adjacent property owners, public streets, or to creeks as a result of conditions created by grading and/or construction operations. The Plan shall include, but not be limited to, such measures as short-term erosion control planting, waterproof slope covering, check dams, interceptor ditches, benches, storm drains, dissipation structures, diversion dikes, retarding berms and barriers, devices to trap, store and filter out sediment, and stormwater retention basins. Off-site work by the project applicant may be necessary. The project applicant shall obtain permission or easements necessary for off-site work. There shall be a clear notation that the plan is subject to changes as changing conditions occur. Calculations of anticipated stormwater runoff and sediment volumes shall be included, if required by the City. The Plan shall specify that, after construction is complete, the project applicant shall ensure that the storm drain system shall be inspected and that the project applicant shall clear the system of any debris or sediment.</li> <li>Erosion and Sedimentation Control during Construction.                      The project applicant shall implement the approved Erosion and Sedimentation Control Plan. No grading shall occur during the wet weather season (October 15 through April 15) unless specifically authorized in writing by the Bureau of Building.</li> </ol>	<p>Prior to approval of construction-related permit</p> <p>During construction</p>	<p>Bureau of Building</p> <p>N/A</p>	<p>N/A</p> <p>Bureau of Building</p>

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/Inspection
<p><b>SCA HYD-2: Site Design Measures to Reduce Stormwater Runoff.</b></p> <p>Pursuant to Provision C.3 of the Municipal Regional Stormwater Permit issued under the National Pollutant Discharge Elimination System (NPDES), the project applicant is encouraged to incorporate appropriate site design measures into the project to reduce the amount of stormwater runoff. These measures may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>a. Minimize impervious surfaces, especially directly connected impervious surfaces and surface parking areas;</li> <li>b. Utilize permeable paving in place of impervious paving where appropriate;</li> <li>c. Cluster structures;</li> <li>d. Direct roof runoff to vegetated areas;</li> <li>e. Preserve quality open space; and</li> <li>f. Establish vegetated buffer areas.</li> </ul>	Ongoing	N/A	N/A
<p><b>SCA HYD-3: Source Control Measures to Limit Stormwater Pollution.</b></p> <p>Pursuant to Provision C.3 of the Municipal Regional Stormwater Permit issued under the National Pollutant Discharge Elimination System (NPDES), the project applicant is encouraged to incorporate appropriate source control measures to limit pollution in stormwater runoff. These measures may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>a. Stencil storm drain inlets “No Dumping – Drains to Bay;”</li> <li>b. Minimize the use of pesticides and fertilizers;</li> <li>c. Cover outdoor material storage areas, loading docks, repair/maintenance bays and fueling areas;</li> <li>d. Cover trash, food waste, and compactor enclosures; and</li> <li>e. Plumb the following discharges to the sanitary sewer system, subject to City approval:</li> <li>f. Discharges from indoor floor mats, equipment, hood filter, wash racks, and, covered outdoor wash racks for restaurants;</li> <li>g. Dumpster drips from covered trash, food waste, and compactor enclosures;</li> <li>h. Discharges from outdoor covered wash areas for vehicles, equipment, and accessories;</li> <li>i. Swimming pool water, if discharge to on-site vegetated areas is not feasible; and</li> <li>j. Fire sprinkler test water if discharge to on-site vegetated areas is not feasible.</li> </ul>	Ongoing	N/A	N/A
<b>Noise</b>			
<p><b>SCA NOI-1: Construction Days/Hours.</b></p>	During construction	N/A	Bureau of Building

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/Inspection
<p>The project applicant shall comply with the following restrictions concerning construction days and hours:</p> <ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>c. No construction is allowed on Sunday or federal holidays.</li> </ul> <p>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.</p> <p>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.</p>			
<p><b>SCA NOI-2: Construction Noise.</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>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</li> </ul>	During construction	N/A	Bureau of Building

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/Inspection
<p>enclosures and acoustically attenuating shields or shrouds) wherever feasible.</p> <p>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.</p> <p>c. Applicant shall use temporary power poles instead of generators where feasible.</p> <p>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.</p> <p>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.</p>			
<p><b>SCA NOI-3: Extreme Construction Noise.</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>i. Erect temporary plywood noise barriers around the construction site, particularly along on sites adjacent to residential buildings;</li> <li>ii. Implement “quiet” pile driving technology (such as pre-drilling of piles, the use of</li> </ul>	<p>Prior to approval of construction-related permit</p> <p>During construction</p>	<p>Bureau of Building</p> <p>Bureau of Building</p>	<p>Bureau of Building</p> <p>Bureau of Building</p>

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/Inspection
<p>more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions;</p> <p>iii. Utilize noise control blankets on the building structure as the building is erected to reduce noise emission from the site;</p> <p>iv. 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</p> <p>v. Monitor the effectiveness of noise attenuation measures by taking noise measurements.</p> <p>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.</p>			
<p><b>SCA NOI-4: Construction Noise Complaints.</b>                      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:</p> <p>a. Designation of an on-site construction complaint and enforcement manager for the project;</p> <p>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;</p> <p>c. Protocols for receiving, responding to, and tracking received complaints; and</p> <p>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.</p>	Prior to approval of construction-related permit	Bureau of Building	Bureau of Building



Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/Inspection
<p><b>SCA NOI-5: Operational Noise.</b> 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.</p>	Ongoing	N/A	Bureau of Building
<b>Public Services</b>			
<p><b>SCA PUB-1: Capital Improvements Impact Fee.</b> 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).</p>	Prior to issuance of building permit	Bureau of Building	N/A
<b>Transportation and Circulation</b>			
<p><b>SCA TRANS-1: Construction Activity in the Public Right-of-Way.</b></p> <p>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 sets and sidewalks.</p> <p>b. Traffic Control Plan Required. In the event of obstructions to vehicle or bicycle travel lanes, 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 detours, including detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes. The project applicant shall implement the approved plan during construction.</p> <p>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</p>	<p>Prior to approval of construction-related permit</p> <p>Prior to approval of construction-related permit</p> <p>Prior to building permit final</p>	<p>Department of Transportation</p> <p>Department of Transportation</p> <p>N/A</p>	<p>Department of Transportation</p> <p>Department of Transportation</p> <p>Department of Transportation</p>

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/Inspection
threat to public health or safety shall be repaired immediately.			
<p><b>SCA TRANS-2: <i>Bicycle Parking.</i></b>                      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.</p>	Prior to approval of construction-related permit	Bureau of Planning	Bureau of Building

<p><b>SCA TRANS-3: <i>Transportation Improvements.</i></b>                  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&amp;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 Americans with Disabilities Act (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:</p> <ul style="list-style-type: none"> <li>a. 2070L Type Controller with cabinet accessory</li> <li>b. GPS communication (clock)</li> <li>c. Accessible pedestrian crosswalks according to Federal and State Access Board guidelines with signals (audible and tactile)</li> <li>d. Countdown pedestrian head module switch out</li> <li>e. City Standard ADA wheelchair ramps</li> <li>f. Video detection on existing (or new, if required)</li> <li>g. Mast arm poles, full activation (where applicable)</li> <li>h. Polara Push buttons (full activation)</li> <li>i. Bicycle detection (full activation)</li> <li>j. Pull boxes</li> <li>k. Signal interconnect and communication with trenching (where applicable), or through existing conduit (where applicable), 600 feet maximum</li> <li>l. Conduit replacement contingency</li> <li>m. Fiber switch</li> <li>n. PTZ camera (where applicable)</li> <li>o. Transit Signal Priority (TSP) equipment consistent with other signals along corridor</li> <li>p. Signal timing plans for the signals in the coordination group</li> </ul>	<p>Prior to building permit final or as otherwise specified</p>	<p>Bureau of Building; Department of Transportation</p>	<p>Bureau of Building</p>
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Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/Inspection
<p>q. Bi-directional curb ramps (where feasible, and if project is on a street corner)</p> <p>r. Upgrade ramps on receiving curb (where feasible, and if project is on a street corner)</p>			
<p><b>SCA TRANS-4: <i>Transportation Impact Fee.</i></b>                      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).</p>	Prior to issuance of building permit	Bureau of Building	N/A
<p><b>SCA TRANS-5: <i>Plug-In Electric Vehicle (PEV) Charging Infrastructure.</i></b></p> <p>a. PEV-Ready Parking Spaces.                      The applicant shall submit, for review and approval of the Building Official and the 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.</p> <p>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.</p>	Prior to Issuance of Building Permit	Bureau of Building	Bureau of Building
<b>Utilities and Service Systems</b>			
<p><b>SCA UTIL-1: <i>Construction and Demolition Waste Reduction and Recycling.</i></b>                      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</p>	Prior to approval of construction-related permit	Public Works Department, Environmental Services Division	Public Works Department, Environmental Services Division

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/Inspection
electronically at <a href="http://www.greenhalosystems.com">www.greenhalosystems.com</a> 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.			
<p><b>SCA UTIL-2: <i>Underground Utilities.</i></b>                      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&amp;E, shall be placed underground if feasible. All utilities shall be installed in accordance with standard specifications of the serving utilities.</p>	During construction	N/A	Bureau of Building
<p><b>SCA UTIL-3: <i>Recycling Collection and Storage Space.</i></b>                      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.</p>	Prior to approval of construction-related permit	Bureau of Planning	Bureau of Building
<p><b>SCA UTIL-4: <i>Green Building Requirements.</i></b></p> <p>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).</p> <p>i. The following information shall be submitted to the City for review and approval with the application for a building permit:</p> <ul style="list-style-type: none"> <li>• Documentation showing compliance with Title 24 of the current version of the California Building Energy Efficiency Standards.</li> <li>• Completed copy of the final green building checklist approved during the review of the Planning and Zoning permit.</li> </ul>	Prior to approval of construction-related permit  During construction  Prior to Final Approval	Bureau of Building  N/A  Bureau of Planning	N/A  Bureau of Building  Bureau of Building

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/Inspection
<ul style="list-style-type: none"> <li>• Copy of the Unreasonable Hardship Exemption, if granted, during the review of the Planning and Zoning permit.</li> <li>• Permit plans that show, in general notes, detailed design drawings, and specifications as necessary, compliance with the items listed in subsection (ii) below.</li> <li>• Permit plans that show, in general notes, detailed design drawings, and specifications as necessary, compliance with the items listed in subsection (ii) below.</li> <li>• 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.</li> <li>• Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance.</li> </ul> <p>ii. The set of plans in subsection (i) shall demonstrate compliance with the following:</p> <ul style="list-style-type: none"> <li>• CALGreen mandatory measures.</li> <li>• Green building point level/certification requirement: 23 points per the appropriate checklist approved during the Planning entitlement process.</li> <li>• 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.</li> <li>• The required green building point minimums in the appropriate credit categories.</li> </ul> <p>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:</p> <p>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.</p> <p>ii. Signed statement(s) by the Green Building Certifier during all relevant phases of</p>			

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/Inspection
<p>construction that the project complies with the requirements of the Green Building Ordinance.</p> <p>iii. Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance.</p> <p>c. Compliance with Green Building Requirements After Construction. Prior to the filing the Building Permit, the Green Building Certifier shall submit the appropriate documentation to City staff and attain the minimum required point level.</p>			
<p><b>SCA UTIL-5: Sanitary Sewer System.</b> 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.</p>	Prior to approval of construction-related permit	Public Works Department, Department of Engineering and Construction	N/A
<p><b>SCA UTIL-6: Storm Drain System.</b> 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.</p>	Prior to approval of construction-related permit	Bureau of Building	Bureau of Building
<p><b>SCA UTIL-7: Water Efficient Landscape Ordinance (WELO).</b> The project applicant shall comply with California’s Water Efficient Landscape Ordinance (WELO) in order to reduce landscape water usage. For the specific ordinance requirements, see the link below: <a href="http://www.water.ca.gov/wateruseefficiency/landscapeordinance/docs/Title%2023%20extract%20%20Official%20CCR%20pages.pdf">http://www.water.ca.gov/wateruseefficiency/landscapeordinance/docs/Title%2023%20extract%20%20Official%20CCR%20pages.pdf</a>. 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.</p>	Prior to approval of construction-related permit	Bureau of Planning	Bureau of Building

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring		
	When Required	Initial Approval	Monitoring/Inspection
<p>Prescriptive Measures: Prior to construction, the project applicant shall submit the Project Information (detailed below) and documentation showing compliance with Appendix D of California’s Model Water Efficient Landscape Ordinance (see page 38.14(g) in the link above).</p> <p>Performance Measures: Prior to construction, the project applicant shall prepare and submit a Landscape Documentation Package for review and approval, which includes the following</p> <p>a. Project information:</p> <ul style="list-style-type: none"> <li>i. Date,</li> <li>ii. Applicant and property owner name,</li> <li>iii. Project address,</li> <li>iv. Total landscape area,</li> <li>v. Project type (new, rehabilitated, cemetery, or home owner installed),</li> <li>vi. Water supply type and water purveyor,</li> <li>vii. Checklist of documents in the package, and</li> <li>viii. Project contacts</li> <li>ix. 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.”</li> </ul> <p>b. Water Efficient Landscape Worksheet</p> <ul style="list-style-type: none"> <li>i. Hydrozone Information Table</li> <li>ii. Water Budget Calculations with Maximum Applied Water Allowance (MAWA) and Estimated Total Water Use</li> </ul> <p>d. Soil Management Report</p> <p>e. Landscape Design Plan</p> <p>f. Irrigation Design Plan, and</p> <p>g. Grading Plan</p> <p>Upon installation of the landscaping and irrigation systems, and prior to the final of a construction-related permit, the project applicant shall submit a Certificate of Completion (see page 38.6 in the link above) and landscape and irrigation maintenance schedule for review and approval by the City. The Certificate of Completion shall also be submitted to the local water purveyor and property owner or his or her designee.</p>			



## **Attachment B: Project Consistency with Community Plans or Zoning, per State 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.”

**Proposed Project:** Located in the Broadway Valdez District Specific Plan (BVDSP) Area, the proposed project would involve demolition of an existing surface parking lot and construction of 197 residential units and approximately 1,903 square feet of retail space. Upon completion, the proposed project would provide approximately 191,758 gross square feet of residential and retail space, with 19 stories and approximately 200 feet in height as measured to the roof.

**Project Consistency:** The General Plan land use designation applicable to the proposed project site is Central Business District and the site is zoned Broadway Valdez District Retail Commercial Zone 2 (D-BV-2), incorporated into the Oakland Planning Code with adoption of the BVDSP in 2014. Chapter 17.101C of the Oakland Planning Code establishes regulations for development in the D-BV-2, including standards related to land uses, height, FAR, density, and open space. As outlined below, the proposed project is consistent with the City of Oakland General Plan and the applicable development standards from the BVDSP and Oakland Planning Code.

**Oakland General Plan:** The General Plan land use designation applicable to the proposed project site is Central Business District. This designation 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 project would involve construction of 197 residential units and approximately 1,903 square feet of ground floor retail space on the site of an existing surface parking lot in the Central Business District of Oakland. As such, the proposed project would enhance the high-density mixed-use urban character of the Central Business District and be consistent with the applicable land use designation.

**Intent:** Chapter 17.101C.010 of the Oakland Planning Code is intended to implement the Broadway Valdez District Specific Plan. The proposed project site is located in the Valdez Triangle subarea, where regulations are intended to:

- Create a recognized Oakland destination that provides a mix of uses that contributes to around-the-clock activity with people present both day and night, and on weekdays and weekends.
- Create a destination retail district that addresses the City's need for comparison goods shopping complemented with local-serving retail, dining, entertainment, office, and service uses.
- Encourage, support, and enhance a mix of small, medium, and large-scale retail, commercial, dining, entertainment, arts, cultural, office, residential, service, public plaza, and visitor uses.
- Encourage and enhance a pedestrian-oriented streetscape with street-fronting retail and complementary dining and entertainment uses.
- Establish a pedestrian, bicycle, and transit-oriented district that accommodates vehicular access.

The proposed project would involve construction of 197 residential units and approximately 1,903 square feet of ground floor retail space in the BVDSP Area. The residential component of the proposed project would bring up to 368 new residents and potential patrons of shops and restaurants to the area, thereby contributing to the around-the-clock vitality that the BVDSP seeks to create. Further, with 1,903 square feet of ground floor retail space, the proposed project would also contribute to the creation of a retail district, enhance the mix of uses in the BVDSP Area, and provide pedestrian-oriented streetscape with street-fronting retail uses. Therefore, the proposed project is consistent with the intent of Chapter 17.101C.010 of the Oakland Planning Code, which implements the Broadway Valdez District Specific Plan.

**Permitted uses:** Based on Table 17.101C.01: Permitted and Conditionally Permitted Facilities in the Oakland Planning Code, permanent residential uses are a permitted activity in the D-BV-2 zone, as are general retail sales. Therefore, the mix of uses in the proposed project is consistent with the permitted activities established for the D-BV-2 zone.

**Height:** As shown on Figure B.4 Proposed Height Areas of the BVDSP, the proposed project site is located in a 250-foot height area. Table 17.101C.04 in the Oakland Planning Code prescribes both minimum and maximum height standards applicable to the proposed project, including a minimum of three stories, a maximum of 24 stories, a total maximum building height of 250 feet and a maximum building base height of 85 feet. With a proposed height of 19 stories and approximately 200 feet as measured to the roof, the proposed building would be consistent with these requirements. Further, as shown in Exhibit 7a and 7b, the building base height would be 28.5 feet and would not exceed the maximum building base height of 85 feet.

**Floor Area Ratio:** Table 17.101C.04 in the Oakland Planning Code prescribes maximum nonresidential FARs. For development in the 250-foot height area, where the proposed project would be located, the maximum nonresidential FAR is 10. With a lot size of approximately 11,745 square feet and approximately 1,903 proposed square feet of retail, the proposed project would have an FAR of 0.16, far below the established maximum FAR. Therefore, the proposed project would be consistent with applicable regulations from the BVDSP and Oakland Planning Code.

**Density:** Table 17.101C.04 in the Oakland Planning Code prescribes maximum residential density for development in the 250-foot height area, where the proposed project would be located. With a lot size of approximately 11,745 square feet, up to approximately 131 units would be allowed on the site; however, 197 units are proposed as part of the proposed project. The proposed project is eligible for a density bonus because at least 15 percent of the baseline project units would be designated for very low-income households, as defined in Section 50105 of the California Health and Safety Code. Therefore, the proposed project would qualify for a 50 percent density bonus, or an additional 66 units. As such, the total of 197 units would be consistent with density requirements and allowable bonus.

**Open Space:** Table 17.101C.04 in the Oakland Planning Code prescribes Open Space standards for the various Height Areas. The proposed project is located in a 250-foot maximum height area and as such is required to provide a minimum of 75 square feet of group usable open space per regular unit. With 197 units proposed, the proposed project would therefore be required to provide 14,775 square feet of usable open space. The proposed project would provide a total of approximately 6,335 square feet of open space for the building residents. This total includes 2,014 square feet of private usable balcony open space, as well as 831 square feet of exterior common usable open space. The proposed project would also include a 3,490 square feet private group community room on the second floor. The proposed project has requested a waiver for the City's usable open space requirement, as permitted under the affordable housing density bonus procedure. Therefore, the proposed project would demonstrate consistency with applicable requirements.

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### Attachment C: Infill Performance Standards, per State 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 proposed project satisfies each of the applicable requirements.

<b>Table C-1 Project Infill Eligibility</b>	
<b>CEQA Eligibility Criteria</b>	<b>Eligible?/Notes for Proposed project</b>
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 §15183.3)	Yes The project site has been previously developed with a surface parking lot and adjoins existing urban uses, as described in the Project Description, above.
2. Satisfy the Performance Standards provided in Appendix M (CEQA Guidelines § 15183.3(b)( 2)) as presented in 2a and 2b below:	—
2a. <i>Performance standards related to project design.</i> All projects must implement <b>all</b> of the following:	—
Renewable Energy. <i>Nonresidential projects.</i> All nonresidential projects shall include on-site renewable power generation, such as solar photovoltaic, solar thermal, and wind power generation, or clean backup power supplies, where feasible. <i>Residential projects.</i> Residential projects are also encouraged to include such on-site renewable power generation.	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 residential, the proposed project is not required to include on-site renewable power generation.
Soil and Water Remediation. If the project site is included on any list compiled pursuant to Section 65962.5 of the Government Code, the project shall document how it has remediated the site, if remediation is completed. Alternatively, the project shall implement the recommendations provided in a preliminary endangerment assessment or comparable document that identifies remediation appropriate for the site.	Yes As stated in Section 7, Hazards and Hazardous Materials, of the CEQA Checklist, a review of available environmental databases was conducted for the proposed project. The proposed project would not be constructed on a hazardous waste site. Five Underground Storage Tank (UST) sites were located within the Broadway-Valdez Triangle: Chevron, Sisters of Providence Hospital, Labor Temple Parking Lot, Oakland Tribune, and Tribune Reuse Site. The Chevron, Labor Temple Parking Lot, and Oakland Tribune sites have been

<b>Table C-1 Project Infill Eligibility</b>	
<b>CEQA Eligibility Criteria</b>	<b>Eligible?/Notes for Proposed project</b>
	remediated and achieved regulatory closure, while the Sisters of Providence Hospital and Tribune Reuse Sites are currently under remediation. The proposed project would not be affected by the two remaining UST sites.
<p><b>Residential Units Near High-Volume Roadways and Stationary Sources.</b> 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 project 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.</p> <p>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 Resources Board, air districts, and the California Air Pollution Control Officers Association.</p>	<p>Yes</p> <p>The proposed project would comply with the City’s SCAs related to toxic air contaminants (TACs). As summarized in the air quality screening prepared for the proposed project, the project’s construction and operational emissions would not exceed the City of Oakland’s project-level health risk thresholds of significance after application of standard conditions of approval. Additionally, the proposed project’s construction and operational emissions after application of mitigation, in combination with TAC emissions from existing and future sources of TAC emissions within 1,000 feet of the proposed project, would not expose nearby sensitive receptors to cancer risks or hazard levels that exceed the City of Oakland’s cumulative health risk thresholds of significance.</p>
<p><b>2b. Additional Performance Standards by project Type.</b> In addition to implementing all the features described in Criterion 2a above, the project must meet eligibility requirements provided below by project type.<sup>a</sup></p>	
<p><b>Residential.</b> A residential project must meet <b>one</b> of the following:</p> <p><i>A. projects achieving below average regional per capita vehicle miles traveled.</i> A residential project is eligible if it is located in a “low vehicle travel area” within the region;</p> <p><i>B. projects located within ½ mile of an Existing Major Transit Stop or High Quality Transit Corridor.</i> A residential project is eligible if it is located within ½ mile of an existing major transit stop or an existing stop along a high quality transit corridor; <b>or</b></p>	<p>Yes</p> <p>The proposed project is eligible under Section (B). The project site is well-served by multiple transit providers, including numerous Alameda-Contra Costa County Transit District (AC Transit) routes and transit service provided by the Bay Area Rapid Transit (BART). The project site is approximately 0.3 mile north of the 19<sup>th</sup> Street Oakland BART station.</p> <p>With fixed route bus service at intervals no longer than 15 minutes during peak commute hours, Broadway in downtown Oakland qualifies as a “High Quality Transit Corridor,” as defined</p>

<b>Table C-1 Project Infill Eligibility</b>	
<b>CEQA Eligibility Criteria</b>	<b>Eligible?/Notes for Proposed project</b>
<p><b>C. Low-Income Housing.</b> 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.</p>	<p>Appendix M of the State CEQA Guidelines. The AC Transit Line 51A runs along Broadway near the project site and has service intervals no longer than 15 minutes during peak commute hours. Other bus routes in the project vicinity further satisfy this criterion.</p>
<p><b>Commercial/Retail.</b> A commercial/retail project must meet <b>one</b> of the following:  <b>A. Regional Location.</b> 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”; <b>or</b>  <b>B. Proximity to Households.</b> A project with no single-building floor-plate greater than 50,000 square feet located within ½ mile of 1,800 households is eligible.</p>	<p>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 residential, the requirements for commercial/retail projects do not apply.</p>
<p><b>Office Building.</b> An office building project must meet <b>one</b> of the following:  <b>A. Regional Location.</b> Office buildings, both commercial and public, are eligible if they locate in a low vehicle travel area; <b>or</b>  <b>B. Proximity to a Major Transit Stop.</b> Office buildings, both commercial and public, within ½ mile of an existing major transit stop, or ¼ mile of an existing stop along a high-quality transit corridor, are eligible.</p>	<p>Not Applicable            The proposed project would not include any office space.</p>
<p><b>Schools.</b>            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 ½ 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,</p>	<p>Not Applicable            The proposed project would not include any schools or related facilities.</p>

<b>Table C-1 Project Infill Eligibility</b>	
<b>CEQA Eligibility Criteria</b>	<b>Eligible?/Notes for Proposed project</b>
and 17213.2 of the California Education Code.	
Transit. Transit stations, as defined in Section 15183.3(e)(1), are eligible.	Not Applicable The proposed project would not include any transit stations.
Small Walkable Community projects. Small walkable community projects, as defined in Section 15183.3, subdivision (e)(6), that implement the project features in 2a above are eligible.	Not Applicable The proposed project is not considered a small walkable community project.
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, <b>except</b> as provided in State 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; <b>or</b>  (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 State CEQA Guidelines Section 15183.3(f)(5). (State CEQA Guidelines § 15183.3(b)(3))	Yes (see explanation below table)
Notes:	
<sup>a</sup> 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**—Plan Bay Area, adopted by the Metropolitan Transportation Commission and Association of Bay Area Governments in 2013, serves as the Sustainable Communities Strategy (SCS) for the San Francisco Bay Area, per Senate Bill (SB) 375. Plan Bay Area defines Priority Development Areas (PDAs) well-served by transit where new development can best support the needs of residents and workers in a pedestrian-friendly environment. The Broadway Valdez District, defined in the Broadway



Valdez District Specific Plan (BVDSP), is a PDA. The proposed project is consistent with the standards related to use designation, density and building intensity, as well as other policies applicable to the proposed project area established in the BVDSP and implemented through Chapter 17.101C.010 of the Oakland Planning Code.

Chapter 17.101C.010 of the Oakland Planning Code is intended to implement the BVDSP. The proposed project site is located in the Valdez Triangle subarea of the BVDSP, where regulations are intended to:

- a) Create a recognized Oakland destination that provides a mix of uses that contributes to around-the-clock activity with people present both day and night, and on weekdays and weekends.
- b) Create a destination retail district that addresses the City's need for comparison goods shopping complemented with local-serving retail, dining, entertainment, office, and service uses.
- c) Encourage, support, and enhance a mix of small, medium, and large-scale retail, commercial, dining, entertainment, arts, cultural, office, residential, service, public plaza, and visitor uses.
- d) Encourage and enhance a pedestrian-oriented streetscape with street-fronting retail and complementary dining and entertainment uses.
- e) Establish a pedestrian, bicycle, and transit-oriented district that accommodates vehicular access.

The proposed project would involve construction of 197 residential units and approximately 1,903 square feet of ground floor retail space in the BVDSP Area. The residential component of the proposed project would bring up to 368 new residents and potential patrons of shops and restaurants to the area, thereby contributing to the around-the-clock vitality that the BVDSP seeks to create. Further, with 1,903 square feet of ground floor retail space, the proposed project would also contribute to the creation of a retail district, enhance the mix of uses in the BVDSP Area, and provide pedestrian-oriented streetscape with street-fronting retail uses. Therefore, the proposed project is consistent with the intent of Chapter 17.101C.010 of the Oakland Planning Code, which implements the Broadway Valdez District Specific Plan. Further, Table 17.101C.01 in the Oakland Planning Code establishes Permitted and Conditionally Permitted uses in the Broadway Valdez District, including the D-BV-2 zone. Based on the uses defined in Table 17.101C.01, permanent residential uses are a permitted activity in the D-BV-2 zone, as are general retail sales. Therefore, the mix of uses in the proposed project is consistent with the permitted activities established for the—BV-2 zone.

The proposed project would also be consistent with the standards established for density and building intensity in the BVDSP and implemented through the Oakland Planning Code. Table 17.101C.04 in the Oakland Planning Code prescribes a maximum nonresidential

FAR<sup>1</sup> of 10 for development in the 250-foot height area, where the proposed project would be located. With a lot size of approximately 11,745 square feet and approximately 1,903 proposed square feet of retail, the proposed project would have a FAR of 0.16, far below the established maximum FAR. Additionally, Table 17.101C.04 prescribes maximum residential density for development in the 250-foot height area. With a lot size of approximately 11,745 square feet, up to 131 units would be allowed on the site. However, because 20 of those units would be restricted affordable units for very low income households, the project is eligible for a 50 percent density bonus (or increase of 66 units). As such the project's total of 197 units is consistent with applicable regulations from the BVDSP and Oakland Planning Code.

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<sup>1</sup> Floor area ratio (FAR) is the relationship between the total amount of usable floor area permitted for a building and the total area of the lot on which the building stands. A higher ratio is more likely to indicate a dense or urban construction.

## Attachment D: Criteria for Use of Addendum, per State CEQA Guidelines Sections 15164 and 15162

Section 15164(a) of the California Environmental Quality Act (CEQA) Guidelines states that “a lead agency or responsible agency shall prepare an addendum to a previously certified EIR [Environmental Impact Report] if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.” Section 15164(e) states that “a brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR.”

**Project Modifications.** The Broadway Valdez District Specific Plan (BVDSP) EIR analyzed the Broadway Valdez Development Program (Development Program), which represents the maximum feasible development that the City of Oakland has projected can reasonably be expected to occur in the BVDSP Area over a 25-year planning period.<sup>1</sup>

The EIR indicates that the CEQA analysis was based on the maximum development quantities set forth in the Development Program. The intent of the BVDSP is to provide as much flexibility as is feasible in terms of a precise mix of newly developed land uses and their location in the BVDSP Plan Area, while conforming to the CEQA analysis and thresholds established in the EIR. Traffic capacity was identified in the BVDSP EIR as the key environmental factor constraining development. The City of Oakland is tracking and measuring vehicle trip generation created by projects proposed under the BVDSP, not land uses, to monitor when thresholds established have been met. Thus, it is traffic capacity that caps development under the BVDSP, not uses, which were contemplated to evolve and, as long as impacts fall within the maximum development analyzed in the BVDSP EIR, additional CEQA analysis is unnecessary.

As described in Section 5.13, Transportation and Circulation, of this CEQA Checklist, together with trips generated by other projects that are currently under construction, approved, or proposed for development in the BVDSP Plan Area, the proposed project would represent approximately 54 percent of the AM and 51 percent of the PM peak-hour trips anticipated in the BVDSP EIR, 90 percent of the AM and 70 percent of the PM peak-hour trips anticipated in the BVDSP EIR for the Valdez Triangle subarea, and 70 percent of the AM and 60 percent of the PM peak-hour trips anticipated in the BVDSP EIR for Subdistrict 1. The traffic impact analysis presented in the EIR continues to remain valid, and the trip generation from the proposed project combined with other projects currently

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<sup>1</sup> In total, the Broadway Valdez Development Program includes approximately 3.7 million square feet of development, including approximately 695,000 square feet of office space, 1,114,000 square feet of restaurant/retail space, 1,800 residential units, a new 180-room hotel, approximately 6,500 parking spaces provided by the Development Program, and approximately 4,500 new jobs.

being developed under the BVDSP would be within the program analyzed under the BVDSP EIR for the BVDSP Plan Area, the Valdez Triangle, and Subdistrict 1.

Therefore, the proposed project would represent a minor change in the Development Program, and such changes are anticipated in the EIR.

**Conditions for Addendum.** None of the following conditions for preparation of a subsequent EIR per Section 15162(a) apply to the proposed project:

- (1) Substantial changes are proposed in the project, which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
  - (A) The project will have one or more significant effects not discussed in the previous EIR or Negative Declaration;
  - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
  - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
  - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

**Project Consistency with Section 15162 of the State CEQA Guidelines.** Since certification of the Final EIR, no changes have occurred under the circumstances under which the revised project would be implemented that would change the severity of the proposed project's physical impacts as explained in the CEQA Checklist above, and no

new information has emerged that would materially change the analyses or conclusions set forth in the Final EIR.

Furthermore, as demonstrated in the CEQA Checklist, the proposed modifications to the Development Program would not result in any new significant environmental impacts, result in any substantial increases in the significance of previously identified effects, or necessitate implementation of additional or considerably different mitigation measures than those identified in the EIR, nor render any mitigation measures or alternatives found not to be feasible, feasible. The effects of the proposed project would be substantially the same as those reported for the Development Program in the EIR.

The analysis presented in this CEQA Checklist, combined with the prior EIR analysis, demonstrates that the proposed project would not result in significant impacts that were not previously identified in the EIR. The proposed project would not result in a substantial increase in the significance of impacts, nor would the proposed project contribute considerably to cumulative effects that were not already accounted for in the certified EIR. Overall, the proposed project's impacts are similar to those identified and discussed in the EIR, as described in the CEQA Checklist, and the findings reached in the EIR are applicable.

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**Attachment E: Projects Consistency with the Broadway Valdez Specific Plan, per State CEQA Guidelines Sections 15182**

Section 15182 of the California Environmental Quality Act (CEQA) Guidelines states that “Certain residential, commercial and mixed-use projects that are consistent with a specific plan adopted pursuant to Title 7, Division 1, Chapter 3, Article 8 of the Government Code are exempt from CEQA as described in subdivisions (b) and (c) of this section.” Table E-1, below, shows how the proposed project satisfied the eligibility criteria for an exemption under Section 15182.

<b>Table E-1 Section 15182 Eligibility</b>	
<b>CEQA Eligibility Criteria</b>	<b>Eligible?/Notes for Proposed Project</b>
<p>15182 (b) <b>Eligibility.</b> A residential or mixed-use project, or a project with a floor area ratio of at least 0.75 on commercially-zoned property, including any required subdivision or zoning approvals, is exempt if the project satisfies the following criteria: (State CEQA Guidelines § 15182(b))</p>	<p><b>Yes.</b> The proposed project is a mixed-use residential project, as described in the Project Description, above (Section II).</p>
<p>(A) It is located within a transit priority area as defined in Public Resources Code Section 21099(a)(7).</p>	<p><b>Yes.</b> CEQA Section 21099(a)(y) defines a “transit priority area” as an area within one-half of an existing or planned major transit stop. A “major transit stop” is defined in CEQA 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. As described in Section 5.13, Transportation and Circulation, the proposed project is within a transit priority area as it is served by several frequent bus routes. The project site is approximately 0.3 mile from the 19<sup>th</sup> Street BART station. The project site is about 400 feet from frequent bus service along Broadway (Route 51A with 10-minute peak headways), and about 0.2 mile from Telegraph Avenue (Route 6 with 10-minute peak headways).</p>
<p>(B) It is consistent with a specific plan for which an Environmental Impact Report was certified.</p>	<p><b>Yes.</b> See Attachment B. As determined by the City of Oakland Bureau of Planning, the proposed project is permitted in the zoning district in which it is located and is consistent with the bulk, density, and land uses envisioned in the BVDSP Plan Area.</p>

<b>Table E-1 Section 15182 Eligibility</b>	
<b>CEQA Eligibility Criteria</b>	<b>Eligible?/Notes for Proposed Project</b>
<p>(C) It 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 for which the California Air Resources Board has accepted the determination that the Sustainable Communities Strategy or the alternative planning strategy would achieve the applicable greenhouse gas emissions reduction targets.</p>	<p><b>Yes.</b> The adopted Plan Bay Area (2021) serves as the Sustainable Communities’ Strategy for the Bay Area, per Senate Bill 375. As described in Section 4.14, the proposed project is located within the Downtown Oakland and Jack London Square Priority Development Area (PDA) as defined by Plan Bay Area. A core strategy of Plan Bay Area is focused growth within PDAs which are generally areas served by public transit and near existing job centers and are locally identified for housing and job growth.</p> <p>The project site is within the Broadway Valdez District Specific Plan, an area the City has identified for housing, commercial, and office redevelopment. The proposed project would support many of Plan Bay Area’s goals and strategies, such as building affordable housing and reducing GHG emissions by locating development near transit. As such, the proposed project is consistent with the region’s Sustainable Communities Strategy. As described in Section 5.6, Greenhouse Gas/Global Climate Change, the proposed project would comply with the City of Oakland’s ECAP, current City Sustainability Programs, and General Plan policies and regulations regarding GHG reductions and other local, regional and Statewide plans, policies and regulations that are related to the reduction of GHG emissions and relevant to the proposed project. Specifically, the proposed project would be consistent with the State’s Updated Climate Change Scoping Plan and the City of Oakland’s ECAP in that it has committed to all applicable GHG emissions reductions strategies and would include a number of sustainability design features.</p>
<p>15182 (c) <b>Eligibility.</b> Where a public agency has prepared an EIR on a specific plan after January 1, 1980, a residential project undertaken pursuant to and in conformity to that specific plan is exempt from CEQA if the project meets the requirements of this section. Residential projects covered by this section include but are not limited to land subdivisions, zoning changes, and residential planned unit developments.</p>	<p><b>Yes.</b> The BVDSP EIR was certified by the City Council on June 17, 2014. See Section I, Executive Summary, above.</p>



The information presented in this environmental review document and attachments supports that the proposed project is within the scope of the project described in the BVDSP EIR and meets all eligibility criteria under State CEQA Guidelines Section 15182(b) and (c), including the conclusion that none of the events in the CEQA Guidelines Section 15162 have occurred with respect to the proposed project, as documented by Section V, *CEQA Checklist*. As such, the proposed project satisfies the requirements of CEQA under State CEQA Guidelines Section 15182, and no supplemental environmental review is required.

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**Attachment F: Shadow Study for the 2305 Webster Street Mixed-Use Residential Project**

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PREVISION DESIGN

FEBRUARY 7, 2017  
AD2

## SHADOW ANALYSIS REPORT FOR THE PROPOSED 2305 WEBSTER STREET PROJECT PER OAKLAND PLANNING & CEQA STANDARDS

FROM:  
ADAM PHILLIPS  
PRINCIPAL  
PREVISION DESIGN



TO:  
**MARY BEAN, FIRST CARBON SOLUTIONS**  
1350 TREAT BOULEVARD, SUITE 380  
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## I. INTRODUCTION AND OVERVIEW

This report describes the results of an analysis conducted by PreVision Design to identify the shading that would be caused by the proposed construction of a 23-story residential project at 2305 Webster Street (“the proposed project”) on area solar collectors, public parks and open spaces and historic resources.

The analysis was conducted according to criteria described in the City of Oakland CEQA Thresholds of Significance Guidelines, dated October 28, 2013.

This report includes a discussion of the proposed project’s net new shading, including graphical detail of the location and extent of the project’s shading at 9am, 12 noon, and 3pm on the Summer Solstice, Spring/Fall Equinoxes, and Winter Solstice. Cumulative condition shading (by other proposed projects in the vicinity), includes shading from 2100 Telegraph Avenue, 2270 Broadway, 2302 Valdez Street, 2400 Valdez Street, and the 24th & Harrison project. Shadow profiles from these projects are indicated as hatched on the graphics provided as Exhibits A, B, and C.

This report does not present opinions nor conclusions about whether or not the shadow from the proposed project would or should be considered significant/insignificant or acceptable/unacceptable by Oakland or CEQA standards. Such determinations shall be made by the reviewing agencies with input from the prime environmental consultant, First Carbon Solutions. ■



FIGURE 1: Project Rendering

## II. PROPOSED PROJECT

The proposed project would be located at 2305 Webster Street on Assessor's Parcel Number 8-667-5-3. The project site is currently a surface parking lot. The proposed project would be an 23-story, 240' tall (+3'-8" parapet) residential building with ground-floor retail. Figure 2 shows a rendering of the proposed project. ■

## III. CEQA EVALUATION CRITERIA

CEQA requires the analysis of potential adverse effects of the project on the environment. Relating to the generation of new shadow by the Project, there are three types of receptors that are identified by the *City of Oakland CEQA Thresholds*



of *Significance Guidelines*, and Project shading could be considered significant if the Project were to:

- Cast shadow that substantially impairs the function of a building using passive solar heat collection, solar collectors for hot water heating, or photo-voltaic solar collectors;
- Cast shadow that substantially impairs the beneficial use of any public or quasi-public park, lawn, garden, or open space;
- Cast shadow on an historic resource, as defined by CEQA Guidelines section 15064.5(a),6 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 inclusion on or eligibility for listing in the National Register of Historic Places, California Register of Historical Resources, Local Register of historical resources, or a historical resource survey form (DPR Form 523) with a rating of 1-5; Historic Resources: Leamington Hotel (1800-26 Franklin Street/365-89 19th Street), Palace Apartments (1560 Alice Street), Lake Merritt Hotel (1800 Madison Street).

This analysis has been completed pursuant to the direction of these guidelines. ■

## IV. ANALYSIS METHODOLOGY

### Shadow Modeling Analysis

The shadow analysis completed by PreVision Design for the 1750 Webster project used a Geo-located<sup>1</sup> 3D computer model of the proposed project<sup>2</sup>, the park, and the surrounding urban environment to simulate both existing shading and net new project-generated shading that would be present with the addition of the proposed project.

NOTE: Trees or other foliage are subject to change over the seasons and over time and

---

1 Geo-Location refers to entering in the correct latitude and longitude of the project into the 3D model, which ensures that the solar angles used to simulate shading reflect local shading conditions.

2 PreVision Design was provided with a revised 3D project model on February 6, 2017, after completion of the shading analysis. The updated 3D model was reviewed for consistency with the original 3D project model, and as massing changes consisted of minor alterations in exterior articulation only (no change in height nor overall form), the shading cast by the revised project was found to be nearly identical to the prior design. As such, no update of the analysis was deemed to be necessary..

therefore are not included in the 3D model of had their shadow taken into consideration in determining the existing, project, or cumulative shading conditions.

## Cumulative Shadow Analysis

This report also considers shadows from other pipeline projects in the vicinity of the proposed project that are under review but have not been constructed, including 2100 Telegraph Avenue, 2270 Broadway, 2302 Valdez Street, 2400 Valdez Street, and the 24th & Harrison project. These projects are included the shading graphics to display the potential the cumulative shadow effects of these projects on the affected receptor sites in the area.

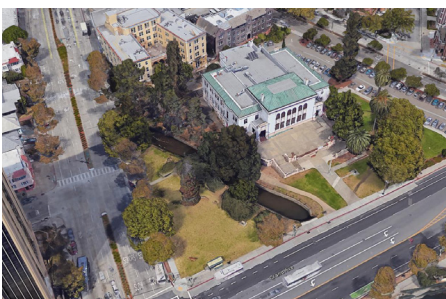
## Graphical Study

Per the City of Oakland CEQA guidelines, snapshot shading graphics have been prepared at 9am, 12 noon, and 3pm on the following dates: Summer Solstice (Exhibit A), Spring/Fall Equinoxes (Exhibit B), and Winter Solstice (Exhibit C). The snapshot graphics also include an overlay depiction of the size and location of cumulative project's shadow. ■

## V. FEATURES AFFECTED BY PROJECT SHADOW

### Solar Collectors

Based on a review of high-resolution aerial photography in the area, the proposed project does not appear to have the potential to shade any passive solar heat collectors, solar collectors for hot water heating, nor photo-voltaic solar collectors between 9am-3pm at any time throughout the year, however some early morning shadows would fall on the rooftop solar collectors of 420 West Grand prior to 8:30am throughout the summer months.



200 Grand Avenue / Adams Park

### Public Open Spaces

Adams Park surrounds the Veteran's Memorial Building at 200 Grand Avenue, and located to the east and south of the proposed project. The park features grassy areas, several mature trees, paved walkways leading to the Veteran's Memorial Building, as well as bridging across the underground Glen Echo Creek which daylight for about 250' within the park. While the project would cast no new shadow on the park between 9am and 3pm at any time throughout the year, grassy areas would receive a small

amount of net new shadow in the late afternoon/early evening (after 7:05pm) over from early May through mid-August.

## Historic Resources

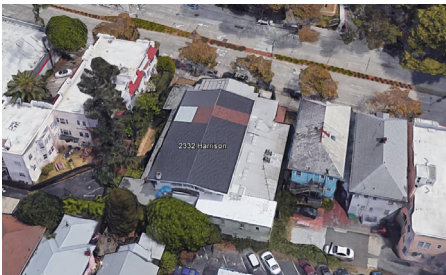
Project-generated shading on affected local historic resources in the vicinity are discussed below:



415 24th Street



2346 Valdez Street



2332 Harrison Street

1. The rooftop and eastern street facade of 415 24th Street, located north and west of the proposed project, would receive net new morning shadow starting as early as 9:45 am and remaining until as late as 11:45 am over late fall and winter months from mid-October through late February. This property was built in 1913-1914 and is listed on the Local Register of Historic Properties within the 25th Street Garage Local Historic District, with a OCHS Rating of B+a1+.
2. The rooftop western and southern street facades of 2346 Valdez Street, located north and east of the proposed project, would receive net new afternoon shadow occurring for approximately 1 hour in the later afternoon (around 3-4pm) in October-November and February-March. This property was built in 1909-1910 and is listed on the Local Register of Historic Properties within the Waverly Street Residential Historic District, with a OCHS Rating of B+2+.
3. The rooftop of 2333 Harrison Street, located due east of the proposed project, would receive net new afternoon shadow occurring late afternoon after approximately 6:15 pm in April-May and again in July-August. This property was built in 1915-1918 and is listed on the Local Register of Historic Properties with a OCHS Rating of A3.
4. A small portion of the western facade of 200 Grand Avenue, located east and south of the proposed project, would receive net new afternoon shadow occurring late afternoon after approximately 7:15 pm from early June through mid-July. This property was built in 1926-1927 and is listed on the Local Register of Historic Properties within the Lake Merritt Local Historic District, with a OCHS Rating of A1+. ■

## **EXHIBIT A: SHADOW DIAGRAMS ON SUMMER SOLSTICE**

June 21

Diagrams at 9am, 12pm and 3pm..

**LEGEND**

- Historic Resource Sites
  - ① 415 24th Street
  - ② 2401 Broadway
  - ③ 2346 Valdez Street
  - ④ 2333 Harrison Street
  - ⑤ First Congregational Church
  - ⑥ 230 Bay Place
  - ⑦ 2332 Harrison Street
  - ⑧ 200 Grand Avenue
- Solar Collector Sites
  - ① 420 West Grand Avenue
  - ② 426 25th Street
  - ③ Westlake Middle School
- Cumulative Projects
  - ① 2100 Telegraph Avenue
  - ② 2270 Broadway
  - ③ 2302 Valdez Street
  - ④ 2400 Valdez Street
  - ⑤ 24th & Harrison
- Parks and Open Spaces
  - ① Adams Park
- Proposed Project
- Existing (current) Shadows
- New Shading by Proposed Project
- New Shading from Cumulative Projects



**SUMMER SOLSTICE  
JUNE 21**

**9:00 AM**

**LEGEND**

- Historic Resource Sites
  - ① 415 24th Street
  - ② 2401 Broadway
  - ③ 2346 Valdez Street
  - ④ 2333 Harrison Street
  - ⑤ First Congregational Church
  - ⑥ 230 Bay Place
  - ⑦ 2332 Harrison Street
  - ⑧ 200 Grand Avenue
- Solar Collector Sites
  - ① 420 West Grand Avenue
  - ② 426 25th Street
  - ③ Westlake Middle School
- Cumulative Projects
  - ① 2100 Telegraph Avenue
  - ② 2270 Broadway
  - ③ 2302 Valdez Street
  - ④ 2400 Valdez Street
  - ⑤ 24th & Harrison
- Parks and Open Spaces
  - ① Adams Park
- Proposed Project
- Existing (current) Shadows
- New Shading by Proposed Project
- New Shading from Cumulative Projects



**SUMMER SOLSTICE  
JUNE 21**

**12:00 PM**

**LEGEND**

- Historic Resource Sites
  - ① 415 24th Street
  - ② 2401 Broadway
  - ③ 2346 Valdez Street
  - ④ 2333 Harrison Street
  - ⑤ First Congregational Church
  - ⑥ 230 Bay Place
  - ⑦ 2332 Harrison Street
  - ⑧ 200 Grand Avenue
- Solar Collector Sites
  - ① 420 West Grand Avenue
  - ② 426 25th Street
  - ③ Westlake Middle School
- Cumulative Projects
  - ① 2100 Telegraph Avenue
  - ② 2270 Broadway
  - ③ 2302 Valdez Street
  - ④ 2400 Valdez Street
  - ⑤ 24th & Harrison
- Parks and Open Spaces
  - ① Adams Park
- Proposed Project
- Existing (current) Shadows
- New Shading by Proposed Project
- New Shading from Cumulative Projects



**SUMMER SOLSTICE  
JUNE 21**

**3:00 PM**

## **EXHIBIT B: SHADOW DIAGRAMS ON EQUINOXES**

September 22 (Autumnal), March 20 (Vernal) similar  
Diagrams at 9am, 12pm and 3pm.



## LEGEND

- Historic Resource Sites
  - ① 415 24th Street
  - ② 2401 Broadway
  - ③ 2346 Valdez Street
  - ④ 2333 Harrison Street
  - ⑤ First Congregational Church
  - ⑥ 230 Bay Place
  - ⑦ 2332 Harrison Street
  - ⑧ 200 Grand Avenue
- Solar Collector Sites
  - ① 420 West Grand Avenue
  - ② 426 25th Street
  - ③ Westlake Middle School
- Cumulative Projects
  - ① 2100 Telegraph Avenue
  - ② 2270 Broadway
  - ③ 2302 Valdez Street
  - ④ 2400 Valdez Street
  - ⑤ 24th & Harrison
- Parks and Open Spaces
  - ① Adams Park
- Proposed Project
- Existing (current) Shadows
- New Shading by Proposed Project
- New Shading from Cumulative Projects



VERNAL/AUTUMNAL EQUINOX  
MARCH 20 & SEPTEMBER 22

# 9:00 AM

Shading diagrams on the Vernal/Autumnal Equinoxes

LEGEND

- Historic Resource Sites
  - ① 415 24th Street
  - ② 2401 Broadway
  - ③ 2346 Valdez Street
  - ④ 2333 Harrison Street
  - ⑤ First Congregational Church
  - ⑥ 230 Bay Place
  - ⑦ 2332 Harrison Street
  - ⑧ 200 Grand Avenue
- Solar Collector Sites
  - ① 420 West Grand Avenue
  - ② 426 25th Street
  - ③ Westlake Middle School
- Cumulative Projects
  - ① 2100 Telegraph Avenue
  - ② 2270 Broadway
  - ③ 2302 Valdez Street
  - ④ 2400 Valdez Street
  - ⑤ 24th & Harrison
- Parks and Open Spaces
  - ① Adams Park
- Proposed Project
- Existing (current) Shadows
- New Shading by Proposed Project
- New Shading from Cumulative Projects



VERNAL/AUTUMNAL EQUINOX  
MARCH 20 & SEPTEMBER 22

12:00 PM

## LEGEND

- Historic Resource Sites
  - ① 415 24th Street
  - ② 2401 Broadway
  - ③ 2346 Valdez Street
  - ④ 2333 Harrison Street
  - ⑤ First Congregational Church
  - ⑥ 230 Bay Place
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  - ③ 2302 Valdez Street
  - ④ 2400 Valdez Street
  - ⑤ 24th & Harrison
- Parks and Open Spaces
  - ① Adams Park
- Proposed Project
- Existing (current) Shadows
- New Shading by Proposed Project
- New Shading from Cumulative Projects



**VERNAL/AUTUMNAL EQUINOX**  
**MARCH 20 & SEPTEMBER 22**

# 3:00 PM

## **EXHIBIT C: SHADOW DIAGRAMS ON WINTER SOLSTICE**

December 21

Diagrams at 9am, 12pm and 3pm.

## LEGEND

- Historic Resource Sites
  - ① 415 24th Street
  - ② 2401 Broadway
  - ③ 2346 Valdez Street
  - ④ 2333 Harrison Street
  - ⑤ First Congregational Church
  - ⑥ 230 Bay Place
  - ⑦ 2332 Harrison Street
  - ⑧ 200 Grand Avenue
- Solar Collector Sites
  - ① 420 West Grand Avenue
  - ② 426 25th Street
  - ③ Westlake Middle School
- Cumulative Projects
  - ① 2100 Telegraph Avenue
  - ② 2270 Broadway
  - ③ 2302 Valdez Street
  - ④ 2400 Valdez Street
  - ⑤ 24th & Harrison
- Parks and Open Spaces
  - ① Adams Park
- Proposed Project
- Existing (current) Shadows
- New Shading by Proposed Project
- New Shading from Cumulative Projects



WINTER SOLSTICE  
DECEMBER 21

# 9:00 AM

LEGEND

- Historic Resource Sites
  - ① 415 24th Street
  - ② 2401 Broadway
  - ③ 2346 Valdez Street
  - ④ 2333 Harrison Street
  - ⑤ First Congregational Church
  - ⑥ 230 Bay Place
  - ⑦ 2332 Harrison Street
  - ⑧ 200 Grand Avenue
- Solar Collector Sites
  - ① 420 West Grand Avenue
  - ② 426 25th Street
  - ③ Westlake Middle School
- Cumulative Projects
  - ① 2100 Telegraph Avenue
  - ② 2270 Broadway
  - ③ 2302 Valdez Street
  - ④ 2400 Valdez Street
  - ⑤ 24th & Harrison
- Parks and Open Spaces
  - ① Adams Park
- Proposed Project
- Existing (current) Shadows
- New Shading by Proposed Project
- New Shading from Cumulative Projects



WINTER SOLSTICE  
DECEMBER 21

# 12:00 PM

### LEGEND

- Historic Resource Sites
  - ① 415 24th Street
  - ② 2401 Broadway
  - ③ 2346 Valdez Street
  - ④ 2333 Harrison Street
  - ⑤ First Congregational Church
  - ⑥ 230 Bay Place
  - ⑦ 2332 Harrison Street
  - ⑧ 200 Grand Avenue
- Solar Collector Sites
  - ① 420 West Grand Avenue
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  - ③ Westlake Middle School
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  - ② 2270 Broadway
  - ③ 2302 Valdez Street
  - ④ 2400 Valdez Street
  - ⑤ 24th & Harrison
- Parks and Open Spaces
  - ① Adams Park
- Proposed Project
- Existing (current) Shadows
- New Shading by Proposed Project
- New Shading from Cumulative Projects



WINTER SOLSTICE  
DECEMBER 21

## 3:00 PM



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**Attachment G: Wind Tunnel Study for the 2305 Wester Street  
Mixed-Use Residential Project**

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## 2305 WEBSTER STREET

OAKLAND, CA

PEDESTRIAN WIND STUDY

RWDI # 1603856

September 12, 2023

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## EXECUTIVE SUMMARY

RWDI was retained to conduct a pedestrian wind assessment for the proposed 2305 Webster Street in Oakland, California (Image 1). The assessment was based on the wind-tunnel testing conducted for the proposed development site under the Existing, Existing Plus Project and Project Plus Cumulative configurations of the site and surroundings (Image 2). The results were analysed using the regional wind climate records (Image 3) and evaluated against the City of Oakland Significant Wind Impact Criterion, which is described to assist with the interpretation of the results presented. Pedestrian comfort was also assessed for informational purposes. The predicted wind hazard and comfort conditions pertaining to the configurations assessed are presented in Figures 1A through 2C. These conditions and the associated wind speeds are also presented in Table 1, and are summarized as follows:

Configurations		WIND HAZARD			WIND COMFORT		
		36 mph		1-Hour Exceedance Limit	11 mph		10% Exceedance Limit
		Average Speed	Total Hours	Total "e"	Average Speed	Average (%)	Total "e"
A	Existing	24 mph	0	0 / 36	11 mph	11%	14 / 36
B	Existing + Project	22 mph	0	0 / 38	10 mph	8%	10 / 38
C	Project + Cumulative	24 mph	0	0 / 38	10 mph	7%	6 / 38

### Wind Hazard Conditions:

- In all three test configurations, wind speeds are anticipated to meet the hazard criterion at all areas assessed at and above grade.

### Wind Comfort Conditions (Informational only):

- Wind speeds at 14 locations in the Existing configuration are expected to exceed the comfort criterion.
- For the Existing + Project configuration, wind conditions are anticipated to improve compared to the Existing configuration, with wind speeds exceeding the comfort criterion at 10 locations at grade.
- For the Project + Cumulative configuration, wind conditions are expected to further improve, and the comfort criterion would be exceeded at six locations at grade.
- Wind speeds that meet the comfort criterion are expected at the Level 2 outdoor space in both configurations, Existing + Project, and Project + Cumulative.



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Table 1: Pedestrian Wind Hazard and Comfort Conditions

## LIST OF APPENDICES

Appendix A: Project + Cumulative Configuration

# 1 INTRODUCTION

RWDI was retained to conduct a pedestrian wind assessment for the proposed 2305 Webster Street in Oakland, CA. This report presents the project objectives, background and approach, and discusses of the results from RWDI's assessment. Our Statement of Limitations as it pertains to this study can be found in Section 4 of this report.

## 1.1 Project Description

The project (site shown in Image 1) is located at the northwest corner of the intersection of 23<sup>rd</sup> Street and Webster Street. It consists of a 19-story mixed-use tower with parking and retail spaces on the ground level.

## 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.

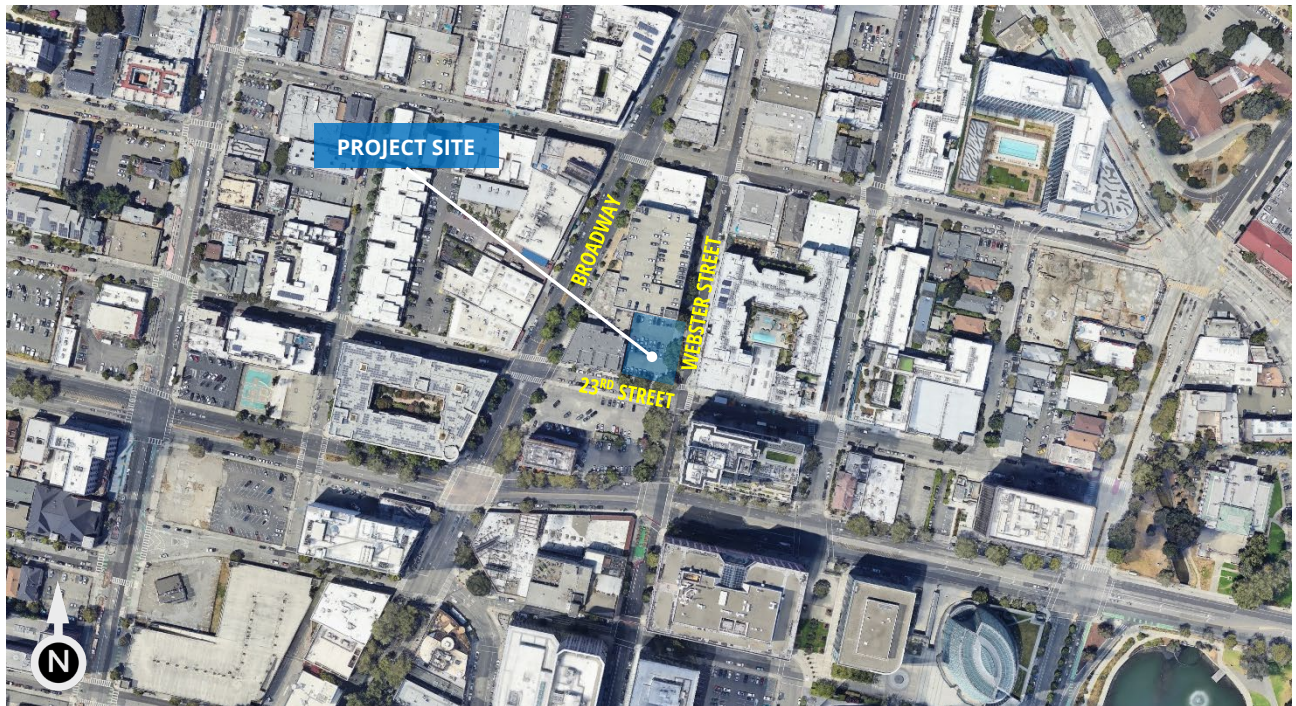


Image 1: Aerial View of Site and Surroundings (Photo Courtesy of Google™ Earth)



## 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), and,
- C - Project + Cumulative: Proposed project with existing and future surroundings (Image 2C). See Appendix A for full list of projects.

The wind tunnel model included all relevant surrounding buildings and topography within an approximately 1600 ft radius of the study site. The wind and turbulence profiles in the atmospheric boundary layer beyond the modeled area were also simulated in RWDI's wind tunnel. The wind tunnel model was instrumented with 36 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. Two sensors were installed on the outdoors space on Level 2 of the proposed building. 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.



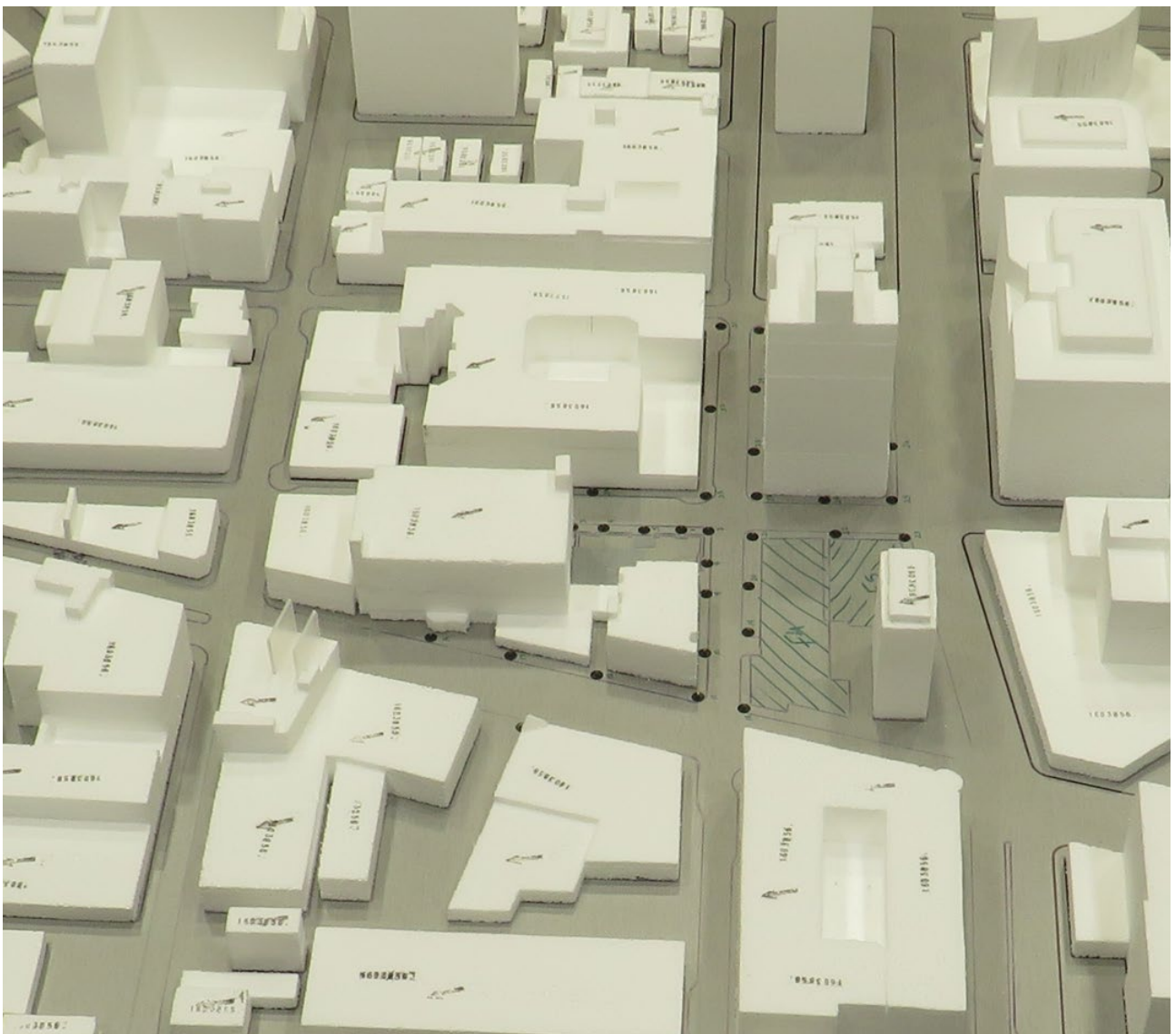
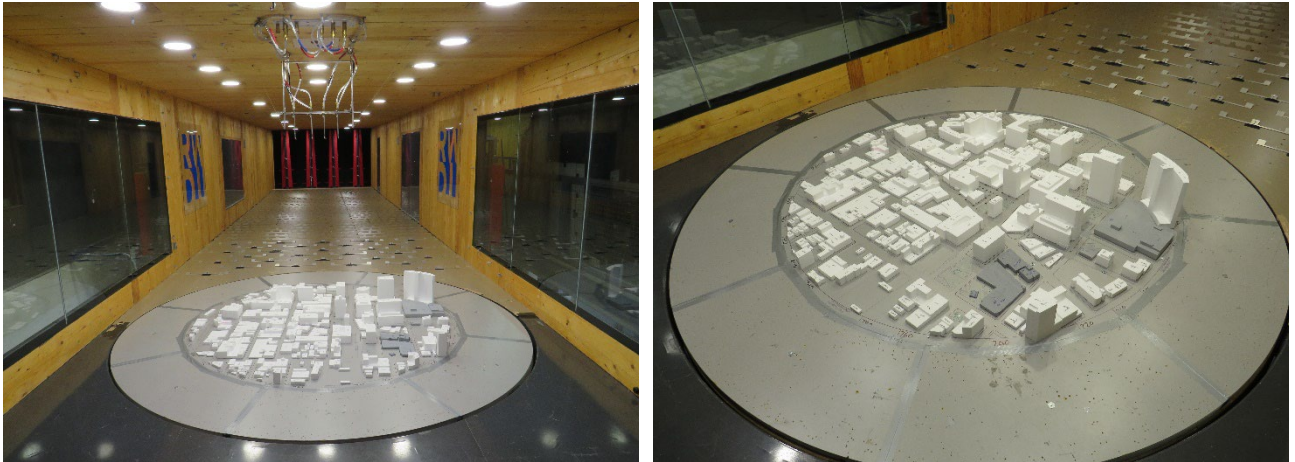


Image 2A: Wind Tunnel Study Model – Existing Configuration

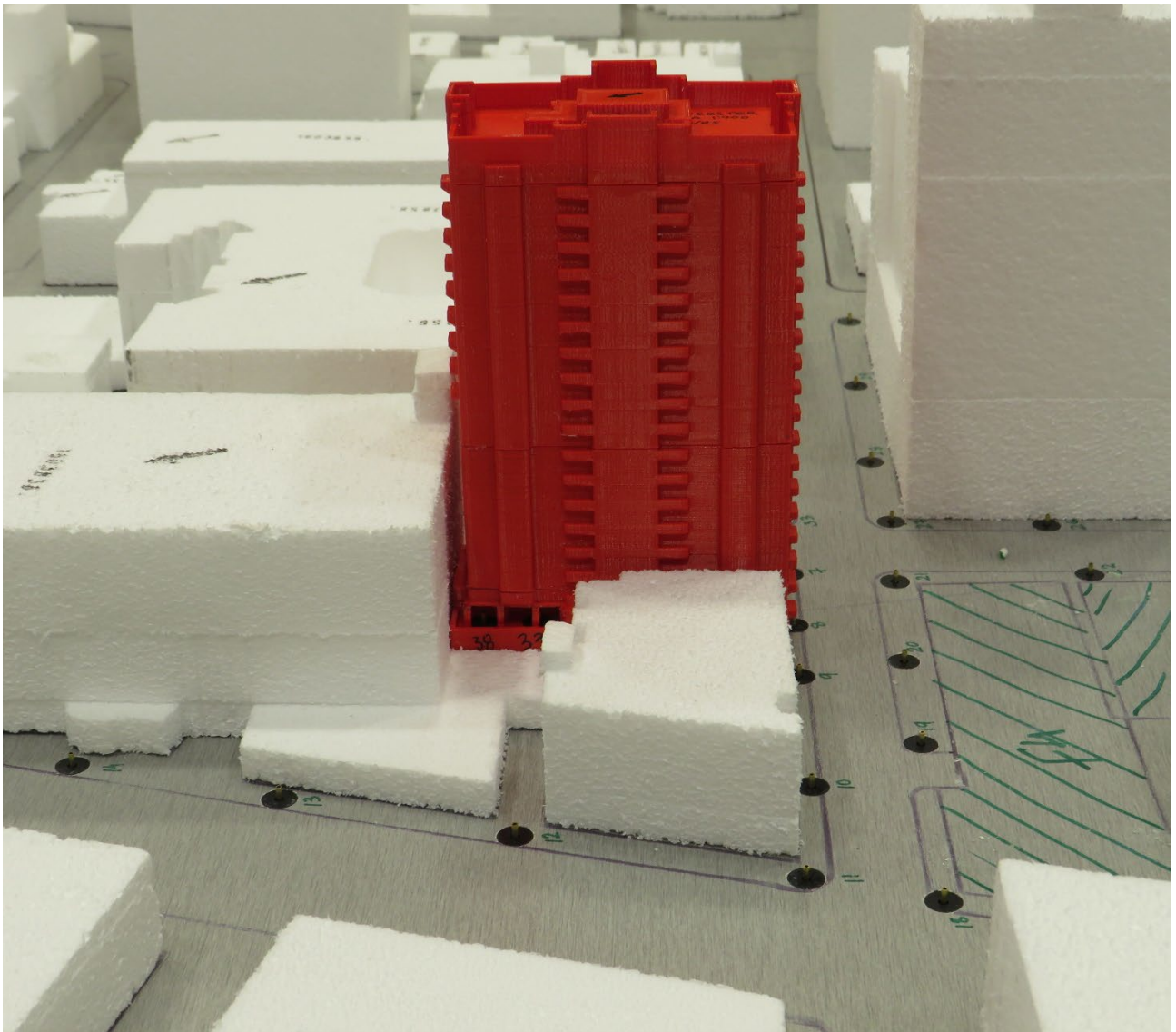
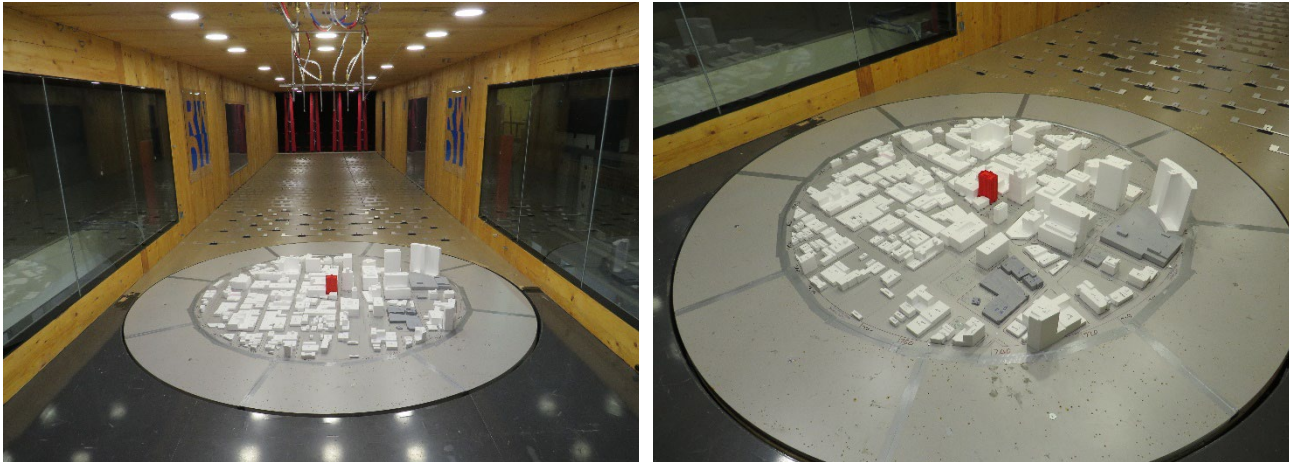


Image 2B: Wind Tunnel Study Model – Existing + Project Configuration

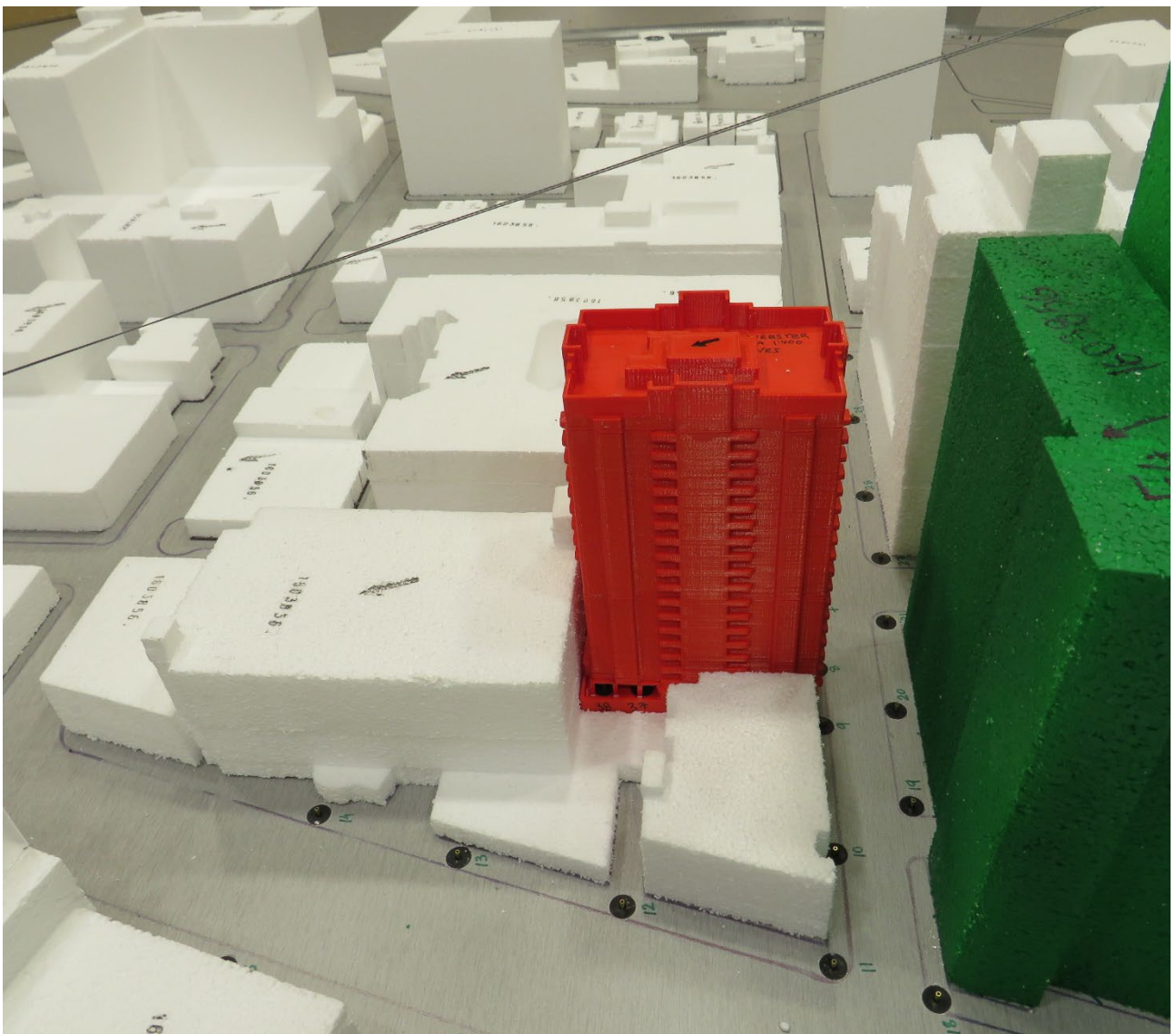
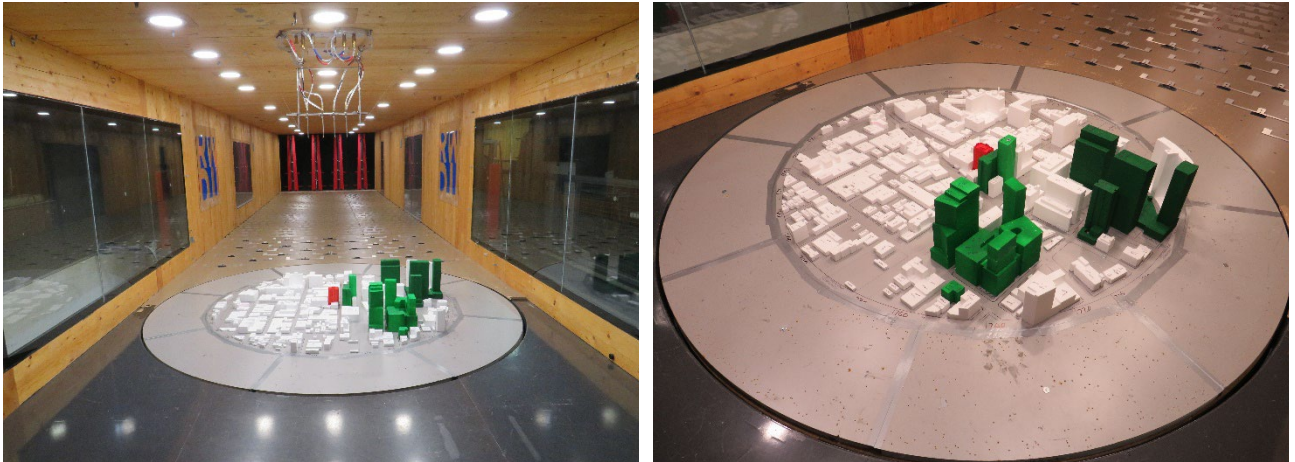
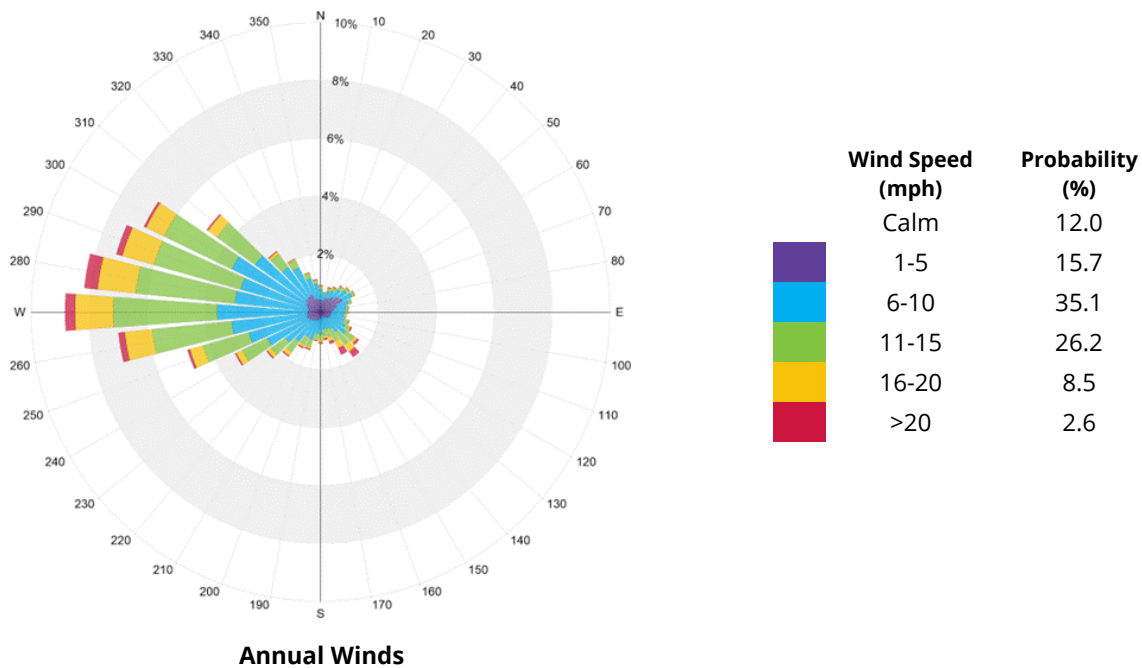


Image 2C: Wind Tunnel Study Model – Project + Cumulative Configuration.

## 2.2 Meteorological Data

Wind statistics recorded at Metropolitan Oakland International Airport between 1992 and 2022 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 11.1% 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 1992 to 2022**



## 2.3 Significance Threshold and Comfort Criteria

### Planning Code Requirements: 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 200 feet tall) exceeds 100 feet in height and is located in proximity to Lake Merritt, 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 to 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%:

$$EWS = V_m \times (2 \times TI + 0.7)$$

where **EWS** = equivalent wind speed

**$V_m$**  = mean pedestrian-level wind speed

**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. The comfort criteria used require that wind speeds 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.



## 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 1C 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 (90<sup>th</sup> percentile) equivalent wind speed and the percentage of time that the wind speed exceeds 11 mph are listed in Table 1. 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 2C located in the “Figures” sections of this report. This is provided for information purposes only and is not applicable toward CEQA.

### 3.1 Existing Configuration

The wind hazard criterion is met at all 36 test locations for the Existing configuration (Figure 1A). For all locations, the average wind speed exceeded for 1 hour per year is 24 mph (Table 1).

Wind speeds at 14 of 36 test locations exceed the comfort criterion of 11 mph (Table 1 and Figure 2A). The average 90<sup>th</sup> percentile wind speed for the 36 test locations is approximately 11 mph. Winds currently exceed the applicable criterion 11% of the time.

### 3.2 Existing + Project Configuration

In addition to the 36 test locations at grade, two locations were included on the Level 2 terrace, for a total of 38 locations in this configuration. Compared to the Existing configuration, the addition of the proposed project would result in improved wind conditions at grade around the project site. The average wind speed exceeded for 1 hour per year is expected to decrease to 22 mph (Table 1), and the wind hazard criterion would be met at all 38 test locations (Figure 1B).

Wind speeds at 10 of 38 test locations are expected to exceed the comfort criterion of 11 mph (Table 1 and Figure 2B). The average 90<sup>th</sup> percentile wind speed and the average percentage of time that winds exceed the 11-mph threshold for the 38 test locations would be approximately 10 mph and 8%, respectively.



### 3.3 Project + Cumulative Configuration

The addition of the cumulative (future) developments in the surrounding area would provide wind speeds similar to the Existing and Existing + Project configurations. The wind hazard criterion is still anticipated to be met at all 38 test locations (Figure 1C). The average wind speed exceeded for 1 hour per year is anticipated to be 24 mph (Table 1).

Wind speeds at 6 of 38 test locations are expected to exceed the comfort criterion of 11 mph (Table 1 and Figure 2C). The average 90<sup>th</sup> percentile wind speed for the 38 test locations is expected to be approximately 10 mph. Winds are anticipated to exceed the applicable criterion for an average of 7% of the time considering all 38 locations.

The wind-tunnel testing was done with the cumulative buildings listed in Appendix A; however, RWDI was informed after testing was complete that entitlements for three of these developments have since elapsed and only four of those buildings are approved for construction by the City of Oakland Planning and Building Department. With the four approved buildings in the surrounding context, the hazard conditions are expected to be similar to those presented herein for the as-tested Project + Cumulative configuration. The Existing + Project configuration (which is not sheltered by any cumulative buildings) is expected to meet the wind hazard criterion, and we expect the wind speeds in the assessed area to remain similar or reduce with the addition of the approved cumulative buildings.



## 4 STATEMENT OF LIMITATIONS

### Limitations

This report was prepared by Rowan Williams Davies & Irwin, Inc. ("RWDI") for FirstCarbonSolution FCS International, Inc. ("Client"). The findings and conclusions presented in this report have been prepared for the Client and are specific to the project described herein ("Project"). The conclusions and recommendations contained in this report are based on the information available to RWDI when this report was prepared.

The conclusions and recommendations contained in this report have also been made for the specific purpose(s) set out herein. Should the Client or any other third party utilize the report and/or implement the conclusions and recommendations contained therein for any other purpose or project without the involvement of RWDI, the Client or such third party assumes any and all risk of any and all consequences arising from such use and RWDI accepts no responsibility for any liability, loss, or damage of any kind suffered by Client or any other third party arising therefrom.

Finally, it is imperative that the Client and/or any party relying on the conclusions and recommendations in this report carefully review the stated assumptions contained herein and to understand the different factors which may impact the conclusions and recommendations provided.

### Design Assumptions

RWDI confirms that the pedestrian wind assessment (the "**Assessment**") discussed herein was performed by RWDI in accordance with generally accepted professional standards at the time when the Assessment was performed and in the location of the Project. No other representations, warranties, or guarantees are made with respect to the accuracy or completeness of the information, findings, recommendations, or conclusions contained in this Report. This report is not a legal opinion regarding compliance with applicable laws.

The findings and recommendations set out in this report are based on the following information disclosed to RWDI. Drawings and information listed below were received from FirstCarbonSolution FCS International, Inc. and Ankrom Moisan and used to construct the scale model of the proposed 2305 Webster Street ("**Project Data**").

File Name	File Type	Date Received (dd/mm/yyyy)
2023-04-03 2305 Webster Planning Set (6)	PDF	01/08/2023
'180231-22-2305_Webster_Central	Revit	02/08/2023

The recommendations and conclusions are based on the assumption that the Project Data and Climate Data are accurate and complete. RWDI assumes no responsibility for any inaccuracy or deficiency in information it has received from others. In addition, the recommendations and conclusions in this report are partially based on historical data and can be affected by a number of external factors, including but not limited to Project design,



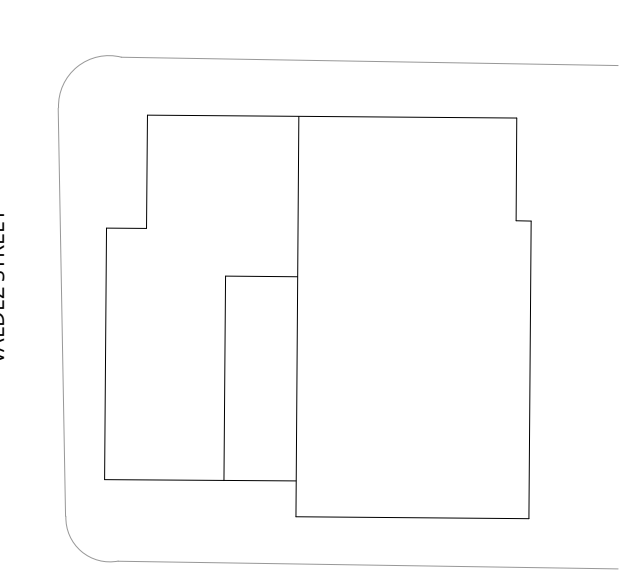
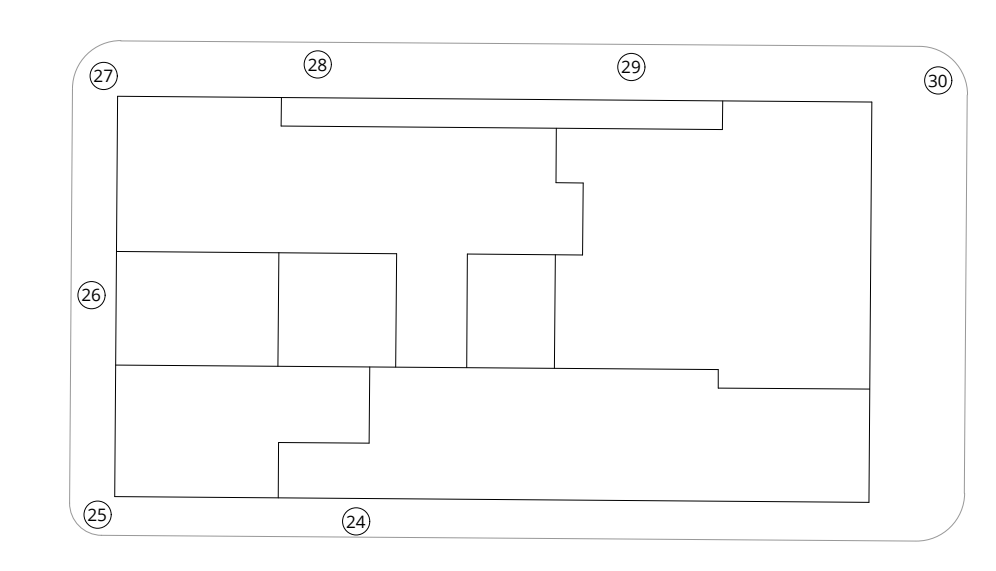
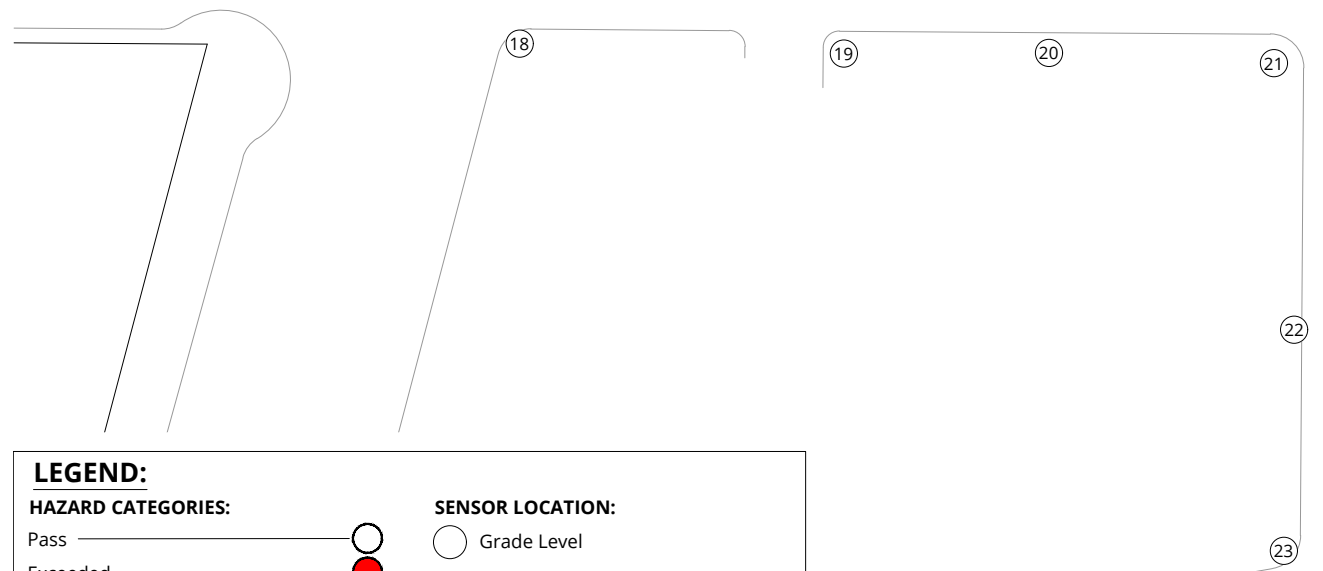
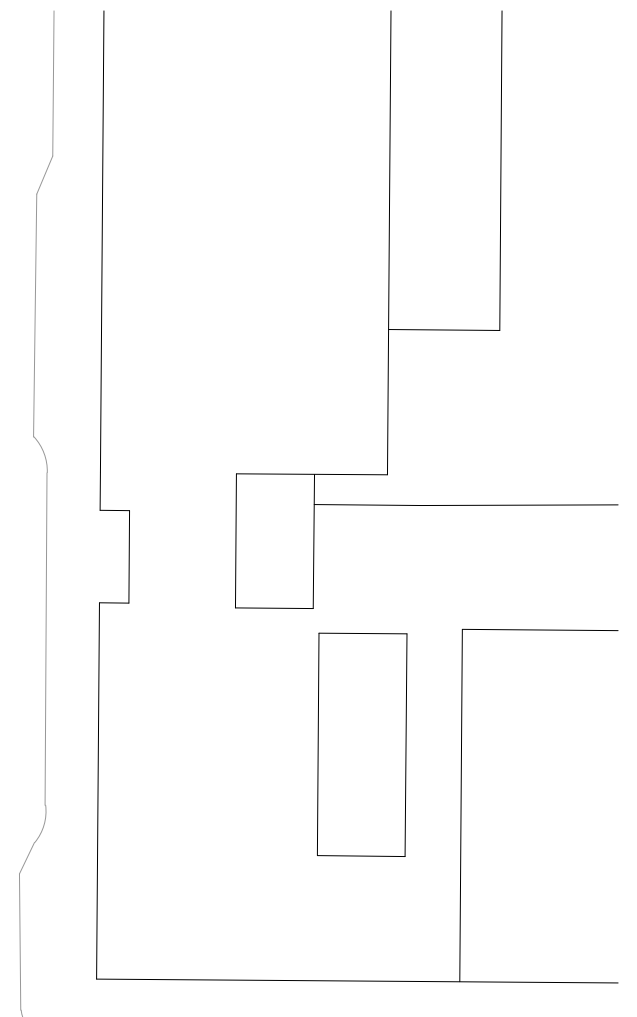
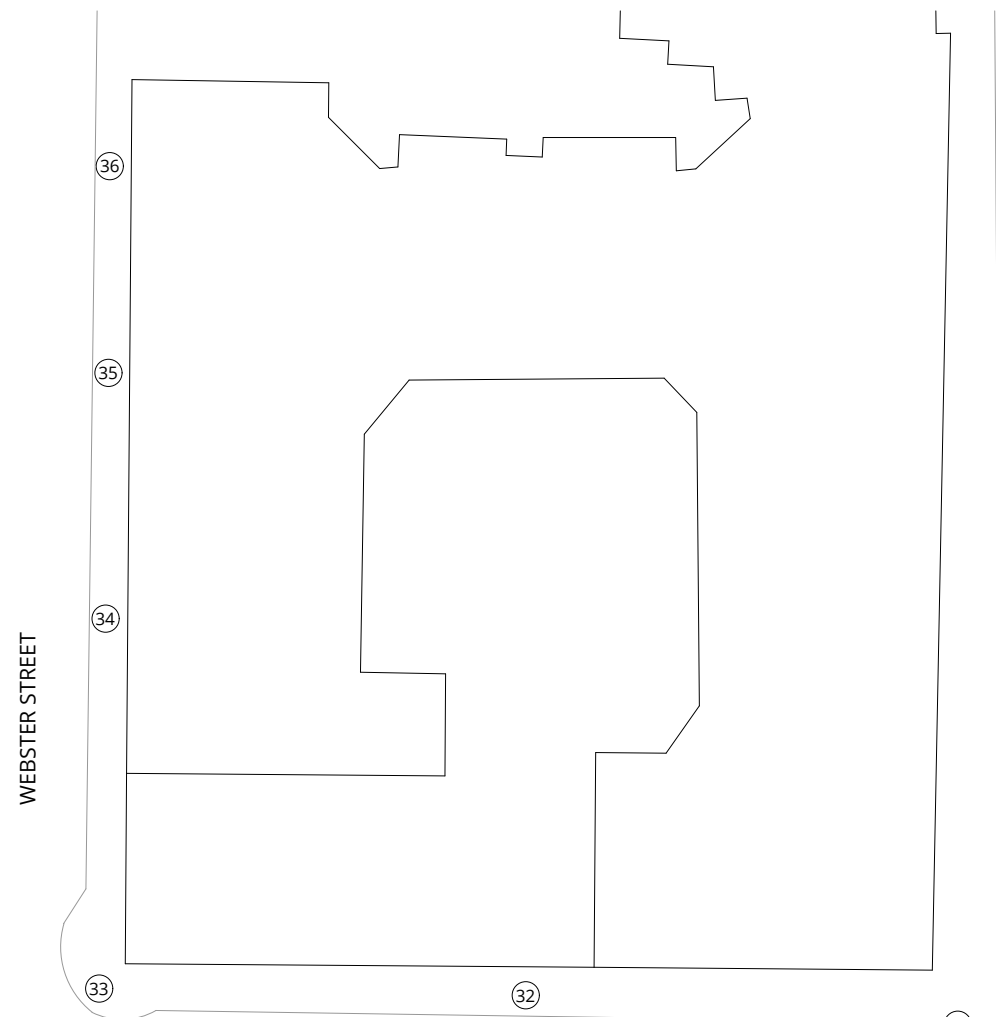


quality of materials and construction, site conditions, meteorological events, and climate change. As such, the conclusions and recommendations contained in this report do not list every possible outcome.

The opinions in this report can only be relied upon to the extent that the Project Data and Project Specific Conditions have not changed. Any change in the Project Data or Project Specific Conditions not reflected in this report can impact and/or alter the recommendations and conclusions in this report. Therefore, it is incumbent upon the Client and/or any other third party reviewing the recommendations and conclusions in this report to contact RWDI in the event of any change in the Project Data and Project Specific Conditions in order to determine whether any such change(s) may impact the assumptions upon which the recommendations and conclusions were made.

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# FIGURES



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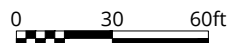
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Exceeded ———— ●

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○ Grade Level



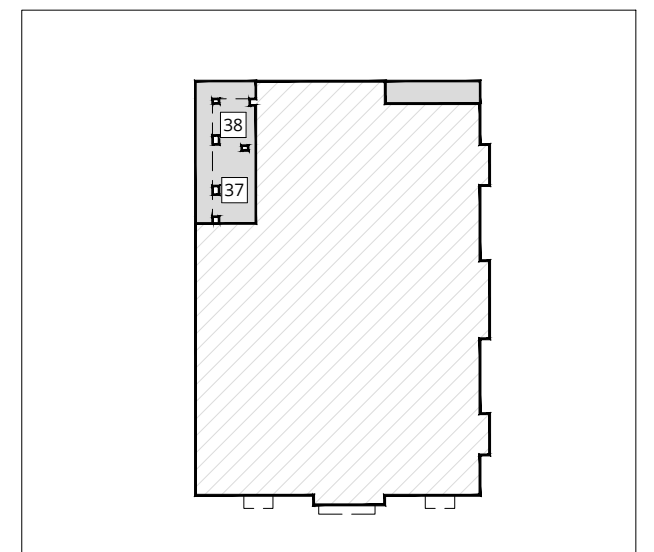
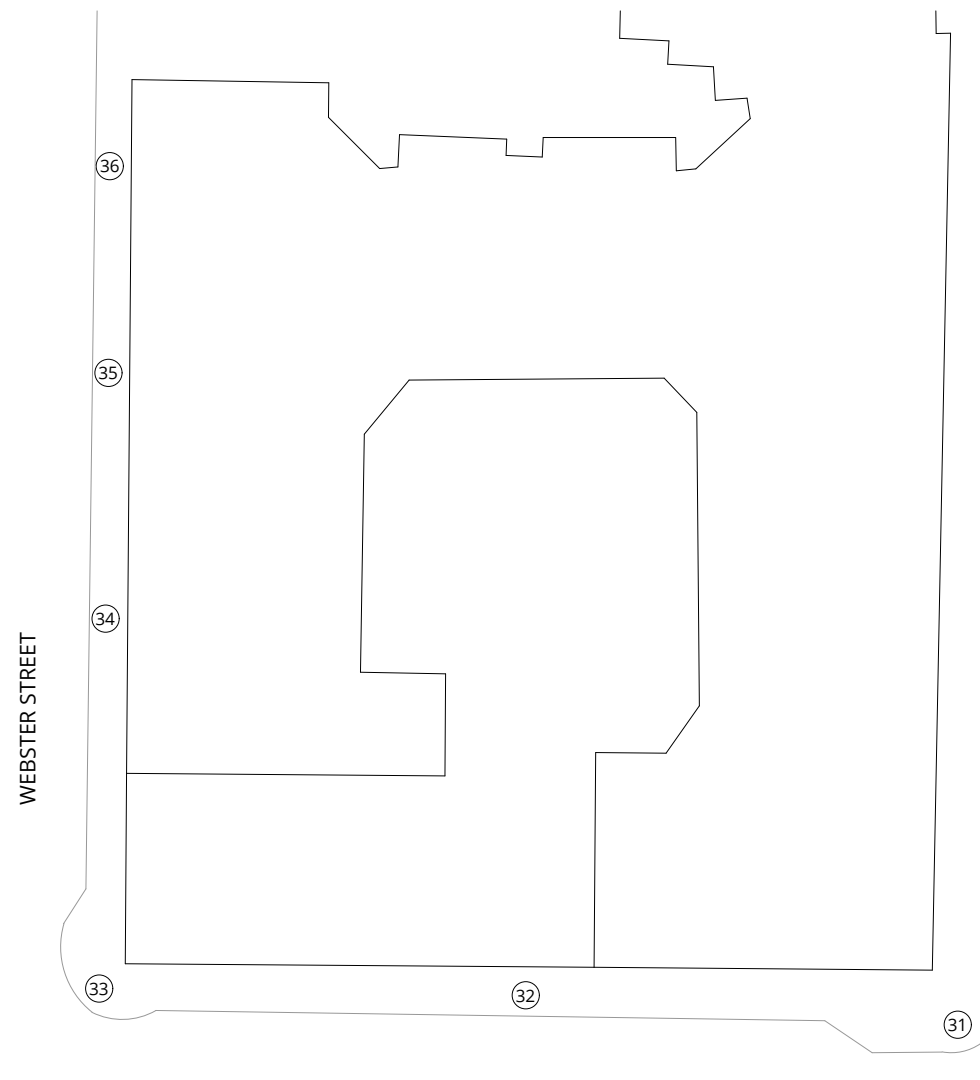
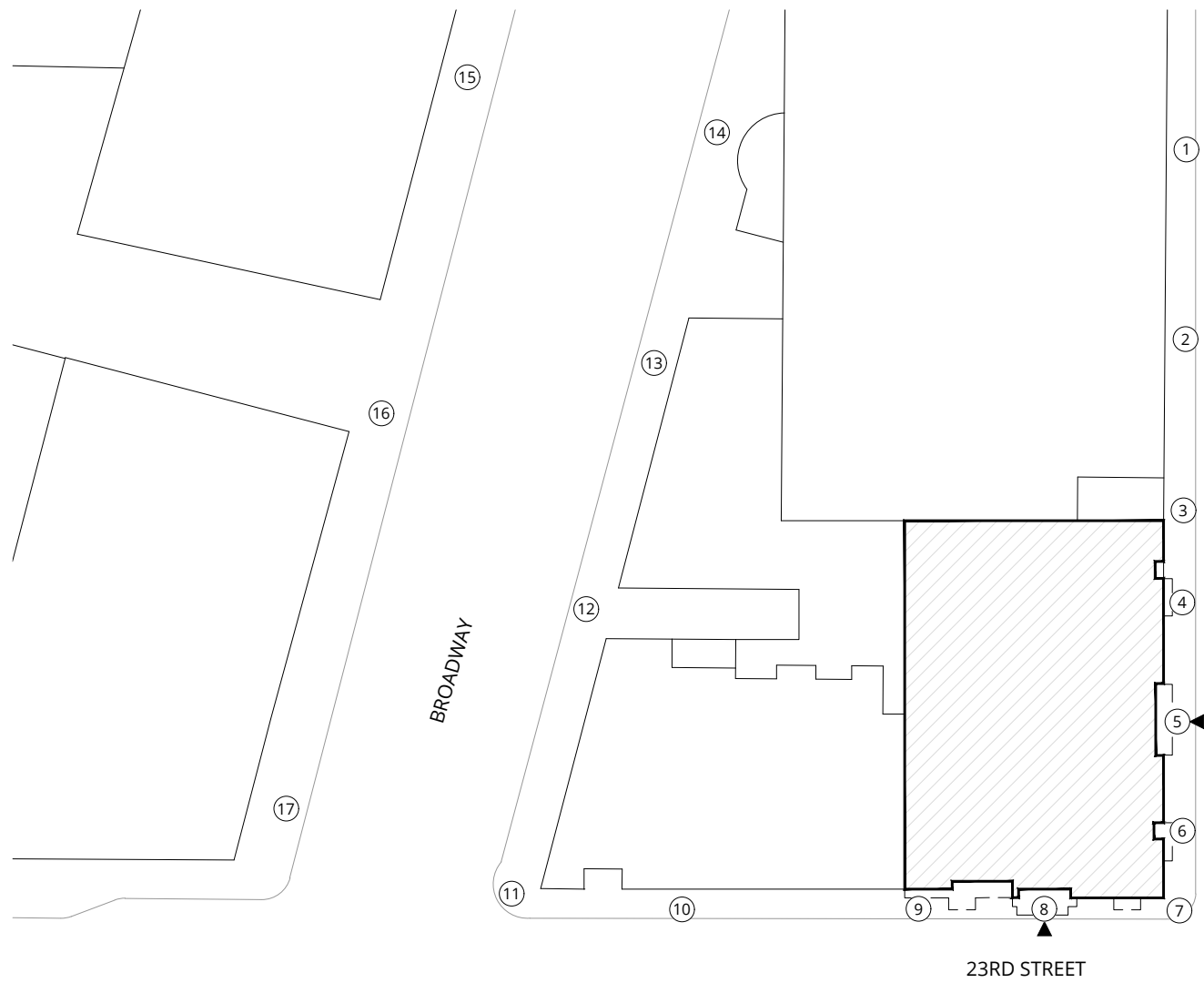
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 Existing  
 Annual  
 2305 Webster Street - Oakland, CA

True North

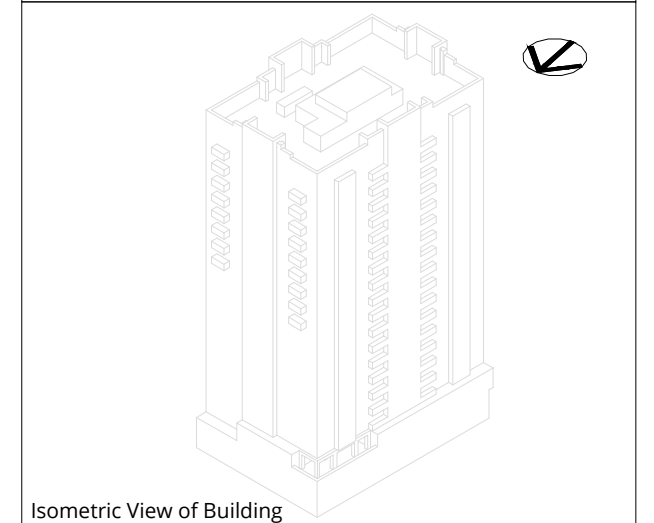
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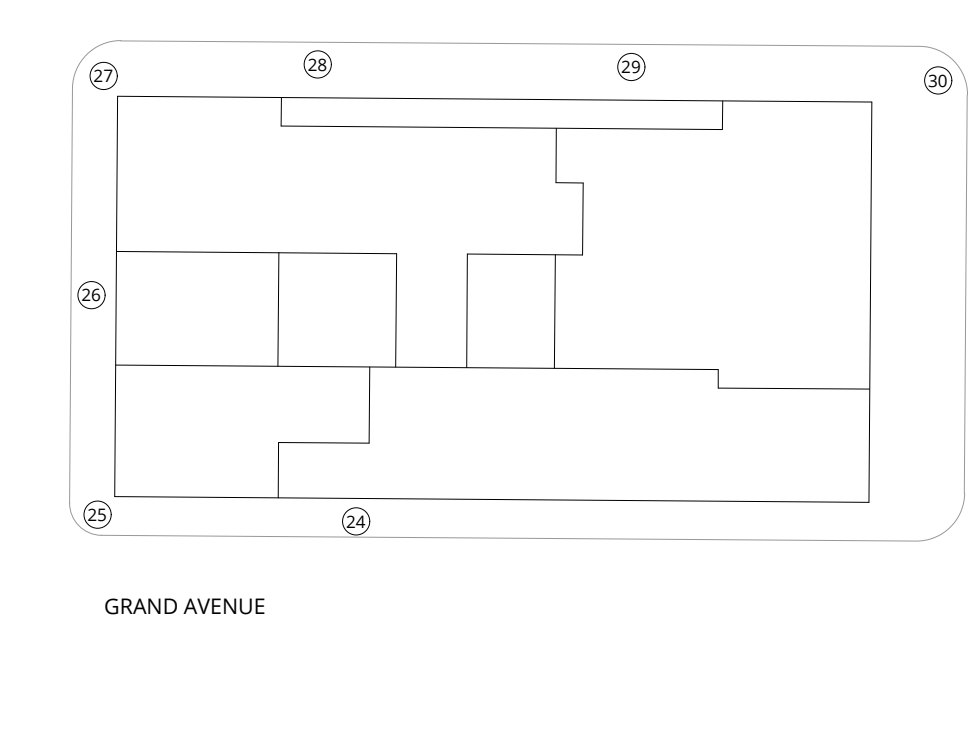
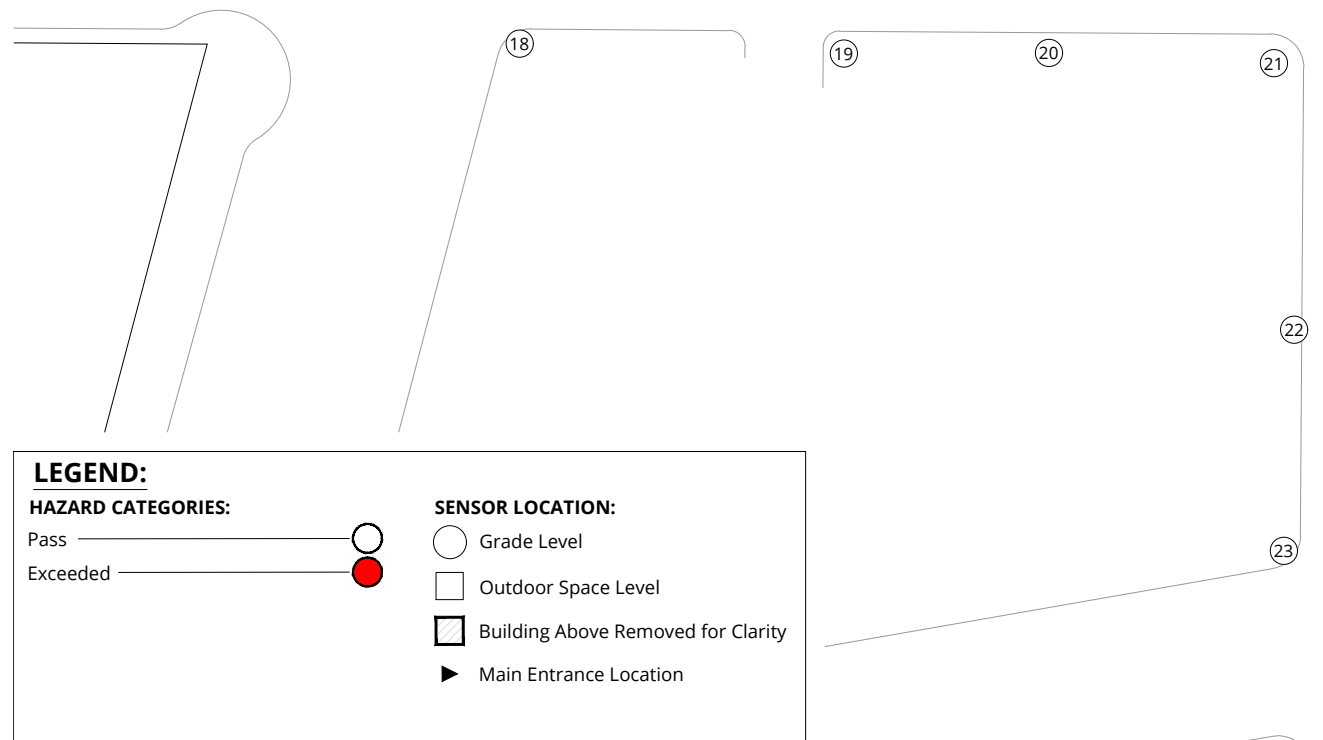
Date Revised: Aug. 28, 2023



Level 2 Outdoor Space



Isometric View of Building



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Pass

Exceeded

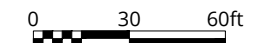
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Grade Level

Outdoor Space Level

Building Above Removed for Clarity

Main Entrance Location



**Pedestrian Wind Hazard Conditions**  
 Existing + Project  
 Annual  
 2305 Webster Street - Oakland, CA

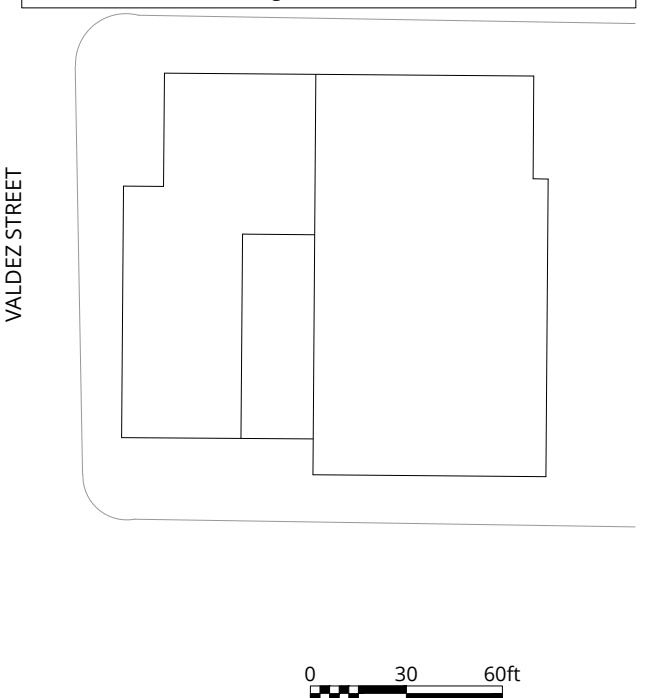
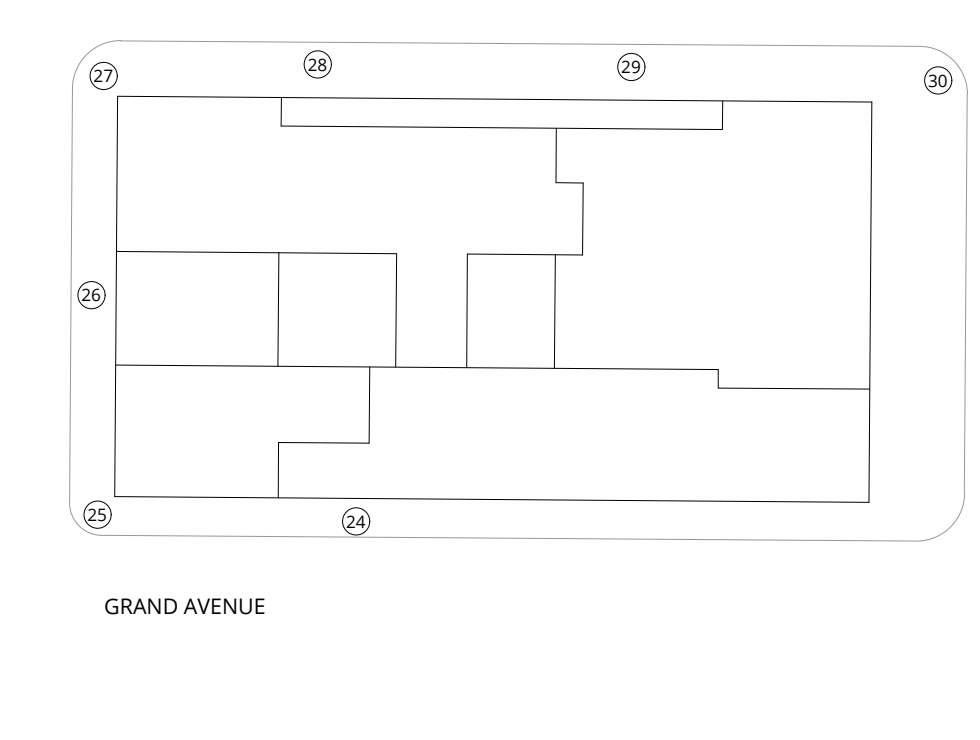
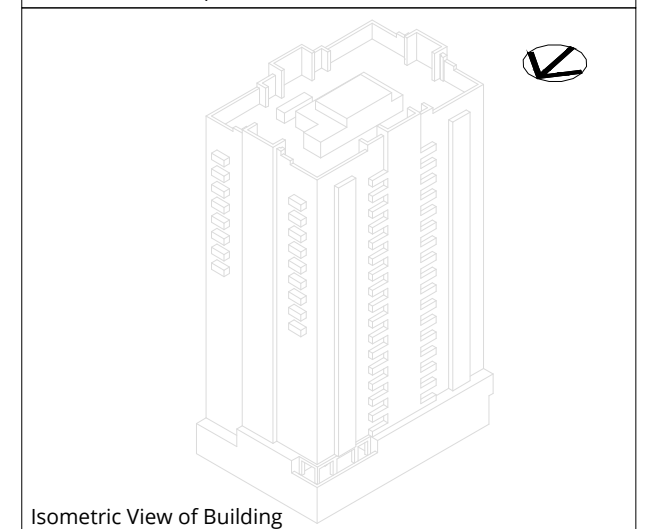
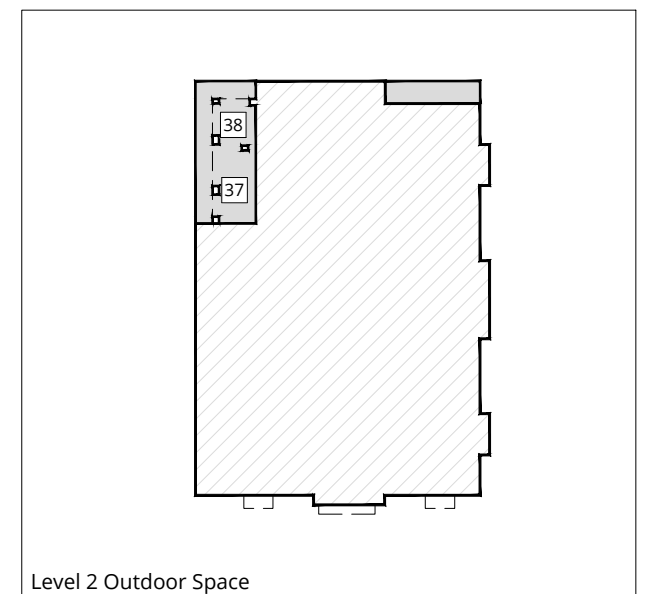
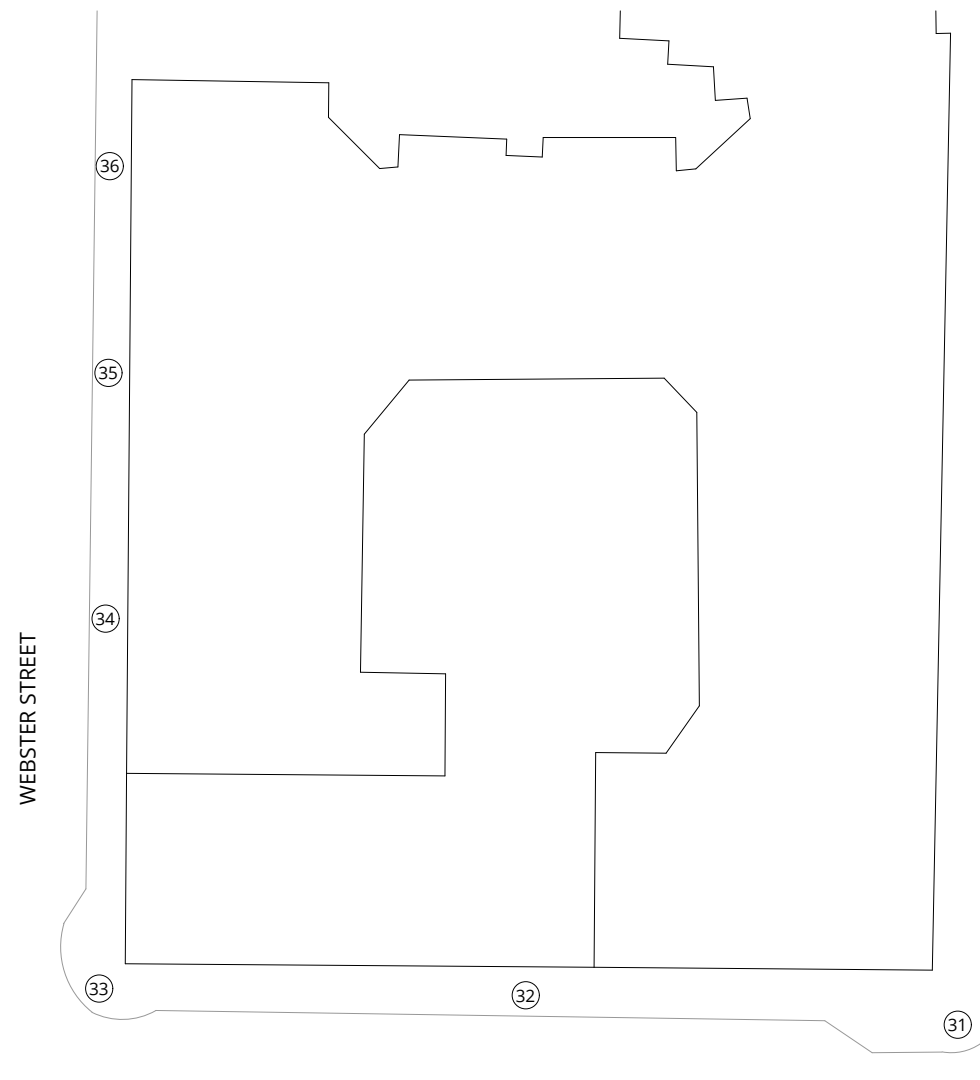
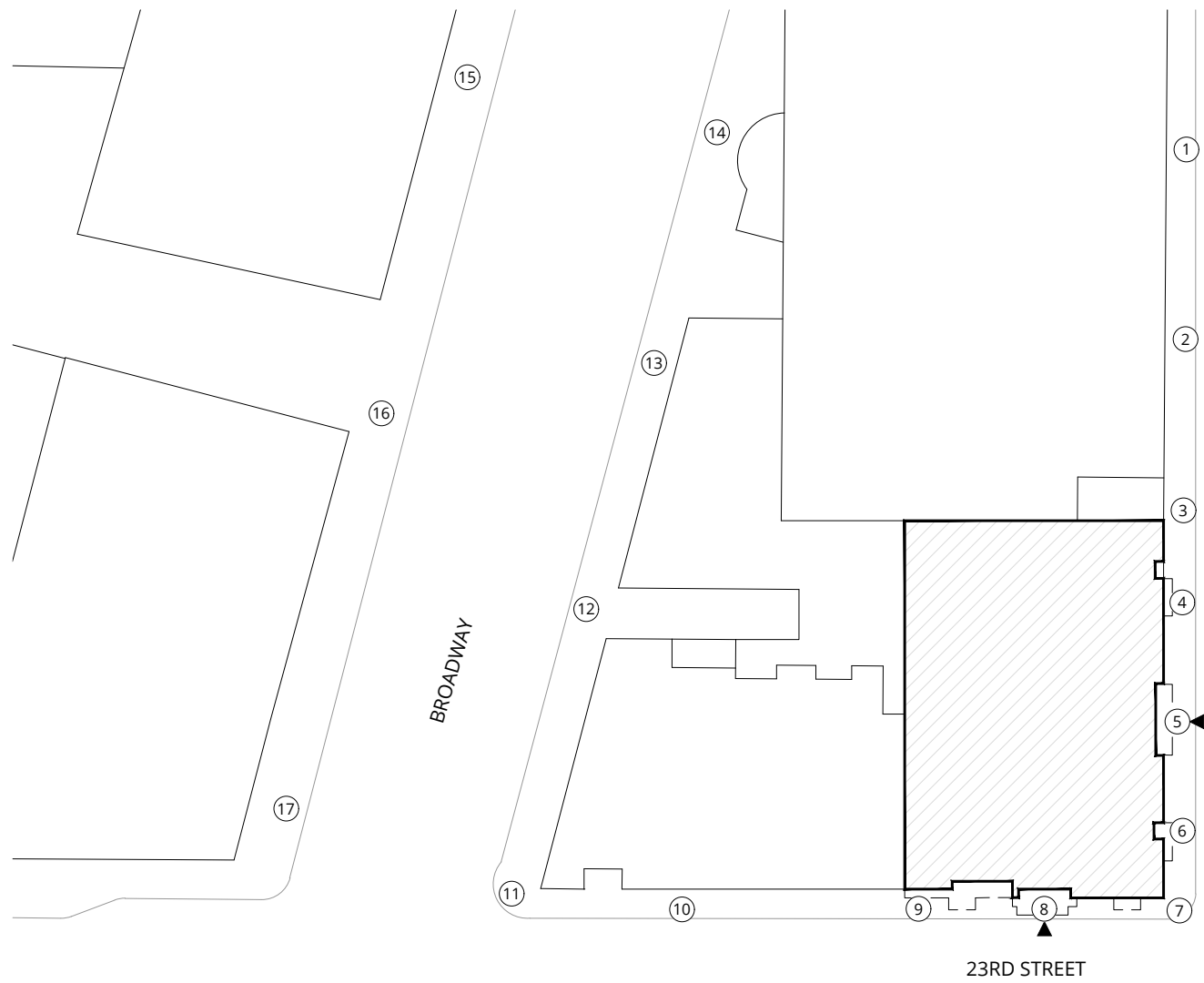
True North

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Project #1603856 Date Revised: Aug. 28, 2023





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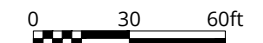
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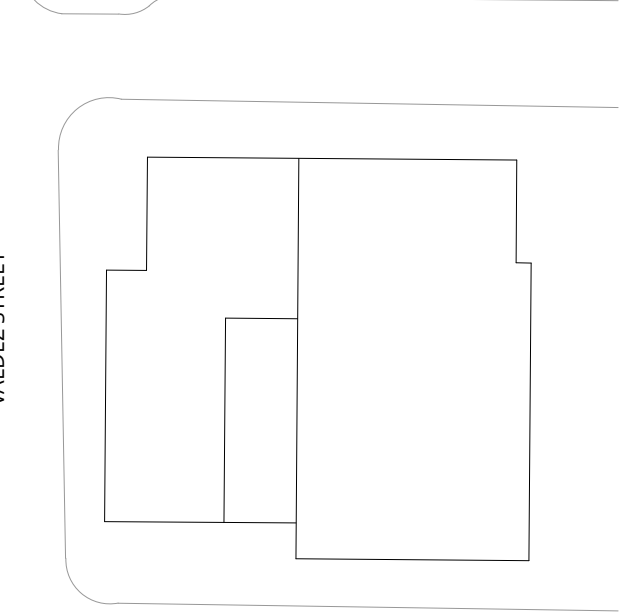
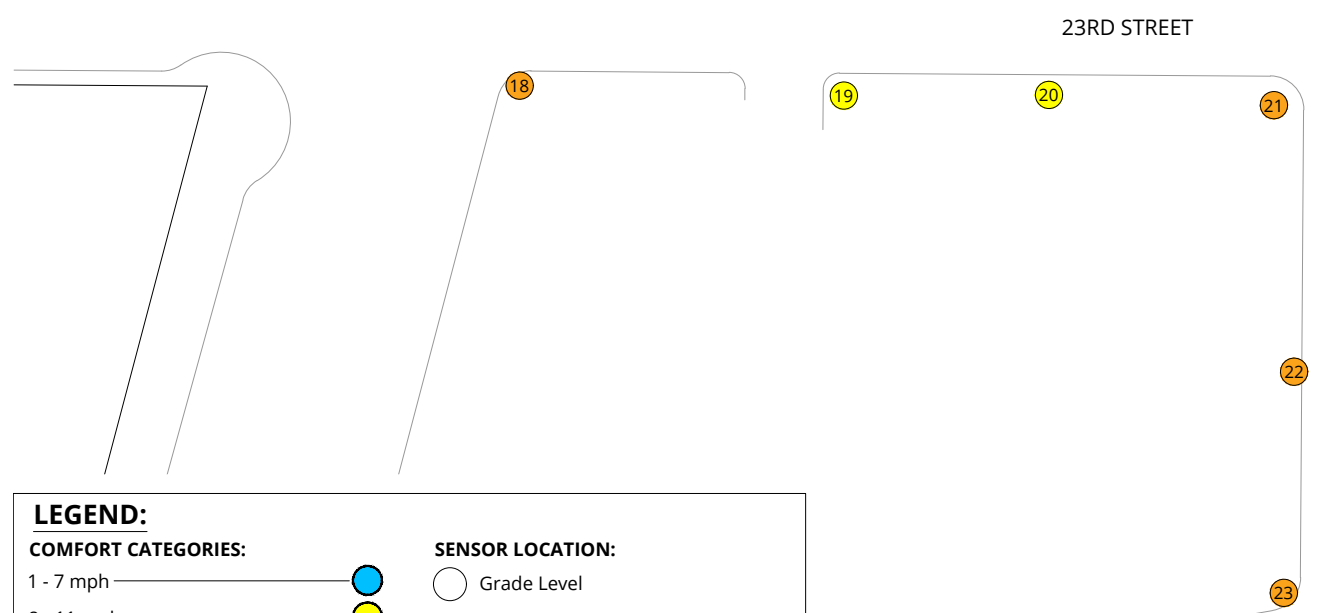
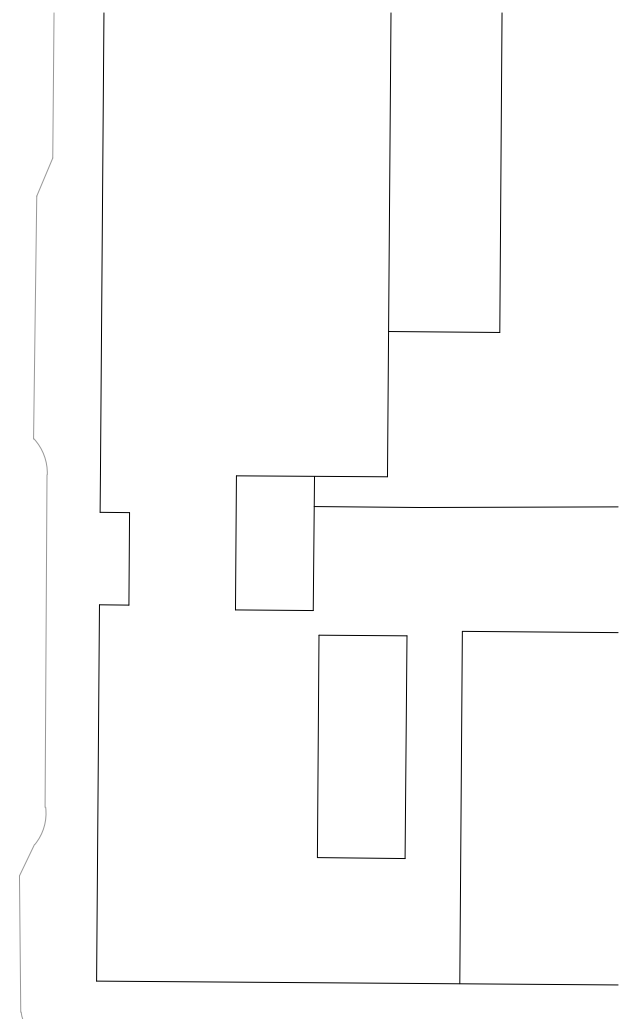
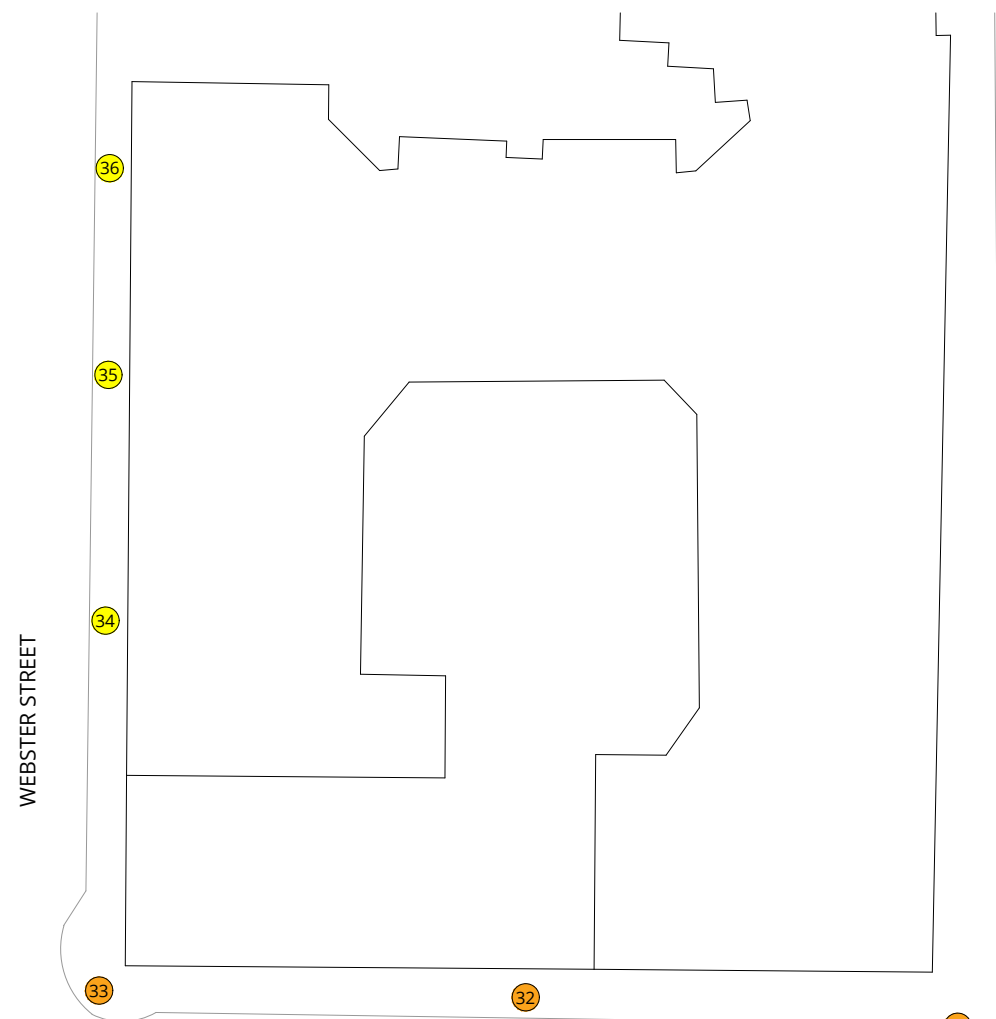
Grade Level

Outdoor Space Level

Building Above Removed for Clarity

Main Entrance Location





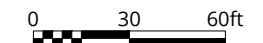
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**COMFORT CATEGORIES:**

- 1 - 7 mph ●
- 8 - 11 mph ●
- > 11 mph ●

**SENSOR LOCATION:**

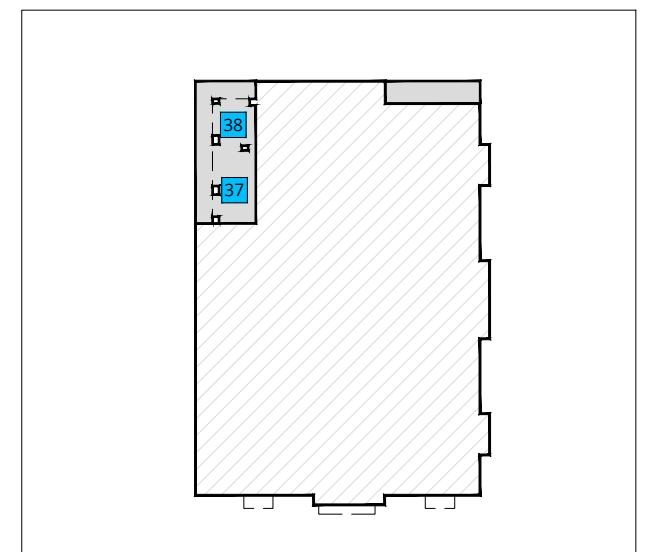
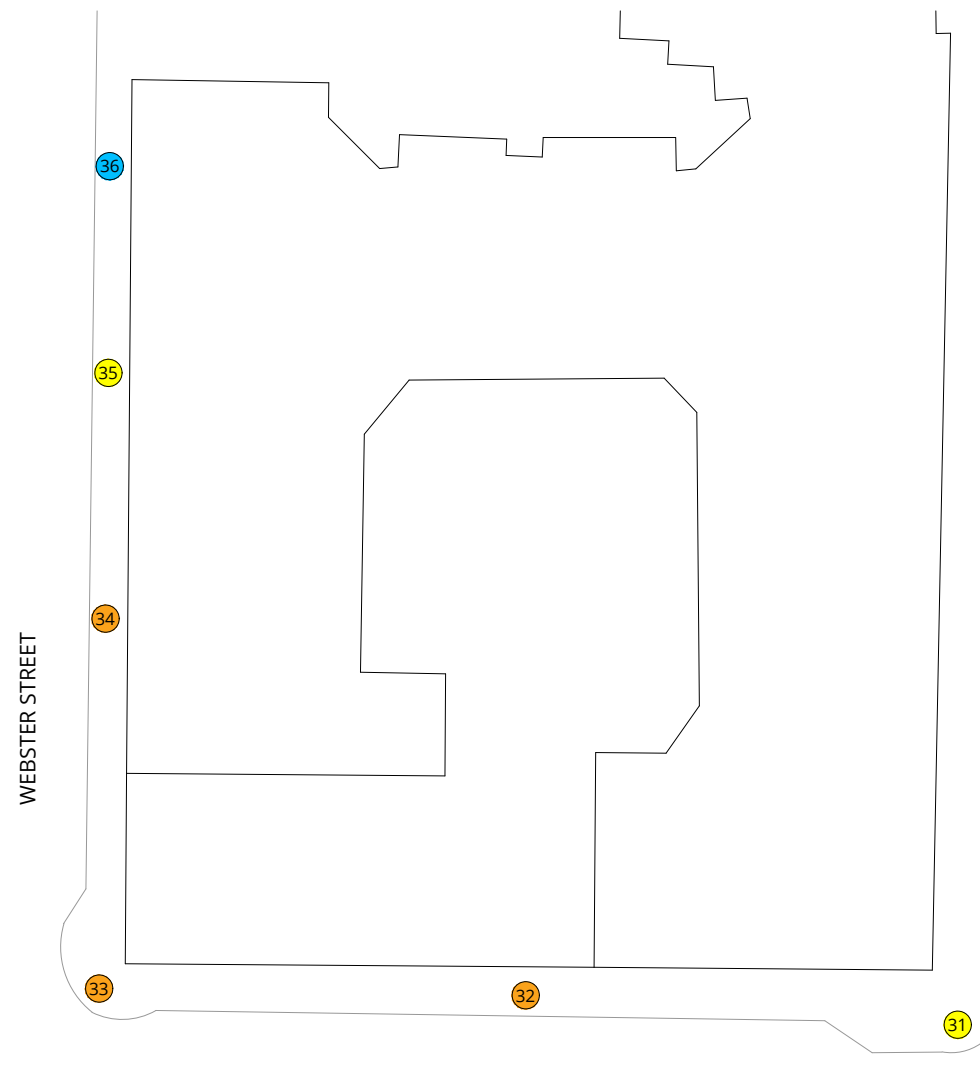
- Grade Level



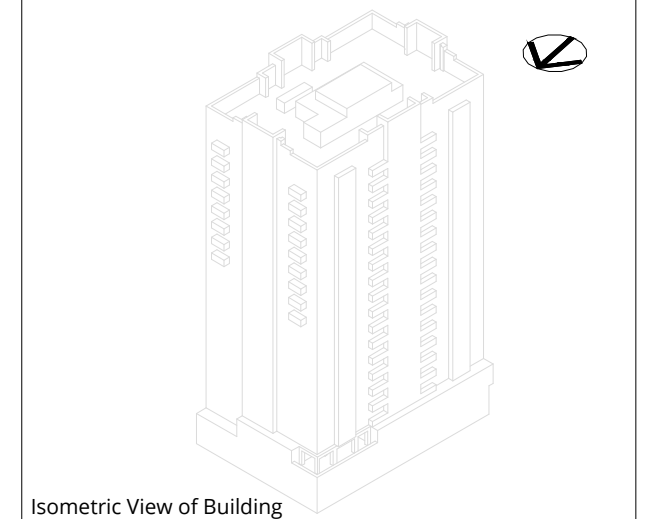
**Pedestrian Wind Comfort Conditions**  
 Existing  
 Annual  
 2305 Webster Street - Oakland, CA

True North

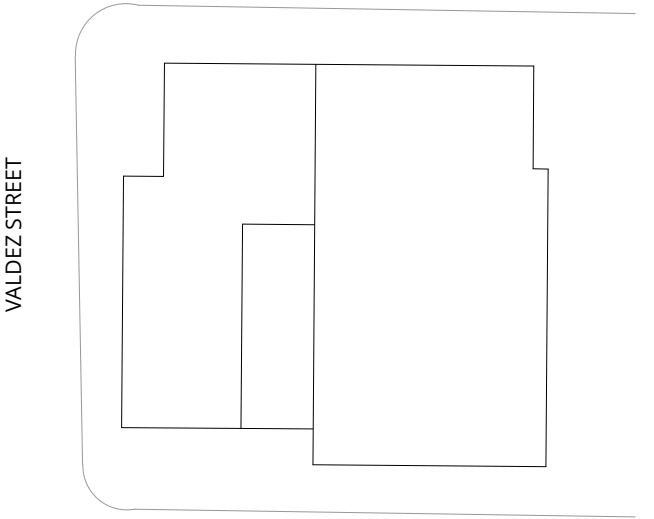
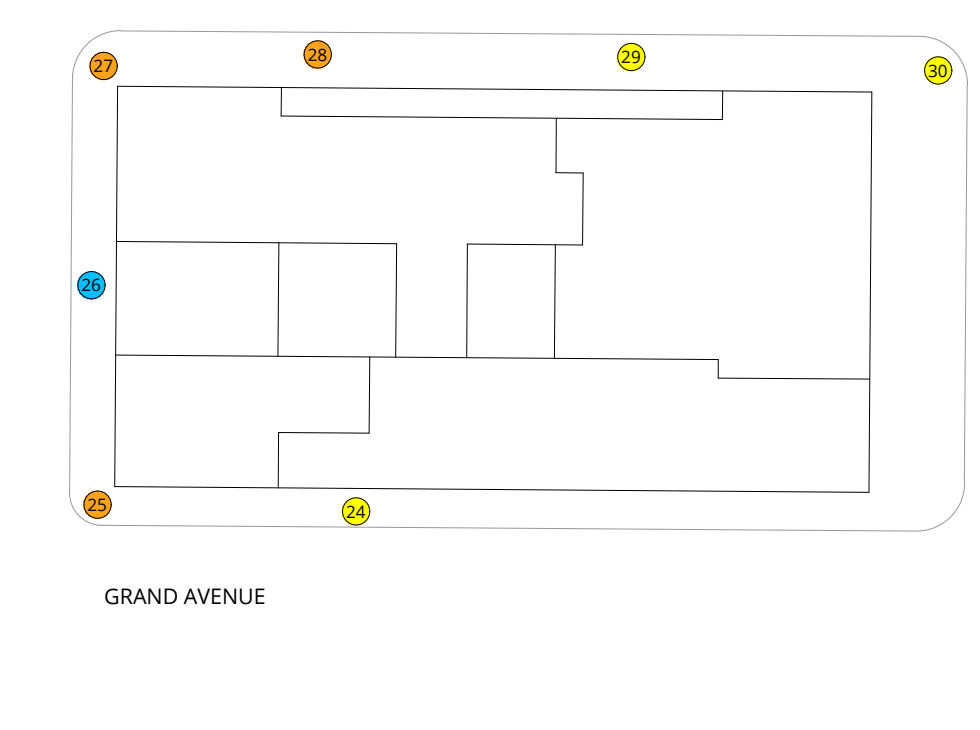
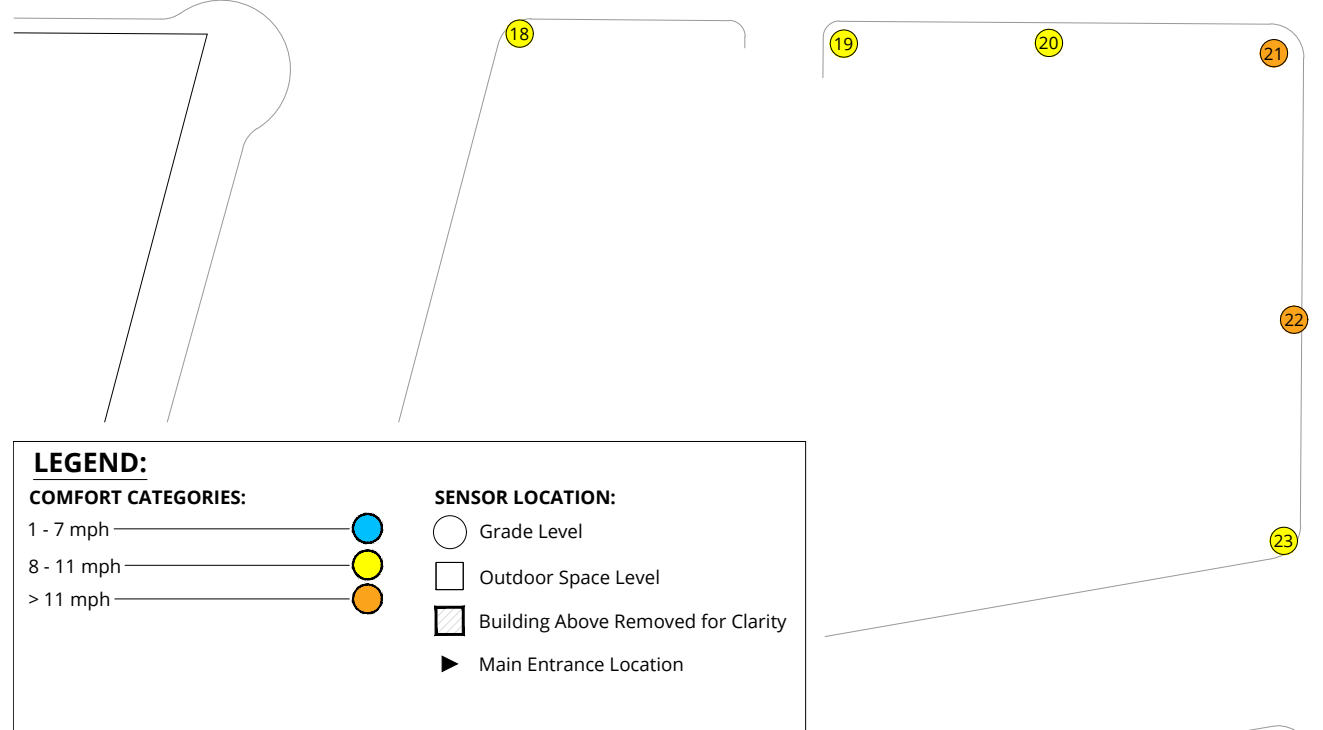
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Project #1603856	Date Revised: Aug. 28, 2023



Level 2 Outdoor Space



Isometric View of Building



VALDEZ STREET

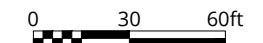
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**COMFORT CATEGORIES:**

- 1 - 7 mph ●
- 8 - 11 mph ●
- > 11 mph ●

**SENSOR LOCATION:**

- Grade Level
- Outdoor Space Level
- ▭ Building Above Removed for Clarity
- ▶ Main Entrance Location



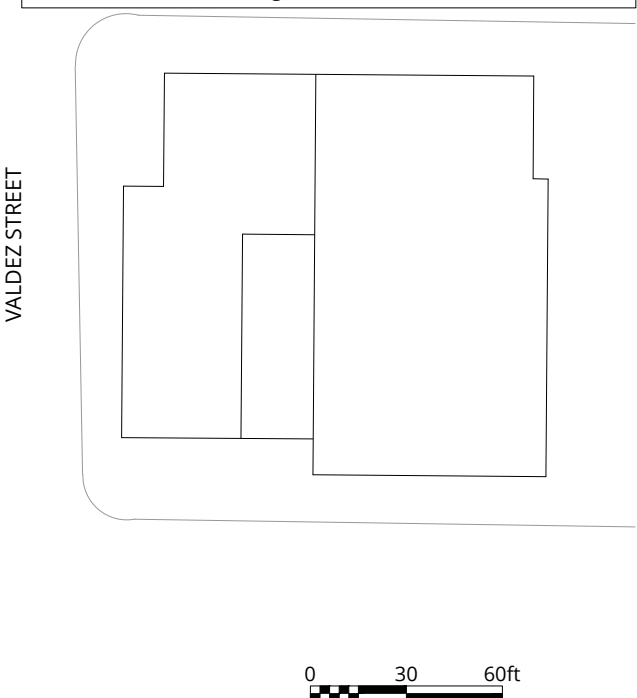
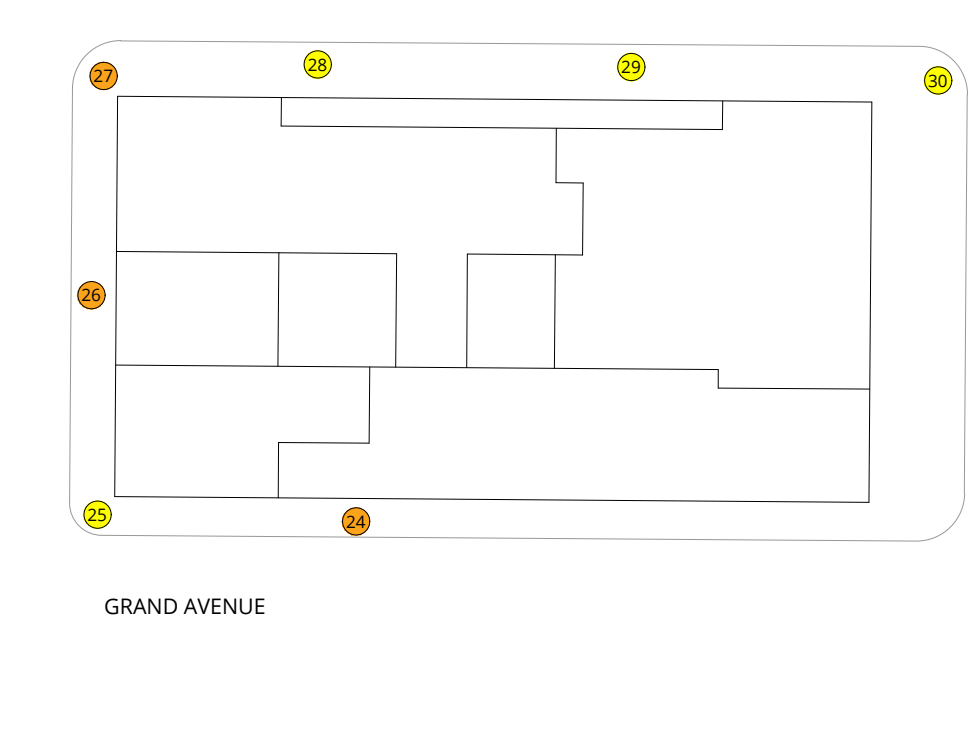
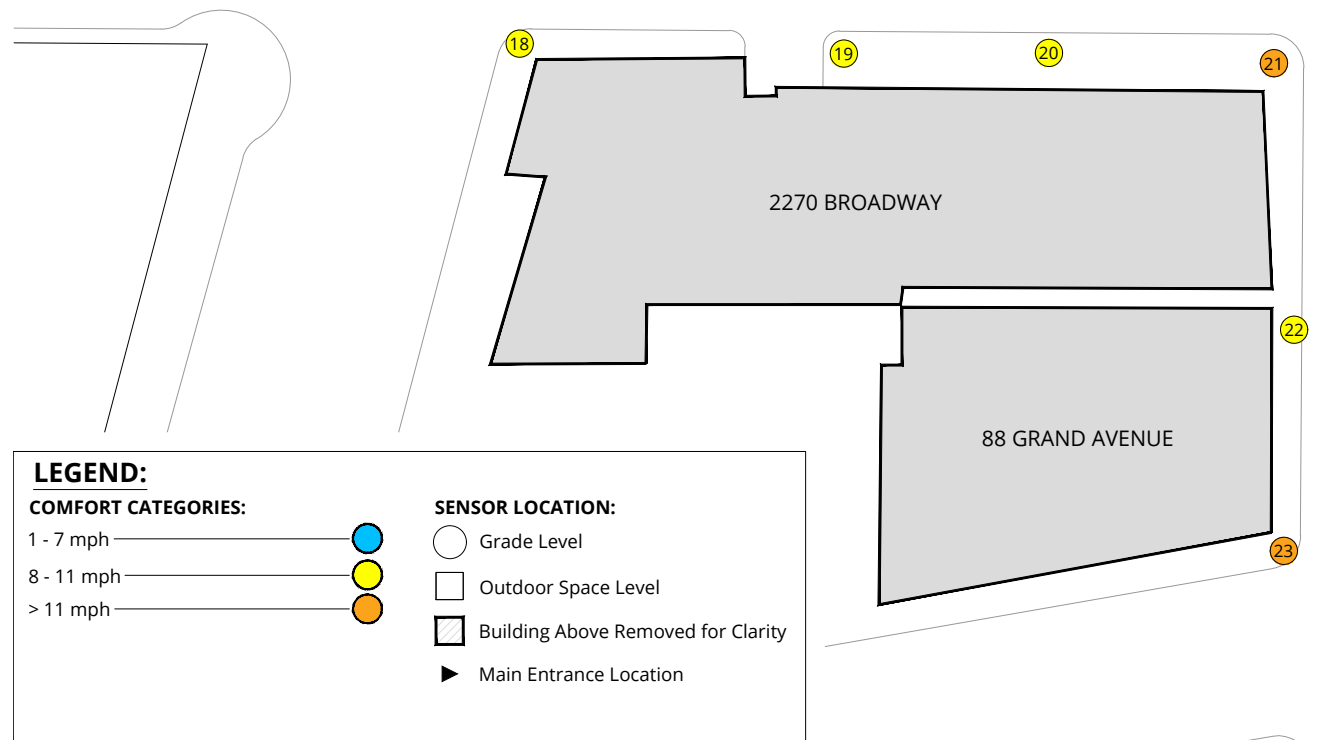
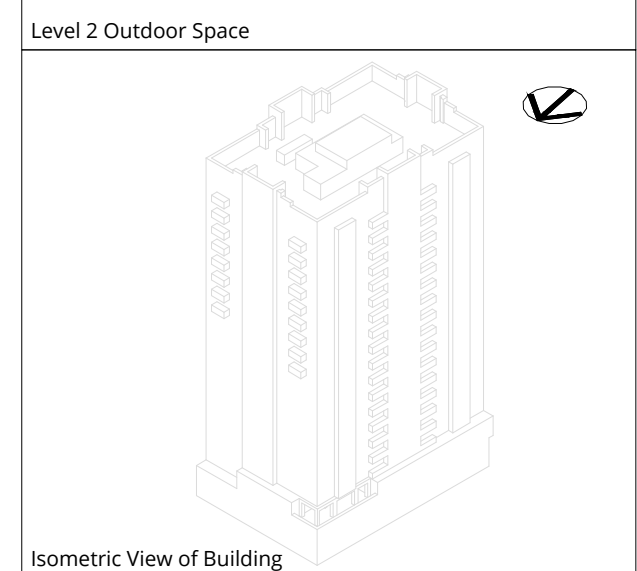
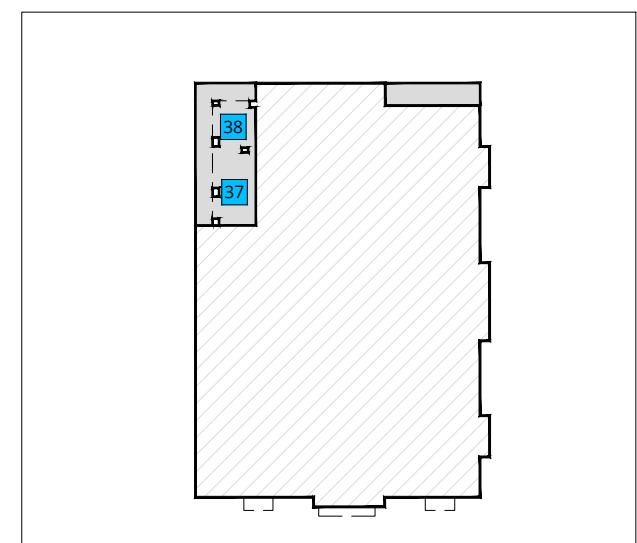
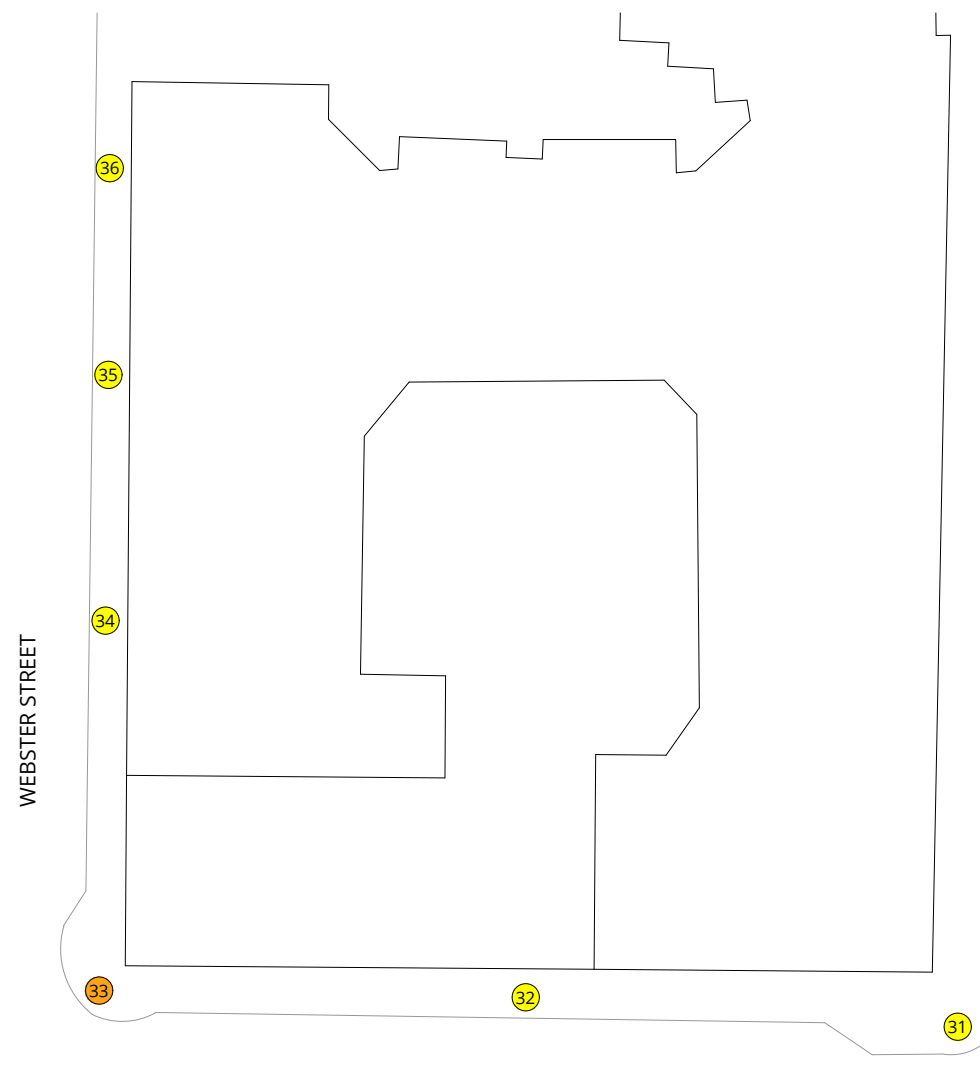
**Pedestrian Wind Comfort Conditions**  
 Existing + Project  
 Annual  
 2305 Webster Street - Oakland, CA

True North

Drawn by: DUC Figure: 2B

Approx. Scale: 1"=60'

Date Revised: Aug. 28, 2023



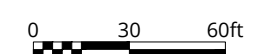
**LEGEND:**

**COMFORT CATEGORIES:**

- 1 - 7 mph ●
- 8 - 11 mph ●
- > 11 mph ●

**SENSOR LOCATION:**

- Grade Level
- Outdoor Space Level
- Building Above Removed for Clarity
- ▶ Main Entrance Location





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# TABLES

**Table 1: Pedestrian Wind Hazard and Comfort Conditions**

Location	Configuration	WIND HAZARD				WIND COMFORT			
		(Wind speeds exceeding 36 mph for 1 hour/year)				(Wind speeds exceeding 11 mph for 10% of the time)			
		Wind Speed Exceeded (mph)	Hours per Year Exceeding	Hours Change	Exceeds	Wind Speed Exceeded (mph)	% of Time Exceeding	Speed Change (mph)	Exceeds
1	Existing	18	0	-		8	1	-	
	Existing + Project	19	0	0		7	1	-1	
	Project + Cumulative	21	0	0		8	2	0	
2	Existing	18	0	-		7	1	-	
	Existing + Project	17	0	0		6	0	-1	
	Project + Cumulative	21	0	0		9	3	2	
3	Existing	23	0	-		11	10	-	
	Existing + Project	16	0	0		7	0	-4	
	Project + Cumulative	21	0	0		8	1	-3	
4	Existing	20	0	-		9	3	-	
	Existing + Project	17	0	0		7	1	-2	
	Project + Cumulative	24	0	0		8	3	-1	
5	Existing	24	0	-		11	10	-	
	Existing + Project	16	0	0		7	1	-4	
	Project + Cumulative	24	0	0		8	2	-3	
6	Existing	27	0	-		12	15	-	e
	Existing + Project	17	0	0		8	1	-4	
	Project + Cumulative	28	0	0		9	4	-3	
7	Existing	30	0	-		13	19	-	e
	Existing + Project	28	0	0		13	21	0	e
	Project + Cumulative	24	0	0		11	10	-2	
8	Existing	24	0	-		11	10	-	
	Existing + Project	20	0	0		9	3	-2	
	Project + Cumulative	28	0	0		11	10	0	
9	Existing	22	0	-		10	7	-	
	Existing + Project	20	0	0		9	4	-1	
	Project + Cumulative	28	0	0		11	10	1	
10	Existing	17	0	-		7	1	-	
	Existing + Project	19	0	0		7	1	0	
	Project + Cumulative	21	0	0		9	4	2	
11	Existing	23	0	-		11	10	-	
	Existing + Project	22	0	0		10	5	-1	
	Project + Cumulative	26	0	0		11	10	0	



**Table 1: Pedestrian Wind Hazard and Comfort Conditions**

Location	Configuration	WIND HAZARD				WIND COMFORT			
		(Wind speeds exceeding 36 mph for 1 hour/year)				(Wind speeds exceeding 11 mph for 10% of the time)			
		Wind Speed Exceeded (mph)	Hours per Year Exceeding	Hours Change	Exceeds	Wind Speed Exceeded (mph)	% of Time Exceeding	Speed Change (mph)	Exceeds
12	Existing	18	0	-		8	2	-	
	Existing + Project	25	0	0		12	15	4	e
	Project + Cumulative	24	0	0		11	10	3	
13	Existing	16	0	-		7	1	-	
	Existing + Project	18	0	0		8	1	1	
	Project + Cumulative	17	0	0		8	1	1	
14	Existing	19	0	-		8	1	-	
	Existing + Project	20	0	0		9	3	1	
	Project + Cumulative	20	0	0		9	3	1	
15	Existing	22	0	-		8	2	-	
	Existing + Project	22	0	0		8	2	0	
	Project + Cumulative	24	0	0		8	2	0	
16	Existing	18	0	-		7	1	-	
	Existing + Project	18	0	0		8	1	1	
	Project + Cumulative	19	0	0		8	1	1	
17	Existing	18	0	-		7	1	-	
	Existing + Project	19	0	0		7	1	0	
	Project + Cumulative	26	0	0		9	5	2	
18	Existing	25	0	-		12	12	-	e
	Existing + Project	21	0	0		10	5	-2	
	Project + Cumulative	26	0	0		9	5	-3	
19	Existing	23	0	-		11	10	-	
	Existing + Project	21	0	0		9	3	-2	
	Project + Cumulative	19	0	0		9	3	-2	
20	Existing	22	0	-		10	6	-	
	Existing + Project	25	0	0		10	7	0	
	Project + Cumulative	24	0	0		11	10	1	
21	Existing	31	0	-		14	23	-	e
	Existing + Project	29	0	0		13	18	-1	e
	Project + Cumulative	29	0	0		12	16	-2	e
22	Existing	30	0	-		14	25	-	e
	Existing + Project	29	0	0		13	20	-1	e
	Project + Cumulative	25	0	0		9	3	-5	



**Table 1: Pedestrian Wind Hazard and Comfort Conditions**

Location	Configuration	WIND HAZARD				WIND COMFORT			
		(Wind speeds exceeding 36 mph for 1 hour/year)				(Wind speeds exceeding 11 mph for 10% of the time)			
		Wind Speed Exceeded (mph)	Hours per Year Exceeding	Hours Change	Exceeds	Wind Speed Exceeded (mph)	% of Time Exceeding	Speed Change (mph)	Exceeds
23	Existing	29	0	-		13	22	-	e
	Existing + Project	24	0	0		11	10	-2	
	Project + Cumulative	32	0	0		13	20	0	e
24	Existing	24	0	-		11	10	-	
	Existing + Project	24	0	0		11	10	0	
	Project + Cumulative	27	0	0		12	13	1	e
25	Existing	32	0	-		15	28	-	e
	Existing + Project	30	0	0		14	27	-1	e
	Project + Cumulative	25	0	0		10	7	-5	
26	Existing	19	0	-		8	1	-	
	Existing + Project	20	0	0		7	1	-1	
	Project + Cumulative	34	0	0		14	25	6	e
27	Existing	33	0	-		15	29	-	e
	Existing + Project	32	0	0		15	28	0	e
	Project + Cumulative	28	0	0		13	18	-2	e
28	Existing	29	0	-		13	19	-	e
	Existing + Project	28	0	0		13	20	0	e
	Project + Cumulative	23	0	0		10	6	-3	
29	Existing	26	0	-		12	14	-	e
	Existing + Project	25	0	0		10	6	-2	
	Project + Cumulative	22	0	0		8	3	-4	
30	Existing	33	0	-		12	15	-	e
	Existing + Project	32	0	0		10	6	-2	
	Project + Cumulative	31	0	0		9	5	-3	
31	Existing	29	0	-		12	13	-	e
	Existing + Project	28	0	0		9	4	-3	
	Project + Cumulative	28	0	0		9	3	-3	
32	Existing	28	0	-		14	23	-	e
	Existing + Project	29	0	0		14	26	0	e
	Project + Cumulative	24	0	0		10	7	-4	
33	Existing	29	0	-		13	19	-	e
	Existing + Project	30	0	0		14	24	1	e
	Project + Cumulative	27	0	0		12	12	-1	e

**Table 1: Pedestrian Wind Hazard and Comfort Conditions**

Location	Configuration	WIND HAZARD				WIND COMFORT			
		(Wind speeds exceeding 36 mph for 1 hour/year)				(Wind speeds exceeding 11 mph for 10% of the time)			
		Wind Speed Exceeded (mph)	Hours per Year Exceeding	Hours Change	Exceeds	Wind Speed Exceeded (mph)	% of Time Exceeding	Speed Change (mph)	Exceeds
34	Existing	24	0	-		11	10	-	
	Existing + Project	28	0	0		13	21	2	e
	Project + Cumulative	23	0	0		10	4	-1	
35	Existing	23	0	-		11	10	-	
	Existing + Project	19	0	0		8	2	-3	
	Project + Cumulative	21	0	0		9	5	-2	
36	Existing	22	0	-		10	4	-	
	Existing + Project	19	0	0		6	0	-4	
	Project + Cumulative	19	0	0		8	2	-2	
37	Existing	-	-	-		-	-	-	
	Existing + Project	10	0	-		5	0	-	
	Project + Cumulative	9	0	-		4	0	-	
38	Existing	-	-	-		-	-	-	
	Existing + Project	16	0	-		7	1	-	
	Project + Cumulative	13	0	-		5	0	-	

SUMMARY	Configurations	WIND HAZARD				WIND COMFORT			
		Average (mph)	Total Hours	Hours Change	Total	Average (mph)	Average (%)	Speed Change (mph)	Total
	Existing	24 mph	0 Hrs	-	0 / 36	11 mph	11%	-	14 / 36
	Existing + Project	22 mph	0 Hrs	0	0 / 38	10 mph	8%	-1	10 / 38
	Project + Cumulative	24 mph	0 Hrs	0	0 / 38	10 mph	7%	-1	6 / 38

**Notes:**

- 1) Wind Hazard = Wind speeds exceeding 36 mph for  $\geq 1$  hour/year
- 2) Wind Comfort = Wind speeds exceeding 11 mph for  $\geq 10\%$  of the time

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# APPENDIX A

# APPENDIX A: Project + Cumulative Configuration

## Cumulative Buildings Tested



#	Street Address
1	2270 Broadway
2	88 Grand Avenue
3	2 Kaiser Plaza
4	300 Lakeside Drive
5	2044 Franklin Street
6	2100 Telegraph Avenue
7	2201 Valley Street
8	2125 Telegraph Avenue

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**Attachment H1: Air Quality Supporting Information for the 2305  
Webster Street Mixed-Use Residential Project**

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## Oakland Webster Project

### Project Construction Emissions

Totals		Construction (emissions in lbs)								
		ROG	NOx	CO	SO <sub>2</sub>	PM10E	PM2.5E	PM10D	PM2.5D	CO <sub>2</sub> e
<b>On-Site</b>	<b>Off-Road Equipment</b>	65.3	421.8	2514.0	3.9	16.5	15.8	-	-	410903
	Dust from Material Movement	-	-	-	-	-	-	20.9	10.0	-
	Dust from Demolition	-	-	-	-	-	-	9.9	1.5	-
	Paving	0.0	-	-	-	-	-	-	-	-
	Architectural Coating	2634.7	-	-	-	-	-	-	-	-
<b>Off-Site</b>	On-Road Hauling	1.2	70.2	27.3	0.4	1.1	1.1	14.5	4.0	58892
	On-Road Vendor	4.7	196.4	84.3	1.1	2.2	2.2	40.3	11.1	162350
	On-Road Worker	131.7	113.4	1347.7	0.0	0.0	0.0	333.1	77.9	338071
<b>Totals</b>	On-Site Emissions	2700	422	2514	4	16.53	15.78	31	12	410903
	Off-Site Emissions	138	380	1459	1	3	3	388	93	559313
<b>Total (lbs)</b>		<b>2,837.7</b>	<b>801.8</b>	<b>3,973.3</b>	<b>5.4</b>	<b>19.8</b>	<b>19.0</b>	<b>418.8</b>	<b>104.6</b>	<b>970,216.3</b>
<b>Total (tons, metric tons for CO<sub>2</sub>e)</b>		<b>1.42</b>	<b>0.40</b>	<b>1.99</b>	<b>0.00</b>	<b>0.010</b>	<b>0.010</b>	<b>0.21</b>	<b>0.05</b>	<b>440.08</b>
Average Emissions (lbs/ 263 construction days)		7.37	2.08	10.32	0.01	0.05	0.05	1.09	0.27	
Significance Threshold (lb/day) EXCEEDS THRESHOLD?		54 No	54 No			82 No	54 No			

### Project Operation Emissions

tons per year for Criteria Pollutants, metric tons per year for Greenhouse Gases					ROG	NOx	PM10T	PM2.5T	CO <sub>2</sub> e
Year									
2026	Mobile	Apartments High Rise			0.597	0.458	0.813	0.211	829.152
2026	Mobile	Convenience Market (24 hour)			0.036	0.023	0.035	0.009	36.105
2026	Mobile	Enclosed Parking Structure			0.000	0.000	0.000	0.000	0.000
2026	Mobile				0.000	0.000	0.000	0.000	0.000
2026	Mobile				0.000	0.000	0.000	0.000	0.000
2026	Area				1.0	0.0	0.001	0.000	2.5
2026	Energy -Electricity						0.000	0.000	72.7
2026	Energy - Natural Gas				0.0000	0.000	0.000	0.000	0.00
2026	Water								14.0
2026	Waste								32.0
2026	Stationary				0.0	0.0	0.002	0.002	7.7
<b>totals (tons,metric tons CO<sub>2</sub>e)</b>					<b>1.61</b>	<b>0.54</b>	<b>0.85</b>	<b>0.22</b>	<b>994.16</b>
total (lbs/yr)					<b>3213.8</b>	<b>1073.0</b>	<b>1702.1</b>	<b>444.7</b>	
lbs/day (365/yr)					8.8	2.9	4.7	1.2	
Significance Threshold (lb/day)					54	54	82	54	
Significance Threshold (ton/year)					10	10	15	10	
EXCEEDS THRESHOLD?					No	No	No	No	

**Webster Street Mixed Use Residential Project  
Demolition Debris Calculations**

Description	square feet <sup>2</sup>	height/ depth (ft) <sup>3</sup>	density (lbs/cf) <sup>4</sup>	Demolition Weight (lbs)	Demolition Weight (tons)
Pavement	11,745	0.5	150	880,875	440
<b>Totals</b>	<b>11,745</b>	-	-	-	<b>440</b>

Notes:

cy = cubic yard

gsf = gross square feet

sf = square feet

cf = cubic feet

<sup>1</sup> Source: Site Plans, entire existing site is covered in hardscape

<sup>2</sup> Source: DC Construction Services. 2017. How Thick Is Parking Lot Asphalt? Website: <https://dccpaving.com/how-thick-is-parking-lot-asphalt/>.

<sup>3</sup> Source: SFGate. 2019. How to Calculate Asphalt Weight Per Yard. Website: <https://homeguides.sfgate.com/calculate-asphalt-weight-per-yard-81825.html>.

# Oakland Webster Custom Report

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# 1. Basic Project Information

## 1.1. Basic Project Information

Data Field	Value
Project Name	Oakland Webster
Construction Start Date	1/6/2025
Operational Year	2026
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.90
Precipitation (days)	41.0
Location	2305 Webster St, Oakland, CA 94612, USA
County	Alameda
City	Oakland
Air District	Bay Area AQMD
Air Basin	San Francisco Bay Area
TAZ	1510
EDFZ	1
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.20

## 1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
------------------	------	------	-------------	-----------------------	------------------------	--------------------------------	------------	-------------

Apartments High Rise	197	Dwelling Unit	0.30	185,679	0.00	0.00	369	—
Convenience Market (24 hour)	1.90	1000sqft	0.00	1,900	0.00	0.00	—	—
Enclosed Parking Structure	4.18	1000sqft	0.00	4,176	0.00	0.00	—	—

### 1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

## 2. Emissions Summary

### 2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.79	26.4	2.47	14.5	0.02	0.07	1.35	1.41	0.06	0.32	0.38	—	3,245	3,245	0.10	0.14	6.53	3,297
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.28	27.5	7.32	20.5	0.05	0.16	3.45	3.58	0.15	1.37	1.51	—	7,196	7,196	0.35	0.80	0.29	7,444
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.52	7.30	1.95	9.51	0.01	0.05	0.98	1.03	0.05	0.25	0.29	—	2,295	2,295	0.08	0.12	1.99	2,335
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.10	1.33	0.36	1.74	< 0.005	0.01	0.18	0.19	0.01	0.05	0.05	—	380	380	0.01	0.02	0.33	387

### 2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.79	0.73	2.47	14.5	0.02	0.07	1.35	1.41	0.06	0.32	0.38	—	3,245	3,245	0.10	0.14	6.53	3,297
2026	0.10	26.4	0.06	1.04	0.00	0.00	0.24	0.24	0.00	0.06	0.06	—	245	245	< 0.005	0.01	0.90	249
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.77	0.71	7.32	16.4	0.05	0.13	3.45	3.58	0.13	1.37	1.51	—	7,196	7,196	0.35	0.80	0.29	7,444
2026	1.28	27.5	4.96	20.5	0.03	0.16	1.73	1.89	0.15	0.41	0.56	—	4,311	4,311	0.15	0.17	0.19	4,366
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.52	0.48	1.95	9.51	0.01	0.05	0.98	1.03	0.05	0.25	0.29	—	2,295	2,295	0.08	0.12	1.99	2,335
2026	0.09	7.30	0.25	1.37	< 0.005	0.01	0.17	0.17	0.01	0.04	0.05	—	321	321	0.01	0.01	0.31	326
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.10	0.09	0.36	1.74	< 0.005	0.01	0.18	0.19	0.01	0.05	0.05	—	380	380	0.01	0.02	0.33	387
2026	0.02	1.33	0.05	0.25	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	53.1	53.1	< 0.005	< 0.005	0.05	53.9

### 2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	5.13	9.56	2.80	35.0	0.06	0.06	4.89	4.95	0.05	1.24	1.29	68.9	6,111	6,180	7.27	0.31	415	6,868

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.90	8.36	3.11	23.8	0.05	0.05	4.89	4.94	0.05	1.24	1.29	68.9	5,772	5,841	7.32	0.33	396	6,519
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.35	8.80	2.94	27.7	0.05	0.05	4.61	4.66	0.05	1.17	1.22	68.9	5,651	5,720	7.30	0.32	403	6,400
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.79	1.61	0.54	5.05	0.01	0.01	0.84	0.85	0.01	0.21	0.22	11.4	936	947	1.21	0.05	66.8	1,060

### 2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	3.94	3.69	2.44	23.3	0.05	0.04	4.89	4.93	0.03	1.24	1.27	—	5,573	5,573	0.27	0.26	19.4	5,677
Area	1.09	5.77	0.11	11.4	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	0.00	31.0	31.0	< 0.005	< 0.005	—	31.1
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	435	435	0.07	0.01	—	439
Water	—	—	—	—	—	—	—	—	—	—	—	13.7	25.8	39.5	1.41	0.03	—	84.7
Waste	—	—	—	—	—	—	—	—	—	—	—	55.2	0.00	55.2	5.52	0.00	—	193
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	395	395
Stationary	0.10	0.09	0.26	0.24	< 0.005	0.01	0.00	0.01	0.01	0.00	0.01	0.00	47.2	47.2	< 0.005	< 0.005	0.00	47.4
Total	5.13	9.56	2.80	35.0	0.06	0.06	4.89	4.95	0.05	1.24	1.29	68.9	6,111	6,180	7.27	0.31	415	6,868
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	3.80	3.53	2.85	23.5	0.05	0.04	4.89	4.93	0.03	1.24	1.27	—	5,265	5,265	0.32	0.29	0.50	5,359

Area	0.00	4.74	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
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	435	435	0.07	0.01	—	439
Water	—	—	—	—	—	—	—	—	—	—	—	13.7	25.8	39.5	1.41	0.03	—	84.7
Waste	—	—	—	—	—	—	—	—	—	—	—	55.2	0.00	55.2	5.52	0.00	—	193
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	395	395
Stationary	0.10	0.09	0.26	0.24	< 0.005	0.01	0.00	0.01	0.01	0.00	0.01	0.00	47.2	47.2	< 0.005	< 0.005	0.00	47.4
Total	3.90	8.36	3.11	23.8	0.05	0.05	4.89	4.94	0.05	1.24	1.29	68.9	5,772	5,841	7.32	0.33	396	6,519
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	3.72	3.47	2.63	21.8	0.05	0.04	4.61	4.65	0.03	1.17	1.20	—	5,129	5,129	0.30	0.27	8.10	5,226
Area	0.54	5.25	0.05	5.64	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	15.3	15.3	< 0.005	< 0.005	—	15.3
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	435	435	0.07	0.01	—	439
Water	—	—	—	—	—	—	—	—	—	—	—	13.7	25.8	39.5	1.41	0.03	—	84.7
Waste	—	—	—	—	—	—	—	—	—	—	—	55.2	0.00	55.2	5.52	0.00	—	193
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	395	395
Stationary	0.10	0.09	0.25	0.23	< 0.005	0.01	0.00	0.01	0.01	0.00	0.01	0.00	46.2	46.2	< 0.005	< 0.005	0.00	46.4
Total	4.35	8.80	2.94	27.7	0.05	0.05	4.61	4.66	0.05	1.17	1.22	68.9	5,651	5,720	7.30	0.32	403	6,400
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.68	0.63	0.48	3.98	0.01	0.01	0.84	0.85	0.01	0.21	0.22	—	849	849	0.05	0.05	1.34	865
Area	0.10	0.96	0.01	1.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	2.53	2.53	< 0.005	< 0.005	—	2.54
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	72.0	72.0	0.01	< 0.005	—	72.7
Water	—	—	—	—	—	—	—	—	—	—	—	2.26	4.28	6.54	0.23	0.01	—	14.0
Waste	—	—	—	—	—	—	—	—	—	—	—	9.14	0.00	9.14	0.91	0.00	—	32.0
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	65.4	65.4
Stationary	0.02	0.02	0.05	0.04	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	0.00	7.65	7.65	< 0.005	< 0.005	0.00	7.68
Total	0.79	1.61	0.54	5.05	0.01	0.01	0.84	0.85	0.01	0.21	0.22	11.4	936	947	1.21	0.05	66.8	1,060

### 3. Construction Emissions Details

#### 3.1. Demolition (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.28	0.24	1.84	5.73	0.01	0.05	—	0.05	0.05	—	0.05	—	852	852	0.03	0.01	—	855
Demolition	—	—	—	—	—	—	0.99	0.99	—	0.15	0.15	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.16	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	23.3	23.3	< 0.005	< 0.005	—	23.4
Demolition	—	—	—	—	—	—	0.03	0.03	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.87	3.87	< 0.005	< 0.005	—	3.88
Demolition	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—

Onsite truck	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	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.03	0.34	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	80.3	80.3	< 0.005	< 0.005	0.01	81.4	
Vendor	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	0.00	
Hauling	0.06	0.02	0.99	0.38	0.01	0.01	0.20	0.22	0.01	0.06	0.07	—	772	772	0.04	0.12	0.04	810	
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.22	2.22	< 0.005	< 0.005	< 0.005	2.25	
Vendor	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	0.00	
Hauling	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	21.1	21.1	< 0.005	< 0.005	0.02	22.2	
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.37	0.37	< 0.005	< 0.005	< 0.005	0.37	
Vendor	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	0.00	
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.50	3.50	< 0.005	< 0.005	< 0.005	3.68	

### 3.3. Site Preparation (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—



Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.08	0.42	5.99	0.01	0.02	—	0.02	0.02	—	0.02	—	859	859	0.03	0.01	—	862
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.35	2.35	< 0.005	< 0.005	—	2.36
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.39	0.39	< 0.005	< 0.005	—	0.39
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.17	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	40.2	40.2	< 0.005	< 0.005	< 0.005	40.7
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.11	0.11	< 0.005	< 0.005	< 0.005	0.11
Vendor	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	0.00
Hauling	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	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.02	0.02	< 0.005	< 0.005	< 0.005	0.02
Vendor	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	0.00
Hauling	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	0.00

### 3.5. Grading (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.21	0.21	1.11	13.7	0.02	0.04	—	0.04	0.04	—	0.04	—	2,273	2,273	0.09	0.02	—	2,281
Dust From Material Movement:	—	—	—	—	—	—	2.09	2.09	—	1.00	1.00	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.03	0.38	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	62.3	62.3	< 0.005	< 0.005	—	62.5
Dust From Material Movement:	—	—	—	—	—	—	0.06	0.06	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	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	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.3	10.3	< 0.005	< 0.005	—	10.3
Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.03	0.34	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	80.3	80.3	< 0.005	< 0.005	0.01	81.4
Vendor	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	0.00
Hauling	0.36	0.10	6.18	2.37	0.03	0.09	1.28	1.37	0.09	0.35	0.44	—	4,842	4,842	0.26	0.78	0.28	5,081
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.22	2.22	< 0.005	< 0.005	< 0.005	2.25
Vendor	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	0.00
Hauling	0.01	< 0.005	0.17	0.06	< 0.005	< 0.005	0.03	0.04	< 0.005	0.01	0.01	—	133	133	0.01	0.02	0.13	139
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.37	0.37	< 0.005	< 0.005	< 0.005	0.37
Vendor	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	0.00
Hauling	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	22.0	22.0	< 0.005	< 0.005	0.02	23.1

### 3.7. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.24	0.22	1.44	8.63	0.01	0.06	—	0.06	0.05	—	0.05	—	1,409	1,409	0.06	0.01	—	1,413
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.24	0.22	1.44	8.63	0.01	0.06	—	0.06	0.05	—	0.05	—	1,409	1,409	0.06	0.01	—	1,413
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16	0.14	0.93	5.59	0.01	0.04	—	0.04	0.04	—	0.04	—	912	912	0.04	0.01	—	916
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.17	1.02	< 0.005	0.01	—	0.01	0.01	—	0.01	—	151	151	0.01	< 0.005	—	152
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.50	0.49	0.32	5.54	0.00	0.00	1.19	1.19	0.00	0.28	0.28	—	1,249	1,249	0.02	0.05	4.96	1,268
Vendor	0.05	0.02	0.72	0.32	< 0.005	0.01	0.16	0.16	0.01	0.04	0.05	—	587	587	0.02	0.09	1.58	615

Hauling	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	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.49	0.47	0.45	4.91	0.00	0.00	1.19	1.19	0.00	0.28	0.28	—	1,158	1,158	0.03	0.05	0.13	1,174	
Vendor	0.04	0.02	0.76	0.32	< 0.005	0.01	0.16	0.16	0.01	0.04	0.05	—	588	588	0.02	0.09	0.04	614	
Hauling	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	0.00	
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	0.31	0.30	0.26	3.08	0.00	0.00	0.75	0.75	0.00	0.18	0.18	—	755	755	0.02	0.03	1.39	767	
Vendor	0.03	0.01	0.48	0.21	< 0.005	0.01	0.10	0.10	0.01	0.03	0.03	—	381	381	0.02	0.06	0.44	398	
Hauling	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	0.00	
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	0.06	0.06	0.05	0.56	0.00	0.00	0.14	0.14	0.00	0.03	0.03	—	125	125	< 0.005	0.01	0.23	127	
Vendor	0.01	< 0.005	0.09	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	63.0	63.0	< 0.005	0.01	0.07	65.9	
Hauling	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	0.00	

### 3.9. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.24	0.22	1.43	8.62	0.01	0.06	—	0.06	0.05	—	0.05	—	1,408	1,408	0.06	0.01	—	1,413

Onsite truck	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	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.11	0.68	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	110	110	< 0.005	< 0.005	—	111	
Onsite truck	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	0.00	
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Off-Road Equipment	< 0.005	< 0.005	0.02	0.12	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	18.3	18.3	< 0.005	< 0.005	—	18.3	
Onsite truck	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	0.00	
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	0.47	0.42	0.41	4.58	0.00	0.00	1.19	1.19	0.00	0.28	0.28	—	1,137	1,137	0.03	0.05	0.12	1,152	
Vendor	0.04	0.02	0.73	0.31	< 0.005	0.01	0.16	0.16	0.01	0.04	0.05	—	578	578	0.02	0.09	0.04	604	
Hauling	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	0.00	
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	0.04	0.03	0.03	0.35	0.00	0.00	0.09	0.09	0.00	0.02	0.02	—	89.6	89.6	< 0.005	< 0.005	0.15	90.9	
Vendor	< 0.005	< 0.005	0.06	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	45.2	45.2	< 0.005	0.01	0.05	47.3	
Hauling	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	0.00	
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	0.01	0.01	0.01	0.06	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	14.8	14.8	< 0.005	< 0.005	0.03	15.0	
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	7.49	7.49	< 0.005	< 0.005	0.01	7.83	
Hauling	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	0.00	

### 3.11. Paving (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.38	0.33	2.27	5.55	0.01	0.09	—	0.09	0.08	—	0.08	—	823	823	0.03	0.01	—	826
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	< 0.005	0.03	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.3	11.3	< 0.005	< 0.005	—	11.3
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.87	1.87	< 0.005	< 0.005	—	1.87
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.05	0.56	0.00	0.00	0.14	0.14	0.00	0.03	0.03	—	138	138	< 0.005	0.01	0.01	140
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.90	1.90	< 0.005	< 0.005	< 0.005	1.93
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.31	0.31	< 0.005	< 0.005	< 0.005	0.32
Vendor	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	0.00
Hauling	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	0.00

### 3.13. Architectural Coating (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	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
Architect ural Coatings	—	26.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00



Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	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
Architectural Coatings	—	26.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	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
Architectural Coatings	—	7.22	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	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
Architectural Coatings	—	1.32	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	0.06	1.04	0.00	0.00	0.24	0.24	0.00	0.06	0.06	—	245	245	< 0.005	0.01	0.90	249
Vendor	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	0.00
Hauling	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	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.08	0.92	0.00	0.00	0.24	0.24	0.00	0.06	0.06	—	227	227	0.01	0.01	0.02	230
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.02	0.24	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	62.7	62.7	< 0.005	< 0.005	0.11	63.6
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.4	10.4	< 0.005	< 0.005	0.02	10.5
Vendor	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	0.00
Hauling	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	0.00

### 4. Operations Emissions Details

#### 4.1. Mobile Emissions by Land Use

##### 4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	3.70	3.47	2.27	21.8	0.05	0.03	4.54	4.58	0.03	1.15	1.18	—	5,178	5,178	0.26	0.25	18.0	5,276

Convenience Market (24 hour)	0.24	0.22	0.16	1.58	< 0.005	< 0.005	0.35	0.35	< 0.005	0.09	0.09	—	394	394	0.02	0.02	1.38	402
Enclosed Parking Structure	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	0.00
Total	3.94	3.69	2.44	23.3	0.05	0.04	4.89	4.93	0.03	1.24	1.27	—	5,573	5,573	0.27	0.26	19.4	5,677
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	3.56	3.32	2.66	22.0	0.05	0.03	4.54	4.58	0.03	1.15	1.18	—	4,892	4,892	0.30	0.27	0.47	4,981
Convenience Market (24 hour)	0.23	0.21	0.19	1.55	< 0.005	< 0.005	0.35	0.35	< 0.005	0.09	0.09	—	372	372	0.02	0.02	0.04	379
Enclosed Parking Structure	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	0.00
Total	3.80	3.53	2.85	23.5	0.05	0.04	4.89	4.93	0.03	1.24	1.27	—	5,265	5,265	0.32	0.29	0.50	5,359
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	0.64	0.60	0.46	3.79	0.01	0.01	0.81	0.81	0.01	0.20	0.21	—	814	814	0.05	0.04	1.29	829
Convenience Market (24 hour)	0.04	0.04	0.02	0.19	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	35.4	35.4	< 0.005	< 0.005	0.05	36.1
Enclosed Parking Structure	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	0.00
Total	0.68	0.63	0.48	3.98	0.01	0.01	0.84	0.85	0.01	0.21	0.22	—	849	849	0.05	0.05	1.34	865

## 4.2. Energy

### 4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	—	372	372	0.06	0.01	—	375
Convenience Market (24 hour)	—	—	—	—	—	—	—	—	—	—	—	—	54.7	54.7	0.01	< 0.005	—	55.2
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	—	8.17	8.17	< 0.005	< 0.005	—	8.25
Total	—	—	—	—	—	—	—	—	—	—	—	—	435	435	0.07	0.01	—	439
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	—	372	372	0.06	0.01	—	375
Convenience Market (24 hour)	—	—	—	—	—	—	—	—	—	—	—	—	54.7	54.7	0.01	< 0.005	—	55.2
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	—	8.17	8.17	< 0.005	< 0.005	—	8.25
Total	—	—	—	—	—	—	—	—	—	—	—	—	435	435	0.07	0.01	—	439

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	—	61.6	61.6	0.01	< 0.005	—	62.2
Convenience Market (24 hour)	—	—	—	—	—	—	—	—	—	—	—	—	9.05	9.05	< 0.005	< 0.005	—	9.14
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	—	1.35	1.35	< 0.005	< 0.005	—	1.37
Total	—	—	—	—	—	—	—	—	—	—	—	—	72.0	72.0	0.01	< 0.005	—	72.7

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	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
Convenience Market (24 hour)	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
Enclosed Parking Structure	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
Total	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartme High Rise	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
Convenie nce Market (24 hour)	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
Enclosed Parking Structure	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
Total	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartme nts High Rise	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
Convenie nce Market (24 hour)	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
Enclosed Parking Structure	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
Total	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

### 4.3. Area Emissions by Source

#### 4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	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

Consum Products	—	4.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architect ural Coatings	—	0.72	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landsc ape Equipme nt	1.09	1.03	0.11	11.4	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	31.0	31.0	< 0.005	< 0.005	—	31.1
Total	1.09	5.77	0.11	11.4	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	0.00	31.0	31.0	< 0.005	< 0.005	—	31.1
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	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
Consum er Products	—	4.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architect ural Coatings	—	0.72	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.00	4.74	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	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
Consum er Products	—	0.73	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architect ural Coatings	—	0.13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landsc ape Equipme nt	0.10	0.09	0.01	1.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.53	2.53	< 0.005	< 0.005	—	2.54
Total	0.10	0.96	0.01	1.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	2.53	2.53	< 0.005	< 0.005	—	2.54

### 4.4. Water Emissions by Land Use

#### 4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	13.4	25.3	38.7	1.38	0.03	—	83.1
Convenience Market (24 hour)	—	—	—	—	—	—	—	—	—	—	—	0.27	0.51	0.78	0.03	< 0.005	—	1.67
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	13.7	25.8	39.5	1.41	0.03	—	84.7
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	13.4	25.3	38.7	1.38	0.03	—	83.1
Convenience Market (24 hour)	—	—	—	—	—	—	—	—	—	—	—	0.27	0.51	0.78	0.03	< 0.005	—	1.67
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	13.7	25.8	39.5	1.41	0.03	—	84.7



Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	2.22	4.19	6.41	0.23	0.01	—	13.8
Convenience Market (24 hour)	—	—	—	—	—	—	—	—	—	—	—	0.04	0.08	0.13	< 0.005	< 0.005	—	0.28
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	2.26	4.28	6.54	0.23	0.01	—	14.0

### 4.5. Waste Emissions by Land Use

#### 4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	52.1	0.00	52.1	5.21	0.00	—	182
Convenience Market (24 hour)	—	—	—	—	—	—	—	—	—	—	—	3.08	0.00	3.08	0.31	0.00	—	10.8
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	55.2	0.00	55.2	5.52	0.00	—	193

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	52.1	0.00	52.1	5.21	0.00	—	182
Convenience Market (24 hour)	—	—	—	—	—	—	—	—	—	—	—	3.08	0.00	3.08	0.31	0.00	—	10.8
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	55.2	0.00	55.2	5.52	0.00	—	193
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	8.63	0.00	8.63	0.86	0.00	—	30.2
Convenience Market (24 hour)	—	—	—	—	—	—	—	—	—	—	—	0.51	0.00	0.51	0.05	0.00	—	1.78
Enclosed Parking Structure	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	9.14	0.00	9.14	0.91	0.00	—	32.0

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
----------	-----	-----	-----	----	-----	-------	-------	-------	--------	--------	--------	------	-------	------	-----	-----	---	------

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.33	1.33
Convenience Market (24 hour)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	394	394
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	395	395
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.33	1.33
Convenience Market (24 hour)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	394	394
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	395	395
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments High Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.22	0.22
Convenience Market (24 hour)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	65.2	65.2
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	65.4	65.4

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	0.10	0.09	0.26	0.24	< 0.005	0.01	0.00	0.01	0.01	0.00	0.01	0.00	47.2	47.2	< 0.005	< 0.005	0.00	47.4
Total	0.10	0.09	0.26	0.24	< 0.005	0.01	0.00	0.01	0.01	0.00	0.01	0.00	47.2	47.2	< 0.005	< 0.005	0.00	47.4

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	0.10	0.09	0.26	0.24	< 0.005	0.01	0.00	0.01	0.01	0.00	0.01	0.00	47.2	47.2	< 0.005	< 0.005	0.00	47.4
Total	0.10	0.09	0.26	0.24	< 0.005	0.01	0.00	0.01	0.01	0.00	0.01	0.00	47.2	47.2	< 0.005	< 0.005	0.00	47.4
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Emergency Generator	0.02	0.02	0.05	0.04	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	0.00	7.65	7.65	< 0.005	< 0.005	0.00	7.68
Total	0.02	0.02	0.05	0.04	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	0.00	7.65	7.65	< 0.005	< 0.005	0.00	7.68

### 4.9. User Defined Emissions By Equipment Type

#### 4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

### 4.10. Soil Carbon Accumulation By Vegetation Type

#### 4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

#### 4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Sequest	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Remove d	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

## 5. Activity Data

### 5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	1/6/2025	1/17/2025	5.00	10.0	—
Site Preparation	Site Preparation	1/20/2025	1/20/2025	5.00	1.00	—
Grading	Grading	1/21/2025	2/3/2025	5.00	10.0	—
Building Construction	Building Construction	2/4/2025	2/9/2026	5.00	265	—
Paving	Paving	2/9/2026	2/13/2026	5.00	5.00	—
Architectural Coating	Architectural Coating	2/9/2026	6/26/2026	5.00	100	—

### 5.2. Off-Road Equipment

#### 5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	2.00	6.00	84.0	0.37
Demolition	Rubber Tired Dozers	Diesel	Tier 4 Final	1.00	1.00	367	0.40
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Site Preparation	Graders	Diesel	Tier 4 Final	1.00	8.00	148	0.41



Site Preparation	Tractors/Loaders/Backh	Diesel	Tier 4 Final	1.00	8.00	84.0	0.37
Grading	Graders	Diesel	Tier 4 Final	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Tier 4 Final	1.00	6.00	367	0.40
Grading	Tractors/Loaders/Backh oes	Diesel	Tier 4 Final	1.00	7.00	84.0	0.37
Grading	Excavators	Diesel	Tier 4 Final	1.00	8.00	158	0.38
Building Construction	Cranes	Diesel	Tier 4 Final	1.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Tier 4 Final	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backh oes	Diesel	Tier 4 Final	2.00	8.00	84.0	0.37
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Welders	Electric	Average	1.00	8.00	46.0	0.45
Paving	Tractors/Loaders/Backh oes	Diesel	Tier 4 Final	1.00	7.00	84.0	0.37
Paving	Cement and Mortar Mixers	Diesel	Average	4.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Tier 4 Final	1.00	7.00	81.0	0.42
Paving	Rollers	Diesel	Average	1.00	7.00	36.0	0.38
Architectural Coating	Air Compressors	Electric	Average	1.00	6.00	37.0	0.48

### 5.3. Construction Vehicles

#### 5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	10.0	11.7	LDA,LDT1,LDT2
Demolition	Vendor	—	8.40	HHDT,MHDT
Demolition	Hauling	11.0	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT

Site Preparation	—	—	—	—
Site Preparation	Worker	5.00	11.7	LDA,LDT1,LDT2
Site Preparation	Vendor	—	8.40	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	10.0	11.7	LDA,LDT1,LDT2
Grading	Vendor	—	8.40	HHDT,MHDT
Grading	Hauling	69.0	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	144	11.7	LDA,LDT1,LDT2
Building Construction	Vendor	22.1	8.40	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	17.5	11.7	LDA,LDT1,LDT2
Paving	Vendor	—	8.40	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	28.8	11.7	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	8.40	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Water unpaved roads twice daily	55%	55%
Limit vehicle speeds on unpaved roads to 25 mph	44%	44%

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	376,000	125,333	2,850	950	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Ton of Debris)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	440	—
Grading	0.00	3,900	10.0	0.00	—
Paving	0.00	0.00	0.00	0.00	0.00

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments High Rise	—	0%

Convenience Market (24 hour)	0.00	0%
Enclosed Parking Structure	0.00	100%

### 5.8. Construction Electricity Consumption and Emissions Factors

#### kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	123	204	0.03	< 0.005
2026	203	204	0.03	< 0.005

### 5.9. Operational Mobile Sources

#### 5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments High Rise	1,123	1,123	1,123	409,859	6,435	6,435	6,435	2,348,768
Convenience Market (24 hour)	70.1	70.1	70.1	25,590	186	494	494	100,106
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### 5.10. Operational Area Sources

#### 5.10.1. Hearths

##### 5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments High Rise	—
Wood Fireplaces	0

Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	96
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
375999.975	125,333	2,850	950	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments High Rise	665,233	204	0.0330	0.0040	0.00
Convenience Market (24 hour)	97,829	204	0.0330	0.0040	0.00
Enclosed Parking Structure	14,622	204	0.0330	0.0040	0.00

### 5.12. Operational Water and Wastewater Consumption

#### 5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments High Rise	6,995,637	0.00
Convenience Market (24 hour)	140,738	0.00
Enclosed Parking Structure	0.00	0.00

### 5.13. Operational Waste Generation

#### 5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments High Rise	96.8	—
Convenience Market (24 hour)	5.71	—
Enclosed Parking Structure	0.00	—

### 5.14. Operational Refrigeration and Air Conditioning Equipment

#### 5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments High Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments High Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Convenience Market (24 hour)	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

Convenience Market (24 hour)	Supermarket refrigeration and condensing units	R-404A	3,922	26.5	16.5	16.5	18.0
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### 5.15. Operational Off-Road Equipment

#### 5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
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### 5.16. Stationary Sources

#### 5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
Emergency Generator	Diesel	1.00	0.14	50.0	402	0.73

#### 5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)
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### 5.17. User Defined

Equipment Type	Fuel Type
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## 8. User Changes to Default Data

Screen	Justification
Land Use	Land use summary is based on site plan and applicant-provided information.
Construction: Construction Phases	Schedule is adjusted to reflect high-rise construction. Grading includes the offsite storm drain installation on adjacent street.

Construction: Off-Road Equipment	As per City's Standard Condition of Approval, the diesel equipment (>50 horsepower) are adjusted to be all Tier 4 and equivalent as applicable.
Construction: Trips and VMT	The project would include 7,000 sf of off-site improvement (trenching the sewer). Assuming trench depth of 6 feet, it would total 42,000 cube feet, which is 1,556 cubic yard of soil to be exported, which is 20 additional one-way hauling trips per day. Grading hauling has been adjusted to include the 20 trips with the default 49 trips, which is 69 trips during grading phase.
Operations: Hearths	All-electric building.
Operations: Energy Use	All electric building, and natural gas is zeroed out.
Construction: Dust From Material Movement	3,900 cubic yards of material would be exported during foundation excavation.
Operations: Vehicle Data	The daily trips are adjusted based on the traffic impact memorandum, which projects 1,120 trips associated with apartment and 70 trips associated with the retail.
Operations: Emergency Generators and Fire Pumps	Per project applicant, there will be a generator on top of the building. The emergency generator is assumed to be in range of 300- 600 horsepower for typical emergency generator and would be tested 50 hours a year, which is 0.14 hour per day given 365 days per year.



## Oakland Webster Project Energy Consumption Summary

### Summary of Energy Use During Construction

Construction equipment fuel	18869	gallons (diesel)
Construction vehicle fuel	27874	gallons (gasoline, diesel)
Total construction fuel	46743	gallons (gasoline, diesel)

### Summary of Energy Use During Operations

	(Annually)	
Operation vehicle fuel	3,745	gallons Gasoline
	361,050	gallons Diesel
	20,095	gallons Natural Gas
	2,723	kw-hours Electricity
Operational Building Energy		
Operation natural gas	0	MMBtu
Operation electricity	777,684	kw-hours

**Off-Road Construction Equipment  
Fuel Consumption**

**Oakland Webster**

**Energy Calculations - Construction Vehicle Fuel**

Source: AQ/GHG Appendix, CalEEMod Output, EMFAC2021 v1.0.2

<b>Vehicle Type</b>	<b>Total VMT (mi)</b>	<b>mi/gal</b>	<b>gal</b>	<b>Vehicle Cat</b>
Worker	484,264	26.80	18,066	LDA,LDT1,LDT2
Vendor	49,095	6.86	7,152	HHDT,MHDT
Hauling	16,000	6.02	2,656	HHDT
Onsite truck	0	6.02	0	HHDT
	<b>549,358</b>		<b>27,874</b>	<b>gallons</b>
	Combined VMT			

Note: Fuel Economy Factors are from EMFAC2021 for:

2025

Alameda

**Off-Road Construction Equipment  
Fuel Consumption**

Oakland Webster

Off-Road Equipment Fuel

Source: AQ/GHG Appendix, CalEEMod Output

**Unmitigated Construction Scenario**

<b>Off-Road Equipment</b>									
<b>Phase Name</b>	<b>Equipment Type</b>	<b>Fuel Type</b>	<b>Engine Tier</b>	<b>Days</b>	<b>Number per Day</b>	<b>Hours Per Day</b>	<b>Horse-power</b>	<b>Load Factor</b>	<b>gallons</b>
Demolition	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	10	2	6	84	0.37	201
Demolition	Rubber Tired Dozers	Diesel	Tier 4 Final	10	1	1	367	0.4	79
Demolition	Concrete/Industrial Saws	Diesel	Average	10	1	8	33	0.73	104
Site Preparation	Graders	Diesel	Tier 4 Final	1	1	8	148	0.41	26
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	1	1	8	84	0.37	13
Grading	Graders	Diesel	Tier 4 Final	10	1	6	148	0.41	197
Grading	Rubber Tired Dozers	Diesel	Tier 4 Final	10	1	6	367	0.4	476
Grading	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	10	1	7	84	0.37	117
Grading	Excavators	Diesel	Tier 4 Final	10	1	8	158	0.38	259
Building Construction	Cranes	Diesel	Tier 4 Final	265	1	4	367	0.29	6092
Building Construction	Forklifts	Diesel	Tier 4 Final	265	2	6	82	0.2	2816
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	265	2	8	84	0.37	7116
Building Construction	Generator Sets	Diesel	Average	265	1	8	14	0.74	1186
Building Construction	Welders	Electric	Average	265	1	8	46	0.45	0
Paving	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	5	1	7	84	0.37	59
Paving	Cement and Mortar Mixers	Diesel	Average	5	4	6	10	0.56	36
Paving	Pavers	Diesel	Tier 4 Final	5	1	7	81	0.42	64
Paving	Rollers	Diesel	Average	5	1	7	36	0.38	26
Architectural Coating	Air Compressors	Electric	Average	100	1	6	37	0.48	0
<b>gallons fuel</b>									<b>18,869</b>

ARB 2021, Low Emission Diesel (LED) Study: Biodiesel and Renewable Diesel Emissions in Legacy and New Technology Diesel Engines, November 2021  
Average Value for CARB Reference Fuel - Nonroad Transient Cycle - BSFC = 0.054 gal/bhp-hr

Off-Road Construction Equipment  
Fuel Consumption

Oakland Webster  
Energy Calculations - Building Electricity Consumption

Operational Year	2026		
County	Alameda		
Building Energy Fuel	Electricity (kWh/yr)	Natural Gas (MMBTU/yr)	
Apartments High Rise	665,233	0	
Convenience Market (24 hour)	97,829	0	
Enclosed Parking Structure	14,622	0	
0	-	0	
0	-	0	
<b>Total Building Energy</b>	<b>777,684</b>	<b>0</b>	

Off-Road Construction Equipment  
Fuel Consumption

Oakland Webster  
Energy Calculations  
Onroad Mobile Sources

Operational Year	Commerce 220 Warehouse Distribution Project	
County	Alameda	
Gasoline	3,745	gallons
Diesel	361,050	gallons
Natural Gas	20,095	gallons
Electricity	2,723	kw-hr

*Note: See detailed EMFAC2021 calculations in Appendix, based on VMT, Fleet Mix, Vehicle Category for each Land Use*

**Off-Road Construction Equipment  
Fuel Consumption**

Ops\_EnergyConsumption



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**Attachment H2: Health Risk Screening Analysis for the 2305  
Webster Street Mixed-Use Residential Project**

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**BAAQMD Stationary Source and Distance Adjustment**

FID	Facility ID	Facility Name	Address	City	State	Zip	County	Latitude	Longitude	Details
	318	3490 Johnson Plating Works Inc	2526 Telegraph Ave	Oakland	CA	94612	Alameda	37.813271	-122.267656	No Data
	1654	14195 State of California Department of Transportation	111 Grand Avenue	Oakland	CA	94623	Alameda	37.810921	-122.264907	No Data
	3273	18451 Catholic Cathedral Corporation of the East Bay	2121 Harrison Street	Oakland	CA	94612	Alameda	37.810574	-122.262905	Generator
	3657	19344 VIP Auto Collision Repair	293 27th St	Oakland	CA	94612	Alameda	37.814075	-122.262624	No Data
	3706	19467 Lake Merritt Management LLC	155 Grand Avenue	Oakland	CA	94612	Alameda	37.811151	-122.263947	No Data
	3729	19514 Oakland Center 21	2101 Webster Street	Oakland	CA	94612	Alameda	37.809839	-122.265841	No Data
	3958	20013 Mpower Communications / Telepacific	23rd & Waverly St	Oakland	CA	94612	Alameda	37.811628	-122.263142	Generator
	3993	20095 CIM Group/Ordway	One Kaiser Plaza	Oakland	CA	94612	Alameda	37.8101	-122.264972	No Data
	4972	22279 Verizon Wireless (Broadway & 29th)	2923 Webster Street	Oakland	CA	94609	Alameda	37.812355	-122.265165	No Data
	5380	23098 Royal Coffee Company	2523 Broadway	Oakland	CA	94612	Alameda	37.813707	-122.265232	No Data
	6064	24622 San Francisco Bay Area Rapid Transit District	2150 Webster Street	Oakland	CA	94612	Alameda	37.810603	-122.265637	Generator
	6166	25043 Oakland Grand Owner LLC	180 Grand Avenue	Oakland	CA	94612	Alameda	37.811325	-122.26294	Generator
	8580	200538 Uptown Body and Fender	401 26TH ST	Oakland	CA	94612	Alameda	37.814901	-122.266267	No Data
	8608	200620 BA1 2201 Broadway LLC	2201 BROADWAY	Oakland	CA	94612	Alameda	37.811254	-122.267363	No Data

FID	Facility ID	Facility Name	NAICS	NAICS Sector	NAICS Sub-Sector	NAICS Industry	Cancer Risk <sup>1</sup>	Chronic Hazard Index <sup>1</sup>	PM 2.5 <sup>1</sup>
	318	3490 Johnson Plating Works Inc	332813	Manufacturing	Fabricated Metal Product Manufacturing	Electroplating, Plating, Polishing, Anodizing, and Coloring	0.004	0	0
	1654	14195 State of California Department of Transportation	488111	Transportation and Warehousing	Support Activities for Transportation	Air Traffic Control	7.242	0.011	0.009
	3273	18451 Catholic Cathedral Corporation of the East Bay	813110	Other Services (except Public Administration)	Religious, Grantmaking, Civic, Professional, and Similar Activities	Religious Organizations	48.076	0.013	0.065
	3657	19344 VIP Auto Collision Repair	811121	Other Services (except Public Administration)	Repair and Maintenance	Automotive Body, Paint, and Interior Repair and Maintenance	0	0	0
	3706	19467 Lake Merritt Management LLC	531120	Real Estate and Rental and Leasing	Real Estate	Lessors of Nonresidential Buildings (except Miniwarehouses)	2.514	0.001	0.003
	3729	19514 Oakland Center 21	531120	Real Estate and Rental and Leasing	Real Estate	Lessors of Nonresidential Buildings (except Miniwarehouses)	8.214	0.014	0.011
	3958	20013 Mpower Communications / Telepacific	517210	Information	Telecommunications	Wireless Telecommunications Carriers (except Satellite)	17.523	0.005	0.024
	3993	20095 CIM Group/Ordway	531120	Real Estate and Rental and Leasing	Real Estate	Lessors of Nonresidential Buildings (except Miniwarehouses)	11.47	0.02	0.034
	4972	22279 Verizon Wireless (Broadway & 29th)	517210	Information	Telecommunications	Wireless Telecommunications Carriers (except Satellite)	0	0	0.003
	5380	23098 Royal Coffee Company	722513	Accommodation and Food Services	Food Services and Drinking Places	Limited-Service Restaurants	0.009	0	0.016
	6064	24622 San Francisco Bay Area Rapid Transit District	926130	Public Administration	Administration of Economic Programs	Regulation and Administration of Communications, Electric, Gas, and Other Utilities	18.501	0.005	0.025
	6166	25043 Oakland Grand Owner LLC	531210	Real Estate and Rental and Leasing	Real Estate	Offices of Real Estate Agents and Brokers	4.941	0.001	0.007
	8580	200538 Uptown Body and Fender	811121	Other Services (except Public Administration)	Repair and Maintenance	Automotive Body, Paint, and Interior Repair and Maintenance	0	0.002	0
	8608	200620 BA1 2201 Broadway LLC	238220	Construction	Specialty Trade Contractors	Plumbing, Heating, and Air-Conditioning Contractors	2.504	0.002	0.003

**Adjusted Risk and Concentration**

Project location UTM  
564650 4185240

FID	Facility ID	Details	UTMX	UTMY	Distance to Project Center (meter)	Distance Factor based on BAAQMD Calculator 2	Adjusted Cancer Risk	Adjusted Chronic Hazard Index	Adjusted PM 2.5
	318	3490 No Data	564460.9791	4185349.958	219	0.230125121	0.001	0	0
	1654	14195 No Data	564705.0006	4185091.123	159	0.341150581	2.471	0.0038	0.0031
	3273	18451 Generator	564881.5285	4185054.011	297	0.04	1.923	0.0005	0.0026
	3657	19344 No Data	564903.1984	4185442.645	324	0.443541409	0	0	0
	3706	19467 No Data	564789.3027	4185117.307	186	0.473621257	1.191	0.0005	0.0014
	3729	19514 No Data	564623.7292	4184970.428	271	0.429225648	3.526	0.0060	0.0047
	3958	20013 Generator	564859.7446	4185170.789	221	0.07	1.227	0.0004	0.0017
	3993	20095 No Data	564699.9955	4184999.988	245	0.189004867	2.168	0.0038	0.0075
	4972	22279 No Data	564681.0393	4185250.048	33	0.775	0	0	0.0023
	5380	23098 No Data	564673.9624	4185400.007	162	0.33013959	0.003	0	0.0053
	6064	24622 Generator	564641.0202	4185055.336	185	0.09	1.665	0.0005	0.0023
	6166	25043 Generator	564877.7904	4185137.311	250	0.06	0.296	0.0001	0.0004
	8580	200538 No Data	564581.8207	4185531.767	300	0.13614068	0	0.0003	0
	8608	200620 No Data	564488.5238	4185126.372	197	0.262396512	0.657	0.0005	0.0008

1 Bay Area Air Quality Management District (BAAQMD). Stationary Source Screening Map, Health Risk Screening and Modeling. Website: <https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/ceqa-tools/health-risk-screening-and-modeling>.

2 Bay Area Air Quality Management District (BAAQMD). Health Risk Calculator with Distance Multipliers, Health Risk Screening and Modeling. Website: <https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/ceqa-tools/health-risk-screening-and-modeling>

## Oakland Webster Project Cumulative Health Risk Assessment

	Cancer Risk (per million)	Chronic Hazard Index	Annual PM 2.5 Concentration (µg/m3)
Sum of Distance Adjusted Stationary Source	15.127	0.016	0.082
Roadway Raster <sup>1</sup>	24.061	0.072	0.511
Railroad Raster <sup>2</sup>	7.226	0.002	0.009
Cumulative Risk	<b>46.414</b>	<b>0.090</b>	<b>0.602</b>
<b>BAAQMD Cumulative Thresholds of Significance</b>	<b>100</b>	<b>10</b>	<b>0.8</b>
<b>Threshold Exceedance?</b>	<b>No</b>	<b>No</b>	<b>No</b>

<sup>1</sup> Bay Area Air Quality Management District (BAAQMD). Roadway Screening Data Layers, Health Risk Screening and Modeling. Website: <https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/ceqa-tools/health-risk-screening-and-modeling>.

<sup>2</sup> Bay Area Air Quality Management District (BAAQMD). Rail and Railyard Screening Data Layers, Health Risk Screening and Modeling. Website: <https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/ceqa-tools/health-risk-screening-and-modeling>.

**Attachment I: Biological Resources Supporting Information for  
the 2305 Webster Street Mixed-Use Residential  
Project**

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July 13, 2023

Avi Nevo  
Segula Investments  
2071 Addison Street  
Berkeley, CA 94707

**Subject: Arborist Report for the 2305 Webster Street Mixed Use Residential Project**

Dear Mr. Nevo,

At the request of Segula Investments, the following is an Arborist Report for trees located at 2305 Webster Street (Exhibit 1). This report includes survey methodology, tree species, tree location within the project site, tree condition, as well as tree observations and recommendations. Proposed site plans and tree locations were provided by Segula Investments on March 1, 2023. The project site was surveyed by International Society of Arboriculture Certified (ISA) qualified Arborist Kelly Evans on June 30, 2023 (field notes are provided in Appendix A). For the purposes of this report the project site includes the site proposed for development and any street trees that encroach/overhang into the project site boundaries.

### Scope of Services

- Identify tree species within the project site and measure the trunk diameter of each tree with diameter at breast height (DBH) equal to or greater than 9 inches, with the exception of California or coast live oaks (*Quercus agrifolia*). If present on-site, coast live oaks will be identified and measured if trunk diameter is equal to or greater than 4 inches.
- Measure trunks at breast height (approximately 54 inches above grade).
- Tag trees for the purpose of identification. Trees that overhang into the project site may not be tagged but will be numbered.
- Assess the health and structural condition of each tree.
- Identify trees that are protected or contain a special-status within the City of Oakland (City).
- Rate tree preservation suitability based on tree structural conditions, health, and potential longevity and landscape suitability.
- Take photos representing trees within the site.
- Evaluate project-related impacts on trees based on client-provided site plans.
- Evaluate tree removal or preservation based on tree suitability and construction impacts.
- Prepare a Tree Inventory Map that shows the location of trees by their tag number.

#### UNITED STATES

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Suite 250  
Walnut Creek, CA 94597

**Central Valley**  
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#413  
Fresno, CA 93720

**Inland Empire**  
967 Kendall Drive  
#A-537  
San Bernardino, CA 92407

**Sacramento Valley**  
2351 Sunset Boulevard  
Suite 170-301  
Rocklin, CA 95765

**Utah**  
2901 Bluegrass Boulevard  
Suite 200-62  
Lehi, UT 84043

**Connecticut**  
2 Corporate Drive  
Suite 450  
Shelton, CT 06484

**New York**  
10 Monument Street  
Deposit, NY 13754

56 Broome Corporate Parkway  
Conklin, NY 13748

#### CANADA

#### UNITED KINGDOM

#### PORTUGAL

#### FRANCE

#### KENYA

#### AUSTRALIA

#### PHILIPPINES

#### CHINA

#### MALAYSIA

#### SINGAPORE

## Limits of the Services

This report and observations are based on the field survey on June 30, 2023. Assessments of the trees within the project site were made using a basic Arborist assessment procedure and ground inspection. This level of assessment includes a detailed visual inspection of each tree from the ground along with an inspection of the surrounding site. The Arborist is required to walk around each tree, observing site conditions, above ground roots, trunk, and branches. This report details observations made solely on the items outlined above and reflects site and tree conditions at the time of the field survey.

## Regulatory Framework

### *City of Oakland Tree Protection Ordinance*

The City of Oakland Municipal Code Chapter 12.36, Protected Trees, contains the City's Tree Protection Ordinance. Section 12.36.020 defines protected trees as:

- *Quercus agrifolia* (California or Coast Live Oak) measuring four inches DBH or larger, and any other tree measuring nine inches DBH or larger except *Eucalyptus* and *Pinus radiata* (Monterey Pine).
- *Pinus radiata* (Monterey Pine) trees shall be protected only on City property and in development-related situations where more than five Monterey Pine trees per acre are proposed to be removed. Although Monterey Pine trees are not protected in non-development-related situations, nor in development-related situations involving five or fewer trees per acre, public posting of such trees and written notice of proposed tree removal to the Office of Parks and Recreation is required per Section 12.36.070A and Section 12.36.080A.
- Except as noted above, *Eucalyptus* and Monterey Pine trees are not protected by this chapter.

Additionally, a protected tree may not be removed without a tree removal permit. Standard Conditions of Approval (SCA), depending upon the facts of each application, may be issued in conjunction with any tree removal permit.

### *Standard Conditions of Approval*

#### **SCA-BIO-2      Tree Removal Permit**

##### *Tree Permit required*

1. Pursuant to the City's Tree Protection Ordinance (Oakland Municipal Code Chapter 12.36), the project applicant shall obtain a tree permit and abide by the conditions of that permit.

##### *Tree Protection During Construction*

1. 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:



- a. 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.
- b. 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, filing, 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.
- c. 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.
- d. 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.
- e. 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.
- f. 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.

### *Tree Replacement Plantings*

1. 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:
  - a. No tree replacement shall be required for the removal of non-native 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.
  - b. 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.
  - c. 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.
  - d. Minimum planting areas must be available on-site as follows:
    - i. For *Sequoia sempervirens*, three hundred fifteen (315) square feet per tree;
    - ii. For other species listed, seven hundred (700) square feet per tree.
  - e. 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.
  - f. 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.

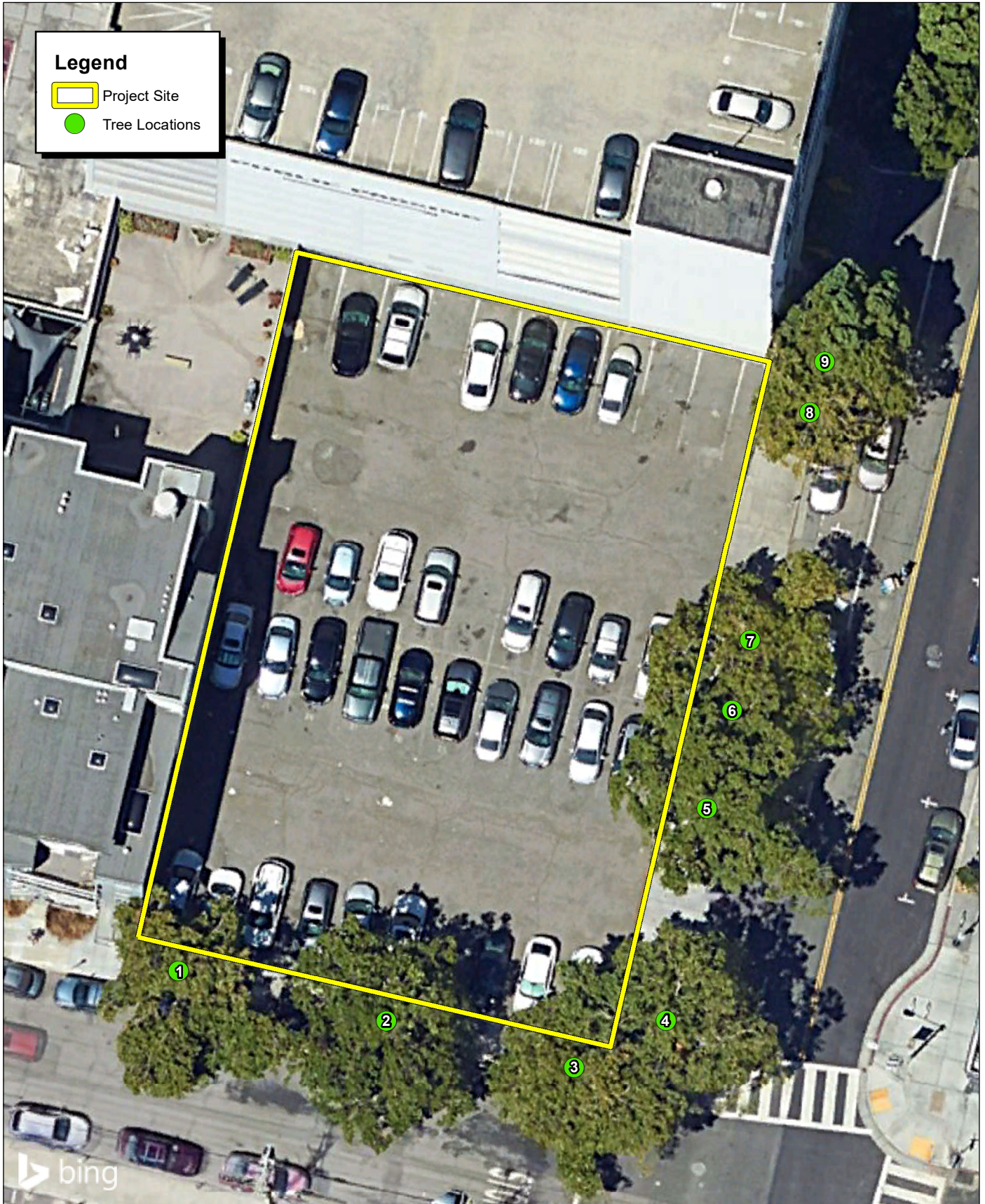
### **Tree Locations**

Nine trees were located and marked during the field survey at 2305 Webster Street in Oakland, CA (Exhibit 1). The site contains a cemented and fenced public parking lot that is bordered by a sidewalk and street trees on its southern and eastern perimeters. Commercial buildings border the northern and western sides of the project site. Photos of the project site and associated street trees can be found in Appendix B.

Trees were easily accessible, which allowed DBH to be collected and trees to be numbered (Nos. 1–9). Two species are represented by the nine street trees, including American Sycamore (Nos. 1–8) and African fern pine (No. 9). All trees within the site meet the 9-inch DBH trunk requirement of a protected tree per Chapter 12.36 of the City's Tree Protection Ordinance. However, several of the trees are in poor condition and may be too compromised to be preserved without maintenance. There were no

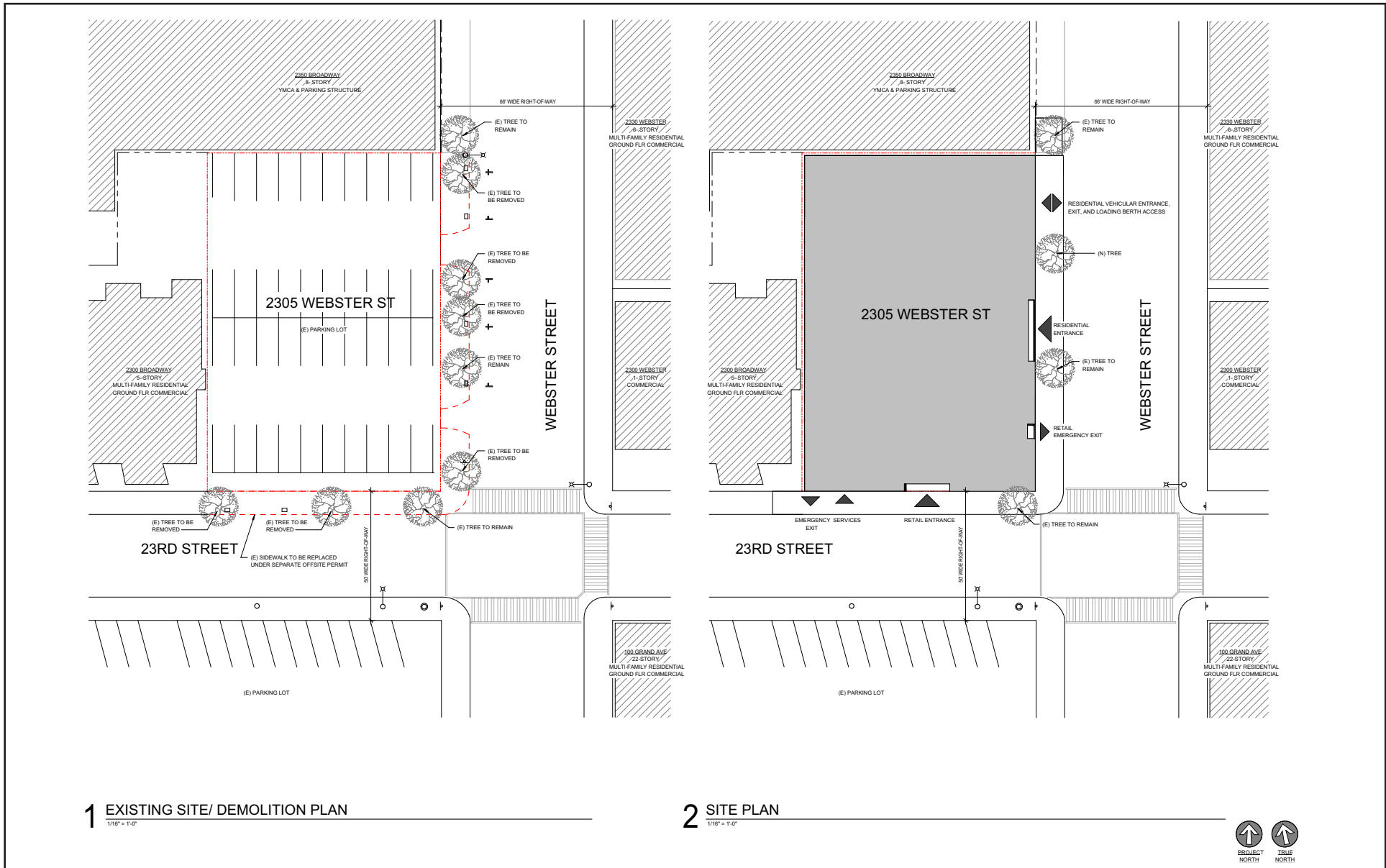
observations of California or coast live oaks within the project site which meet Section 12.36.020-1 definition of protected trees.

The City's Tree Protection Ordinance requires a tree removal permit be submitted for the removal of any protected tree on any property that meets the protected tree requirements under Chapter 12.36 of the Oakland Municipal Code. The site plans provided in Exhibit 2 indicate removal of five of the trees within the project site (Table 1). Given the species and DBH of the trees within the project site, a tree removal permit would be required for any tree expected to be removed by the proposed project.



Source: Bing Aerial Imagery. Ankrom Moisan, 03/01/2023.





Source: Ankrum Moisan, 03/01/2023.

### Specific Observations and Recommendations

The following table contains the Arborist's observations of the trees and specific recommendations.

Tree No.	Species	Scientific Name	DBH in inches/4.5 feet above ground	Condition G=Good, F=Fair, P=Poor, VP=Very Poor	Preservation/ Removal	Comments/Defects/Recommendations Cleaning—Remove dead, dying, broken, or diseased wood (Size of branches -1 inch or larger)
1	American Sycamore	<i>Platanus occidentalis</i>	15.4	P	Removal	Protected tree; dead, broken, and barren limbs hanging from tree, sparse greenery on branches
2	American Sycamore	<i>Platanus occidentalis</i>	16.9	P	Removal	Protected tree; a few dead, barren limbs hanging from tree with sparse greenery
3	American Sycamore	<i>Platanus occidentalis</i>	13.8	P	Preservation	Protected tree; dead branches broken and hanging on tree, barren limbs on tree, sparse greenery on branches; recommended cleaning
4	American Sycamore	<i>Platanus occidentalis</i>	17.5	P	Removal	Protected tree; some limbs falling off, sparse greenery on branches
5	American Sycamore	<i>Platanus occidentalis</i>	17.8	F	Preservation	Dense greenery on branches with few hanging branches; protected tree; recommended cleaning
6	American Sycamore	<i>Platanus occidentalis</i>	14	VP	Removal	Protected tree; burnt trunk of tree, dead hanging branches, brown leaves, and sparse greenery on branches
7	American Sycamore	<i>Platanus occidentalis</i>	11.3	P	Preservation	Protected tree; dead limbs, brown leaves, and sparse greenery on branches; recommended cleaning
8	American Sycamore	<i>Platanus occidentalis</i>	13.5	P	Removal	Protected tree; dead limbs, brown leaves, and sparse greenery on branches
9	African Fern Pine	<i>Afrocarpus gracilior</i>	14.2	G	Preservation	Protected tree; healthy foliage, dense greenery on branches

## **General Observations and Recommendations**

No trees within the site were identified as species of importance, such as the California or coast live oak, based on the City's Tree Protection Ordinance. However, because all the trees on-site are above 9-inches DBH, they are considered protected trees.

Five trees were identified by the proposed project for removal, while most of the remaining trees that are marked for preservation have been recommended care in the form of cleaning (i.e., removal of dead, dying, broken, or diseased wood [size of branches: 1 inch or larger]). Most of the trees on-site contained broken or dead branches, do not receive any form of irrigation, and have sparse canopy coverage. These observations demonstrate that nearly all the trees analyzed herein have been neglected and require maintenance if they are to be kept.

American sycamore trees are indigenous to the United States, grow rapidly, and have moderate to long lifespans. They can provide extensive shade because of their size and canopy coverage and are often planted as street trees, in part due to their resistance and tolerance to air pollutants. However, cleaning by removing dead, dying, broken, or diseased wood is recommended to increase health and longevity of trees proposed for preservation.

The African fern pine is a conifer with long, narrow leaves, native to eastern Africa. This species is commonly used as a street tree due to its smog resistance, large temperature range, low maintenance requirements, and ability to survive acidic soil conditions. In addition, this species is drought tolerant and provides shade through its dense canopy. Because of the health of the African fern pine on-site, no recommendations are given at this time.

## **Tree Protection Measures**

The proposed project shall adhere to the City's Tree Protection Ordinance and SCA-BIO-2 listed above. These ordinances and standards provide protection measures during construction periods that would protect trees proposed for preservation and shall be implemented before construction commences.

In accordance with the City's Tree Protection Ordinance and SCA-BIO-2, conditions of approval may be issued in conjunction with any tree removal permits. These conditions would provide protection measures during construction periods that would protect trees proposed for preservation. The proposed project should follow any conditions of approval provided by the Tree Reviewer, meaning a City employee in the classification of Arboricultural Inspector, Tree Supervisor II, or Tree Supervisor I assigned by the Director of Parks and Recreation to review, inspect, and prepare findings for all tree removal permit applications and appeals of decisions related thereto.

Sincerely,



Kelly Evans, Biologist and Arborist

ID# WE-14754A

**FirstCarbon Solutions**

2999 Oak Road, Suite 250

Walnut Creek, CA 94597

Enc: Attachment A: Biological Resources Field Survey Form  
Attachment B: Site Photographs



**Attachment A:**  
**Biological Resources Field Survey Form**

General Biological Surveying/Arborist Field Form		
<b>Project Name and Number:</b>	4886.0002 Webster Street	
<b>Date:</b>	6.30.2023	
<b>Surveyors:</b>	Kelly Evans	
<b>General Location:</b>	Oakland, CA	
<b>Specific Location:</b>	2301 Webster Street	
<b>Survey/Monitoring Type:</b>	General Biological Survey, Arborist Survey	
<b>Survey/Site Conditions:</b>	<b>Start</b>	<b>Finish</b>
<b>Time:</b>	9:07	10:37
<b>Temperature (°F):</b>	64	68
<b>Weather Conditions:</b>	Sunny	Sunny
<b>Wind (mph):</b>	3 mph	3 mph
<b>Visibility</b>	15 mi	17 mi

**Field Notes, Results, and Communications**

Wildlife Seen On-site: Anna's Hummingbird, House Finch, Seagull (flying overhead), American Robin,

American Crow

Plants Onsite: American Sycamore, Cichorieae Sp., black knightshade, fourleaf manyseed, musk stork's

bill, prostrate knotweed, wall barley, lesser swinecress, African Fern Pine (*Afrocarpus gracilior*)

Vegetation Type: Developed, site contains a public parking lot with street trees on the periphery.

The tree planters contain weeds (listed above). No additional vegetation was observed on-site.

Tree No.	Species	DBH (in)	Height (m)	Notes
1	American Sycamore	15.4	12.8	Dead and barren limbs hanging from tree, broken branches hanging from tree, sparse greenery on branches
2	American Sycamore	16.9	18.4	Dead, barren limbs hanging from tree. Better condition, sparse greenery on branches
3	American Sycamore	13.8	10.9	Dead branches broken and hanging on tree, barren limbs on tree, sparse greenery on branches
4	American Sycamore	17.5	18.1	Some limbs falling off, sparse greenery on branches
5	American Sycamore	17.8	19.7	Dense greenery on branches with few hanging branches

Tree No.	Species	DBH (in)	Height (m)	Notes
6	American Sycamore	14	12	Burnt trunk of tree, dead hanging branches, brown leaves, and sparse greenery on branches
7	American Sycamore	11.3	12.1	Dead limbs, brown leaves, and sparse greenery on branches
8	American Sycamore	13.5	12.7	Dead limbs, brown leaves, and sparse greenery on branches
9	African Fern Pine	14.2	11.1	Healthy foliage, dense greenery on branches

**Attachment B:  
Site Photographs**



Photograph 1: Public parking lot (project site) with trees on southern and eastern boundary (facing south)



Photograph 2: American sycamore (#3) on southern perimeter of project site (facing northwest)



Photograph 3: American sycamore in poor health with sparse greenery and dead and barren limbs (#6)  
(facing south)



Photograph 4: Burnt trunk on American sycamore (#6) (facing east)



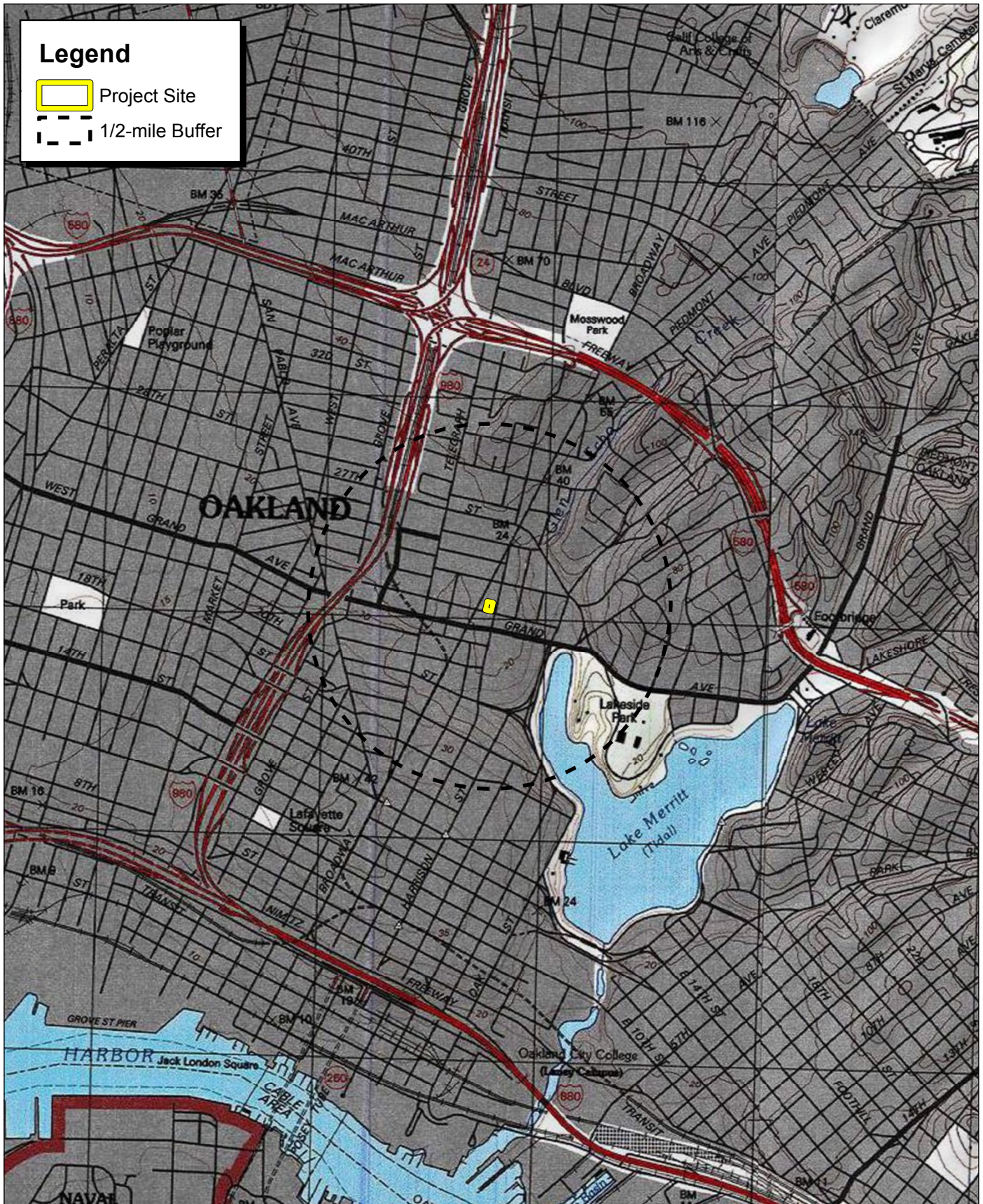
Photograph 5: African fern pine on eastern side of property (#9) (facing south)

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**Attachment J: Cultural Resources Supporting Material for the  
2305 Webster Street Mixed-Use Residential Project**

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Source: USGS Oakland West (1980) 7.5' Quadrangle

Rancho San Antonio (Peralta) Land Grant

**FIRSTCARBON**  
SOLUTIONS™



Exhibit 1  
Record Search Map

**NATIVE AMERICAN HERITAGE COMMISSION**

1550 Harbor Blvd., Suite 100  
West Sacramento, CA 95691  
(916) 373-3710  
(916) 373-5471 FAX



October 11, 2016

Dana DePietro, Ph.D.  
First Carbon Solutions

Sent by: [ddepietro@fcs-intl.com](mailto:ddepietro@fcs-intl.com)

RE: 4886.0001 2305 Webster Street, Alameda County

Dear Mr. DePietro,

Attached is a consultation list of tribes with traditional lands or cultural places located within the boundaries of the above referenced counties. Please note that the intent above reference codes is to mitigate impacts to tribal cultural resources, as defined, for California Environmental Quality Act (CEQA) projects.

As of July 1, 2015, Public Resources Code Sections 21080.3.1 and 21080.3.2 require public agencies to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose mitigating impacts to tribal cultural resources:

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section. (Public Resources Code Section 21080.3.1(d))

The law does not preclude agencies from initiating consultation with the tribes that are culturally and traditionally affiliated with their jurisdictions. The NAHC believes that in fact that this is the best practice to ensure that tribes are consulted commensurate with the intent of the law.

In accordance with Public Resources Code Section 21080.3.1(d), formal notification must include a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation. The NAHC believes that agencies should also include with their notification letters information regarding any cultural resources assessment that has been completed on the APE, such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:
  - A listing of any and all known cultural resources have already been recorded on or adjacent to the APE;
  - Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
  - If the probability is low, moderate, or high that cultural resources are located in the APE.
  - Whether the records search indicates a low, moderate or high probability that unrecorded cultural resources are located in the potential APE; and

- If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.
2. The results of any archaeological inventory survey that was conducted, including:
    - Any report that may contain site forms, site significance, and suggested mitigation measures.

All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code Section 6254.10.
  3. The results of any Sacred Lands File (SFL) check conducted through Native American Heritage Commission. A search of the SFL was completed for the USGS quadrangle information provided returned negative results.
  4. Any ethnographic studies conducted for any area including all or part of the potential APE; and
  5. Any geotechnical reports regarding all or part of the potential APE.

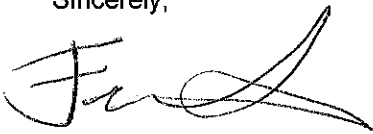
Lead agencies should be aware that records maintained by the NAHC and CHRIS is not exhaustive, and a negative response to these searches does not preclude the existence of a cultural place. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the case that they do, having the information beforehand will help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance we are able to assure that our consultation list contains current information.

If you have any questions, please contact me at my email address: [frank.lienert@nahc.ca.gov](mailto:frank.lienert@nahc.ca.gov)

Sincerely,



Frank Lienert  
Associate Governmental Program Analyst

Native American Heritage Commission  
Tribal Consultation List  
Alameda County  
10/11/2016

**Amah Mutsun Tribal Band of  
Mission San Juan Bautista**

Irenne Zwierlein, Chairperson  
789 Canada Road  
Woodside, CA, 94062  
Phone: (650)400-4806  
Fax: (650) 332-1526  
amahmutsuntribal@gmail.com  
Costanoan

**Costanoan Rumsen Carmel  
Tribe**

Tony Cerda, Chairperson  
244 E. 1st Street  
Pomona, CA, 91766  
Phone: (909)629-6081  
Fax: (909) 524-8041  
rumsen@aol.com  
Costanoan

**Indian Canyon Mutsun Band of  
Costanoan**

Ann Marie Sayers, Chairperson  
P.O. Box 28  
Hollister, CA, 95024  
Phone: (831)637-4238  
ams@indiancanyon.org  
Costanoan

**Muwekma Ohlone Indian Tribe  
of the SF Bay Area**

Rosemary Cambra, Chairperson  
P.O. Box 360791  
Milpitas, CA, 95036  
Phone: (408)314-1898  
muvekma@muvekma.org  
Costanoan

**North Valley Yokuts Tribe**

Katherine Erolinda Perez,  
Chairperson  
P.O. Box 717  
Linden, CA, 95236  
Phone: (209)887-3415  
canutes@verizon.net  
Costanoan  
Northern Valley  
Yokut

**The Ohlone Indian Tribe**

Andrew Galvan,  
P.O. Box 3152  
Fremont, CA, 94539  
Phone: (510) 882-0527  
Fax: (510) 687-9393  
chochenyo@AOL.com  
Bay Miwok  
Costanoan  
Patwin  
Plains Miwok

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 6097.98 of the Public Resources Code and section 5097.98 of the Public Resources Code.

This list is only applicable for consultation with Native American tribes under Public Resources Code Sections 21080.3.1 for the proposed 4886.0001 2305 Webster Street, Alameda County.

Amah Mutsun Tribal Band of Mission San Juan Bautista  
Irenne Zwierlein, Chairperson  
789 Canada Road, Woodside CA 94062

February 9, 2017

**Subject: 2305 Webster Street Mixed Residential Project in Oakland, CA**

Dear Irenne Zwierlein,

At the request of the City of Oakland, FirstCarbon Solutions (FCS) is conducting a cultural resources assessment for the 2305 Webster Street Mixed Residential Project (Project) in Oakland, California. The Project encompasses approximately 0.30-acres located at the intersection of Webster Street/23rd Street in downtown Oakland (Assessor's Parcel Number (APN) 8-667-5-3). The site is a rectangular-shaped parcel located in the Broadway Valdez District Specific Plan Area, which is northeast of Uptown Oakland and northwest of Lake Merritt.

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Sincerely,

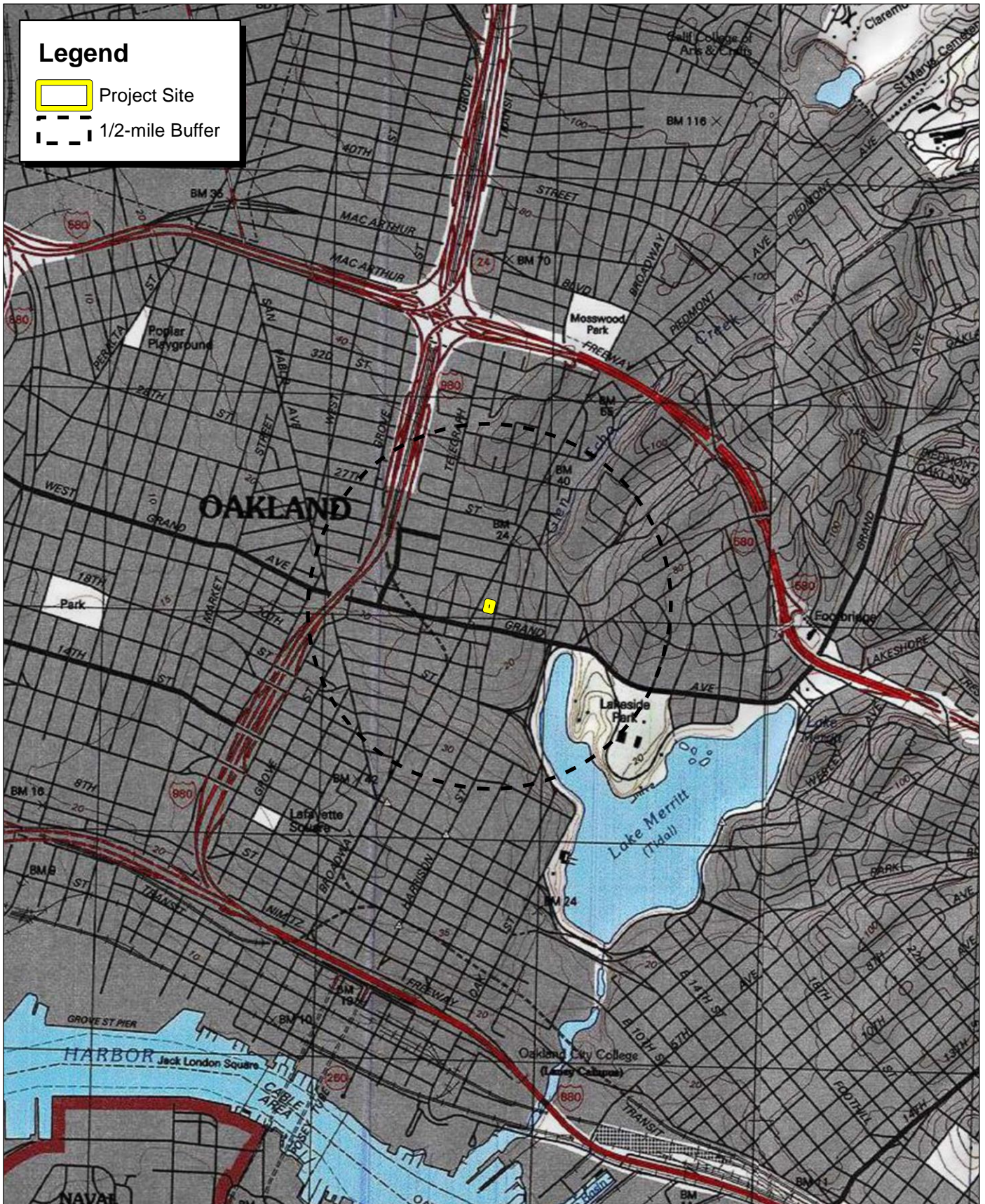
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Dana Douglas DePietro, Ph.D.  
Senior Scientist, Archaeology  
**FirstCarbon Solutions**

1350 Treat Boulevard, Ste. 380  
Walnut Creek, CA 94597

Enc: Project location maps for the proposed 2305 Webster Street Mixed Residential  
Project in Oakland





Source: USGS Oakland West (1980) 7.5' Quadrangle

Rancho San Antonio (Peralta) Land Grant

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Exhibit 1

Record Search Map

Indian Canyon Mutsun Band of Costanoan  
Ann Marie Sayers, Chairperson  
P.O. Box 28, Hollister CA 95024

February 9, 2017

**Subject: 2305 Webster Street Mixed Residential Project in Oakland, CA**

Dear Ann Marie Sayers,

At the request of the City of Oakland, FirstCarbon Solutions (FCS) is conducting a cultural resources assessment for the 2305 Webster Street Mixed Residential Project (Project) in Oakland, California. The Project encompasses approximately 0.30-acres located at the intersection of Webster Street/23rd Street in downtown Oakland (Assessor's Parcel Number (APN) 8-667-5-3). The site is a rectangular-shaped parcel located in the Broadway Valdez District Specific Plan Area, which is northeast of Uptown Oakland and northwest of Lake Merritt.

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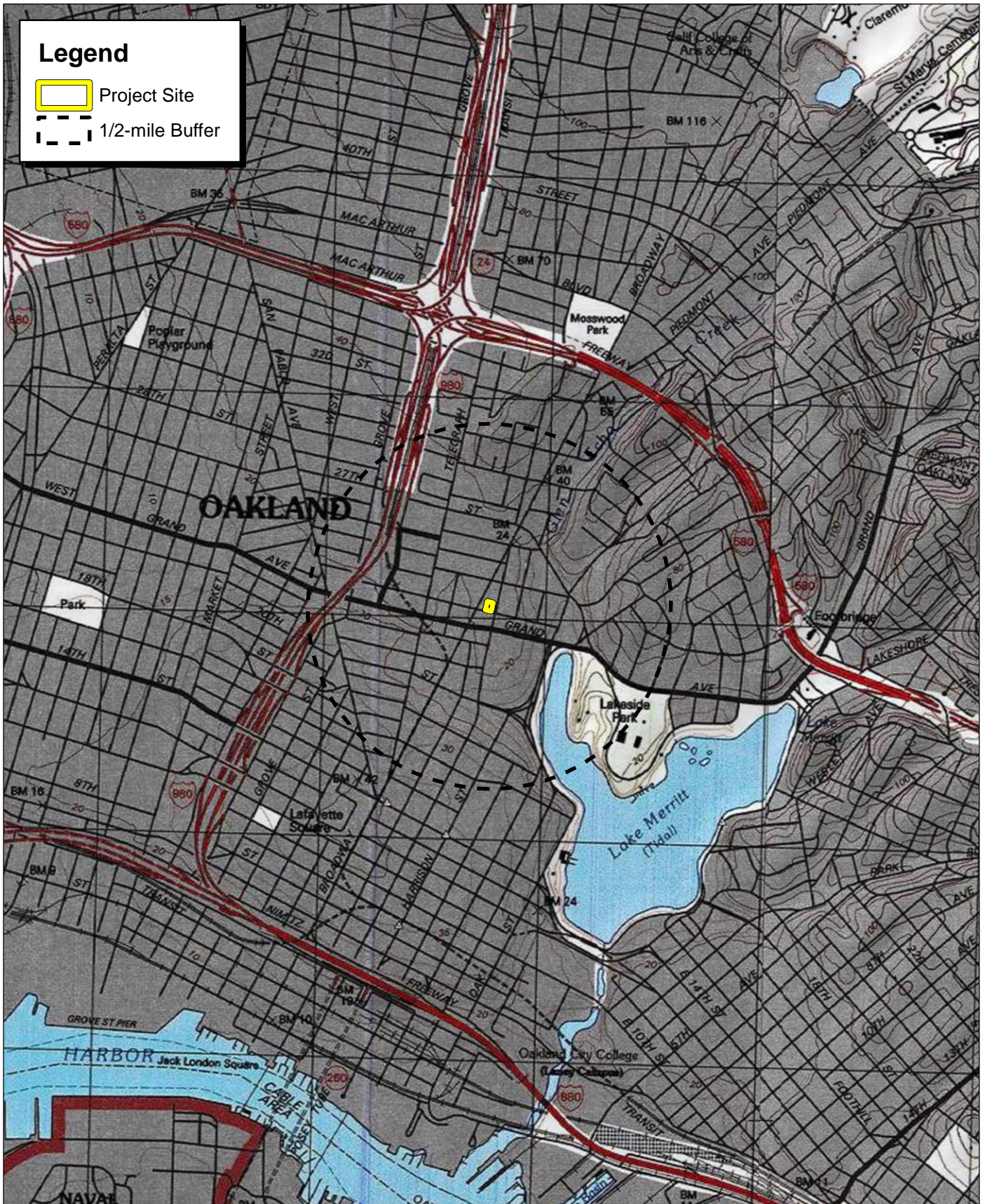
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**FirstCarbon Solutions**

1350 Treat Boulevard, Ste. 380  
Walnut Creek, CA 94597

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Source: USGS Oakland West (1980) 7.5' Quadrangle

Rancho San Antonio (Peralta) Land Grant

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Exhibit 1

Record Search Map

Muwekma Ohlone Indian Tribe of the SF Bay Area  
Rosemary Cambra, Chairperson  
P.O. Box 360791, Milpitas CA 95036

February 9, 2017

**Subject: 2305 Webster Street Mixed Residential Project in Oakland, CA**

Dear Rosemary Cambra,

At the request of the City of Oakland, FirstCarbon Solutions (FCS) is conducting a cultural resources assessment for the 2305 Webster Street Mixed Residential Project (Project) in Oakland, California. The Project encompasses approximately 0.30-acres located at the intersection of Webster Street/23rd Street in downtown Oakland (Assessor's Parcel Number (APN) 8-667-5-3). The site is a rectangular-shaped parcel located in the Broadway Valdez District Specific Plan Area, which is northeast of Uptown Oakland and northwest of Lake Merritt.

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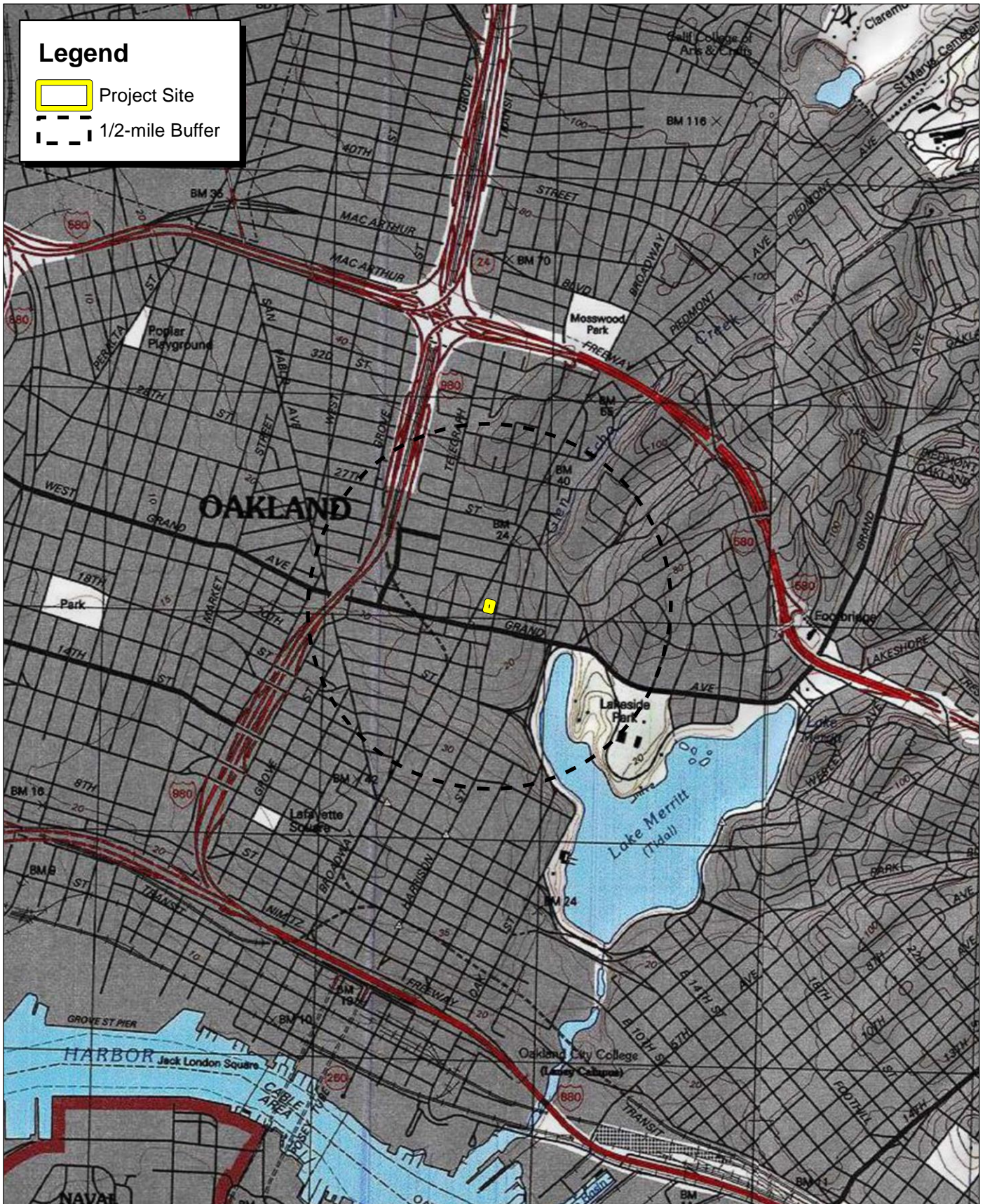
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1350 Treat Boulevard, Ste. 380  
Walnut Creek, CA 94597

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Project in Oakland



Source: USGS Oakland West (1980) 7.5' Quadrangle

Rancho San Antonio (Peralta) Land Grant

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Exhibit 1

Record Search Map

North Valley Yokuts Tribe  
Katherine Erolinda Perez, Chairperson  
P.O. Box 717, Linden CA 95236

February 9, 2017

**Subject: 2305 Webster Street Mixed Residential Project in Oakland, CA**

Dear Katherine Erolinda Perez,

At the request of the City of Oakland, FirstCarbon Solutions (FCS) is conducting a cultural resources assessment for the 2305 Webster Street Mixed Residential Project (Project) in Oakland, California. The Project encompasses approximately 0.30-acres located at the intersection of Webster Street/23rd Street in downtown Oakland (Assessor's Parcel Number (APN) 8-667-5-3). The site is a rectangular-shaped parcel located in the Broadway Valdez District Specific Plan Area, which is northeast of Uptown Oakland and northwest of Lake Merritt.

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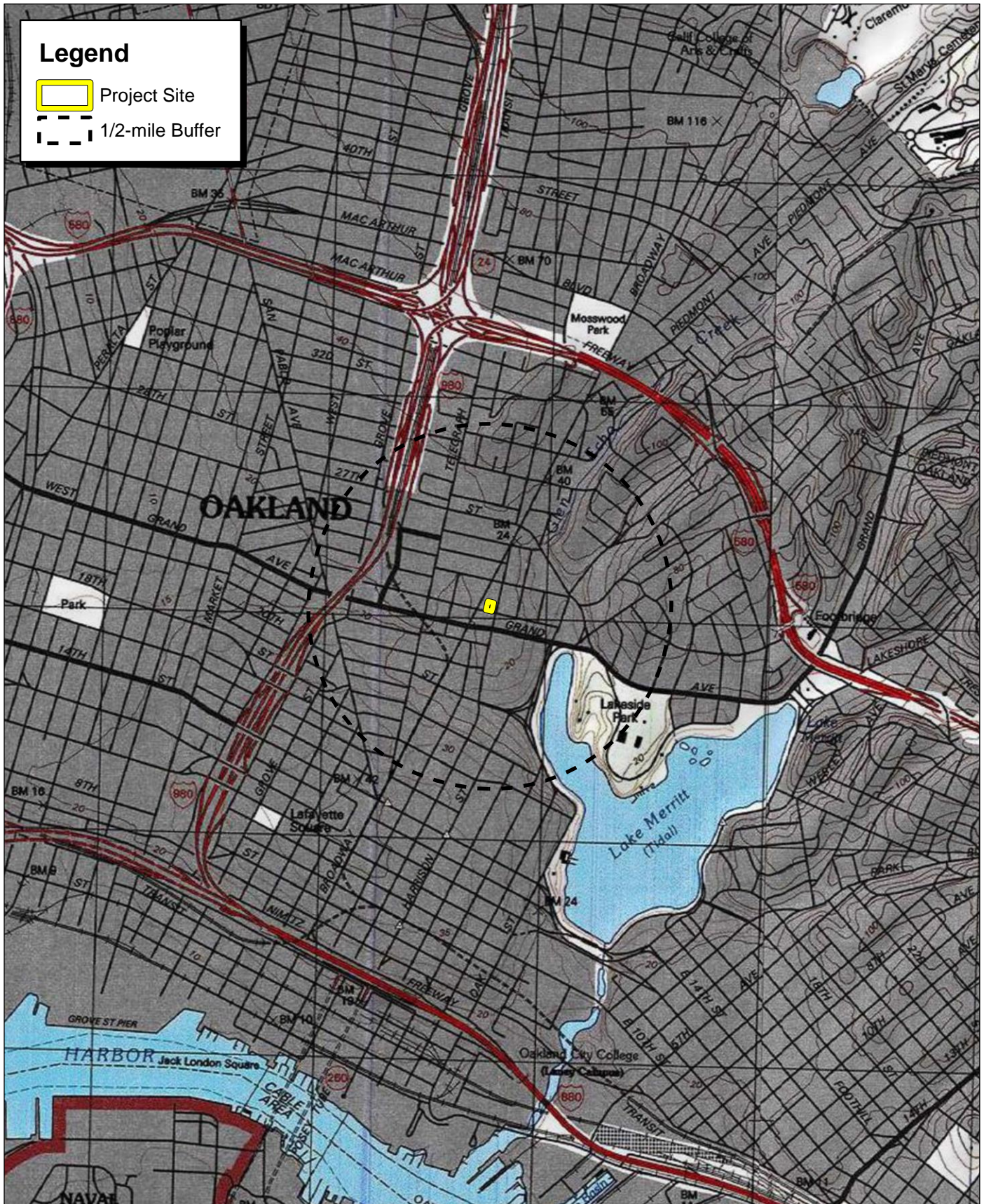
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Walnut Creek, CA 94597

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Project in Oakland



Source: USGS Oakland West (1980) 7.5' Quadrangle

Rancho San Antonio (Peralta) Land Grant

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Exhibit 1

Record Search Map

The Ohlone Indian Tribe  
Andrew Galvin,  
P.O. Box 3152, Fremont CA 94539

February 9, 2017

**Subject: 2305 Webster Street Mixed Residential Project in Oakland, CA**

Dear Andrew Galvin,

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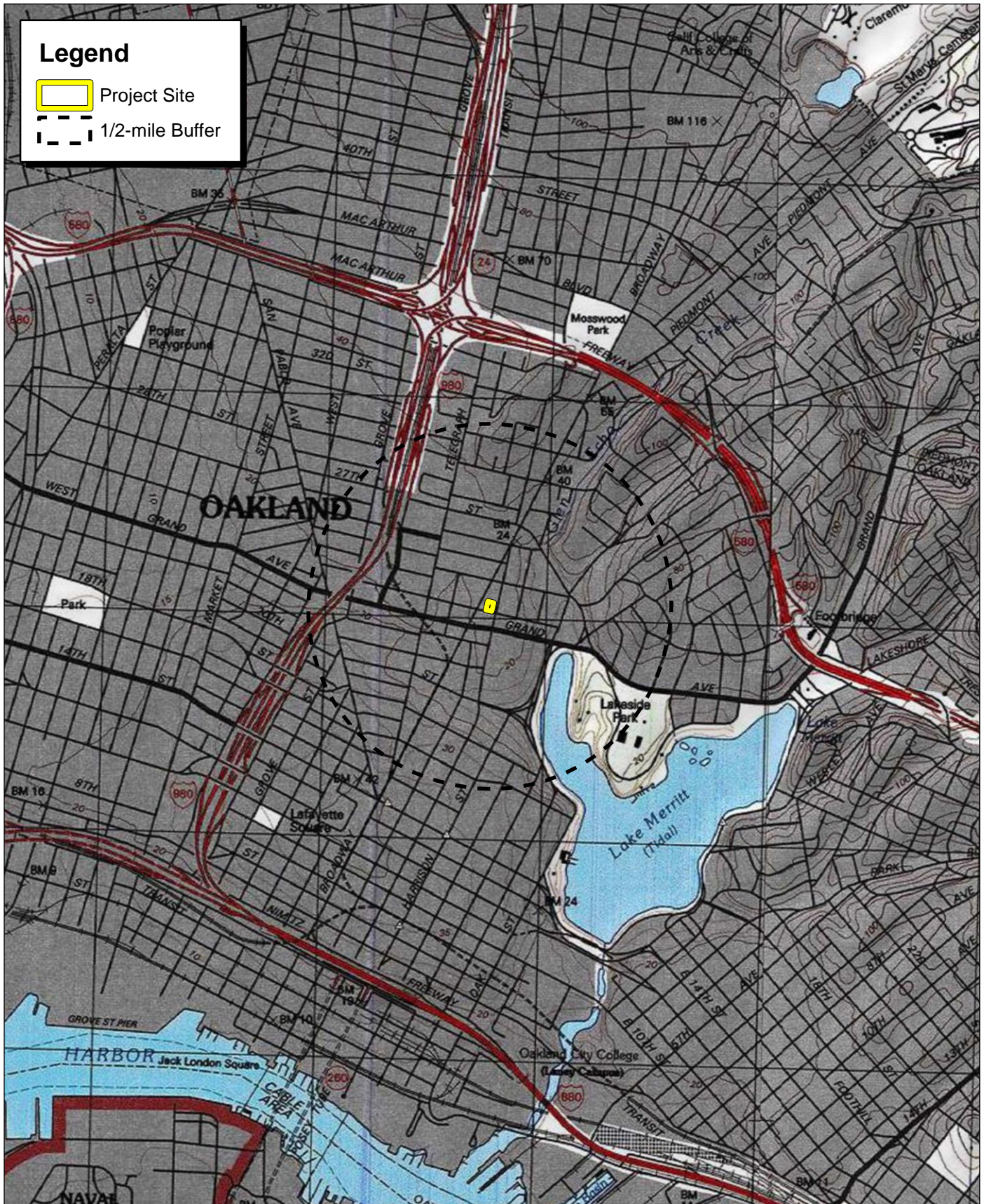
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Rancho San Antonio (Peralta) Land Grant

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Exhibit 1

Record Search Map

Costanoan Rumsen Carmel Tribe  
Tony Cerda, Chairperson  
244 E. 1st Street, Pomona CA 91766

February 9, 2017

**Subject: 2305 Webster Street Mixed Residential Project in Oakland, CA**

Dear Tony Cerda,

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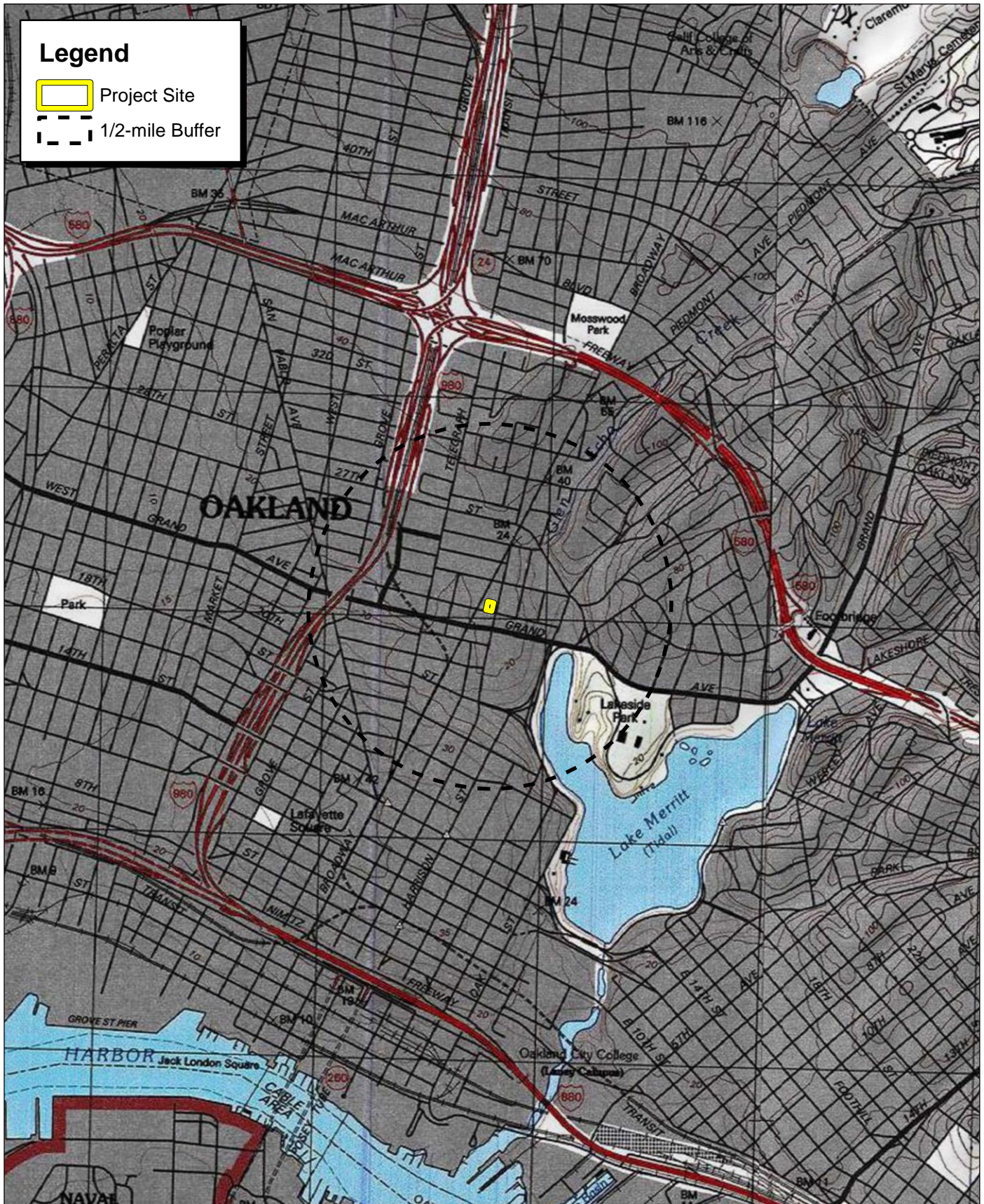
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Rancho San Antonio (Peralta) Land Grant

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Exhibit 1

Record Search Map



APRIL 2024

2305 WEBSTER STREET MIXED-USE RESIDENTIAL PROJECT

CEQA ANALYSIS

ATTACHMENT K

**Attachment K: Soils Report for 230 Broadway/2301 Webster  
Street, Oakland, California**

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**P. WHITEHEAD AND ASSOCIATES  
CONSULTING ENGINEERS**

671 ROCKDALE DRIVE  
SAN FRANCISCO, CALIFORNIA 94127  
TEL (415) 584-0537 • FAX (415) 584-3084  
E-MAIL: DUGGANJ@MSN.COM

**SOIL REPORT  
2300 BROADWAY / 2301 WEBSTER STREET  
APN # 08 - 0667 - 03  
APN # 08 - 0667 - 04  
APN # 08 - 0667 - 05  
APN # 08 - 0667 - 06  
APN # 08 - 0667 - 07  
OAKLAND, CALIFORNIA**

**P. WHITEHEAD AND ASSOCIATES REPORT 2004 - 39**

**MAY 16, 2004**

SOIL REPORT 2004 - 39

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RECOMMENDATIONS / SETTLEMENT.....	4
DESIGN PARAMETERS .....	6
INVESTIGATION LIMITATIONS .....	6

Enclosures:

- 1) Location Map
- 2) Boring Location Plan
- 3) Boring Log
- 4) Laboratory Analysis
- 5) Soils Strength Data
- 6) Foundation Details
- 7) Seismic Reaction Map
- 8) Except from Deering's Civil Code

Soil report 2004- 39  
May 16, 2004  
Page 1

## **INTRODUCTION:**

This report presents the results of a soil investigation for the property at 2300 Broadway / 2301 Webster Streets, Oakland. The purpose of this investigation was to determine the subsurface soil conditions and to make recommendations for the design of the foundations for a proposed four story over garage area commercial / residential dwelling structure to be constructed on the property. The scope of the investigation included the following items:

- \* Drilling of two test borings in order to evaluate the subsurface soil conditions.
- Evaluation of Soil Classification.
- Evaluation of subsurface conditions.
- Evaluation of seismicity.
- Evaluation of slide potential.
- Presentation of the results of the results of the investigation, including recommendations, in a report.
- Presentation of design parameters.

## **SITE CONDITIONS:**

The site is L shaped on plan and is located on the east side of Broadway in gently sloping terrain and measures an average of 112 feet in width and extends an average distance of 211 feet from the front property line at Broadway to the rear property line. The lot is relatively level. The lot is to be subdivided into two lots and separate structures constructed on each lot.

The site is bounded at the south property line by 23<sup>rd</sup> Street, the north property line by a multi story over basement garage structure. At the east property line there is an open car park. The area is not indicated to be in an area of liquefaction potential as reflected by the State of California Hazardous Area Map.

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May 16, 2004  
Page 2

**SITE INVESTIGATION:**

A detailed site reconnaissance and sub-surface investigation / exploration were performed by the writer on April 13, 2004. The investigation was carried out in conjunction with a review of soil Report 238 - M1 on file with the City. 238 - M1 was prepared in conjunction with Bart Construction. During the writer's investigation two test boring were drilled to depths of 16 feet 6 inches. The approximate locations of the borings are shown on the enclosed site plan. The test logs are included in the attachments of this report. Sampling / penetration Resistance Blow Counts were obtained with a standard 140 pound free falling hammer. Free water was encountered at 15 feet below grade. The borings encountered firm brown clayey sand underlain by medium dense yellow brown sandy clay.

**SUBSURFACE CONDITIONS:**

The U.S.G.S Generalized Geological Map indicates that the site is underlain by alluvium. The map indicates that the alluvium is underlain by bedrock. A detailed map prepared by the State of California (Seismic Hazard Zone) indicates the site has only 1% of area prediction for liquefaction.

**SEISMICITY:**

The San Francisco Bay Area is considered to be one of the most seismically active regions of the United States. The nearest active faults are the northwest trending San Andreas Faults, mapped approximately 14 miles southwest of the site and the northwest trending Hayward Faults, mapped approximately miles northeast of the site. Referring to Borcherdt, Gibbs, and Lajoie 1975, the site is located in a seismic category "D" area. It is expected that the site will be subjected to at least one moderate to severe earthquake. However, strong shaking of the site and structures is to be expected. Because of dense underlying material, liquefaction of the foundation soils is not likely to occur.

SEISMIC ZONE	SEISMIC SOURCE	SOIL PROFILE	NEAR - SOURCE	NEAR - SOURCE
	TYPE	TYPE	FACTOR N <sub>a</sub>	FACTOR N <sub>s</sub>
4	A	S <sub>D</sub>	1.18	1.50

**SLIDE POTENTIAL:**

It is the writer's experience that slide action occurs mainly due to the following;

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May 16, 2004  
Page 3

- Sloughage of surface soils off harder impermeable rock.
- Slippage of surface soils at a weak subsurface material underlain by an impervious material.
- Saturation and resulting lubrication at the slide plane by surface and subsurface water especially during periods of prolonged rainfall.
- Steep grading.
- Soft poorly compacted native soils and fill soils.
- Overexcavation of the slope support toe.

The subject site is minimally sloped. No significant potential for local creep / sliding exists.

- It is noted that slope stability map prepared by the U. S. G. S. indicates the site to be in a category 1 area – stable areas of 0.5% slope that are not underlain by lands slides deposits.

#### **RECOMMENDATIONS:**

##### **Building Foundations:**

The new building foundation can consist of fully tied spread footings founded on gravel over the stiff sandy clay soil. The foundation should penetrate a minimum of 24 inches into the competent material. The entire footing/grade beam system should incorporate a well reinforced integral structural concrete slab, a minimum of 6 inches in thickness. A "waffle" slab foundation consisting of a thickened edge beam and stiffeners/ties at right angles would comply with our recommendations. The system should be designed to span, as a simple beam, an unsupported distance of 10 feet and/or cantilever an unsupported distance of 5 feet near the corners of the structure. If excavations are made below footings of adjacent buildings, shoring and underpinning will be required. Reference is made to Deering's Civil Code, extracts of which are included on the enclosures of this report.

The entire slab should be underlain with four inches of crushed ¾ inch drain rock.

Soil report 2004 - 39  
May 16, 2004  
Page 4

It is noted that a basement exists at the north property line. Drilled piers should be used in this area to avoid lateral loading of the basement retaining wall. Piers should be a minimum 18" diameter and expected pier is 18 feet.

Post-construction differential settlement of the site under normal loading is not anticipated to exceed  $\frac{1}{2}$  inch in a horizontal distance of 50 feet. Total post construction settlement is not anticipated to exceed  $\frac{3}{4}$  inch.

#### Retaining Walls:

Retaining walls located on the site must be designed to resist lateral earth pressures plus additional lateral pressures that may be caused by surcharge loads applied at the ground surface behind the walls.

It is recommended that unrestrained walls, 12 feet in height or less that have a level surface or a sloping surface flatter than 4:1, be designed to resist an equivalent fluid pressure of 40 pounds per cubic foot. Where the sloping surface is at an inclination of 2:1, the walls should be designed to resist an equivalent fluid pressure of 60 pounds per cubic foot. For walls having a sloping surface between 4:1 and 2:1, a straight line interpolation between 40 and 60 pounds per cubic foot may be used. The walls should also be designed to resist an additional uniform pressure equivalent to one-third the maximum anticipated surcharge load applied at the surface behind the walls.

It is recommended that restrained walls be designed to resist the pressures given above plus an additional uniform lateral pressure of  $15H$  pounds per square foot where  $H$  = height of wall in feet.

The above pressures assume that sufficient drainage will be provided behind the walls to prevent the build-up of hydrostatic pressures from surface and subsurface water infiltration. Adequate drainage should be provided by a sub-drain system consisting of a four inch diameter perforated pipe ( ABS slotted ) bedded in drain rock wrapped effectively with filter fabric to a height of two-thirds the height of the wall. The remaining portion of the walls should be backfilled with on-site or imported fill materials that are compacted to at least 90 percent relative compaction. At property line walls where no space is available for drain pipes, "miradrain" or approved equal materials may be used. The wall drain shall be connected to the City sewer system incorporating a catch basin in accordance with City requirements. The wall should be waterproofed by hot-mopping or by other positive approved method.



Soil report 2004 - 39  
May 16, 2004  
Page 5

Surface Drainage

All roof and yard area runoff should be piped away from the building and to the City sewer system. Catch basin in accordance with City Standards will be required. Grades adjacent to the building should be sloped away from the building at a minimum of slope of 2 percent.

Concrete Slabs-on-Grade

In order to provide free drainage, slabs-on-grade are to be founded on 4" of 3/4" crushed rock. A six mil thick plastic sheet water vapor barrier is to be incorporated beneath the slab and is to be protected by a two inch layer of sand.

DESIGN PARAMETERS:

FOUNDATION MATERIAL – STIFF SANDY CLAY / MEDIUM DENSE CLAYEY SAND

Allowable Foundation Pressure lbs. / sq. ft.	- 1500
Lateral Bearing, lbs. / Cu. ft. of Depth Below Natural Grade	- 300
Lateral Sliding Coefficient	- 0.35
Skin Friction P. S. F.	- 600

INVESTIGATION LIMITATIONS:

This report has been prepared in order to aid in the evaluation of the subsurface soils of the property and to aid on the foundation design of the proposed structure. These services consist of professional opinions and recommendations made in accordance with generally accepted engineering principles and practices. This acknowledgment is in lieu of all warranties either expressed or implied.

Respectfully submitted

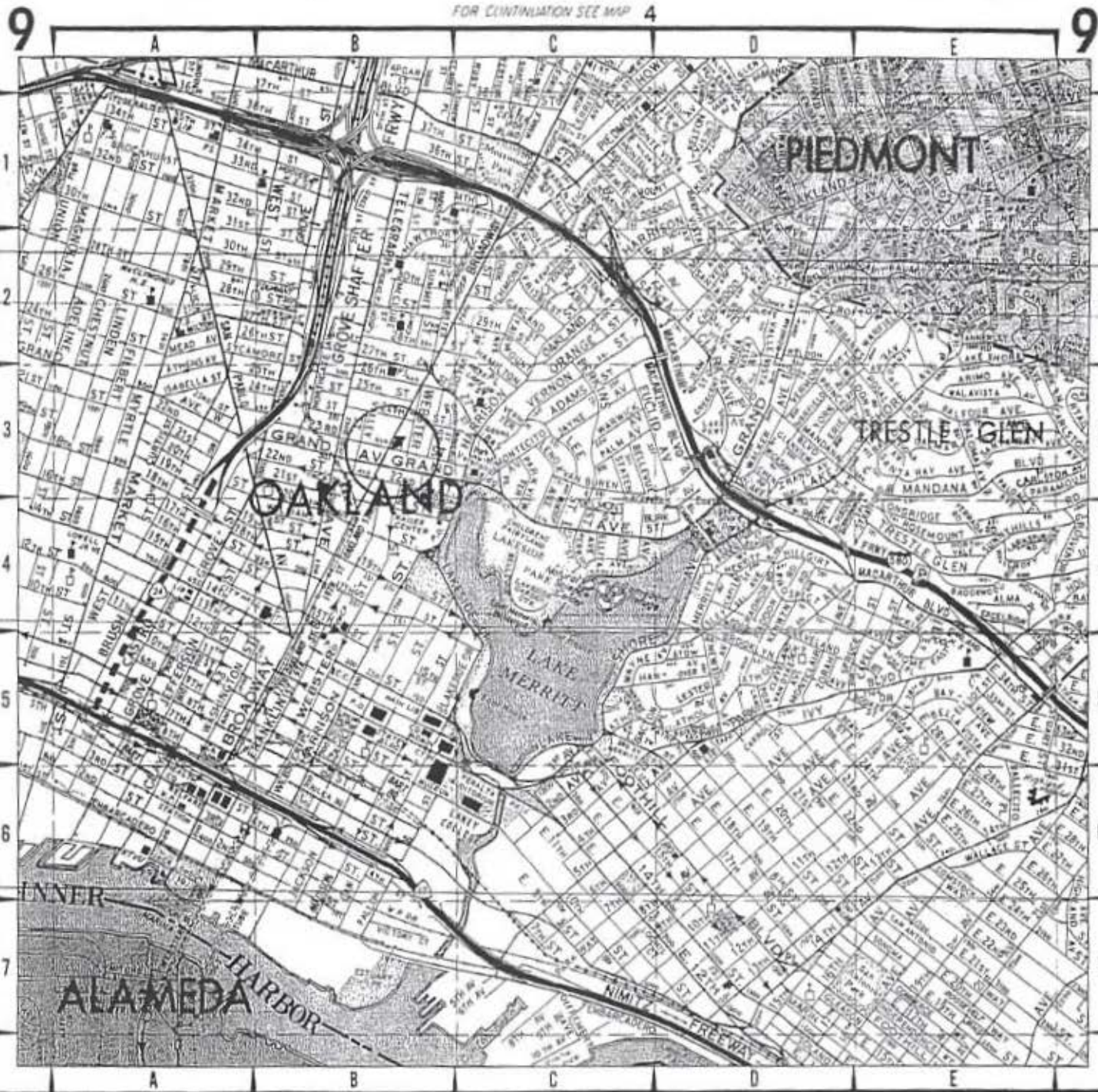


**P. WHITEHEAD & ASSOCIATES**  
*Philip Whitehead*  
Philip Whitehead  
President



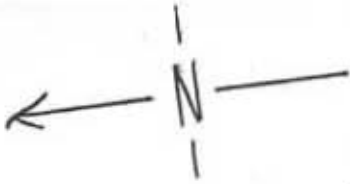
**LOCATION MAP**

FOR CONTINUATION SEE MAP 4

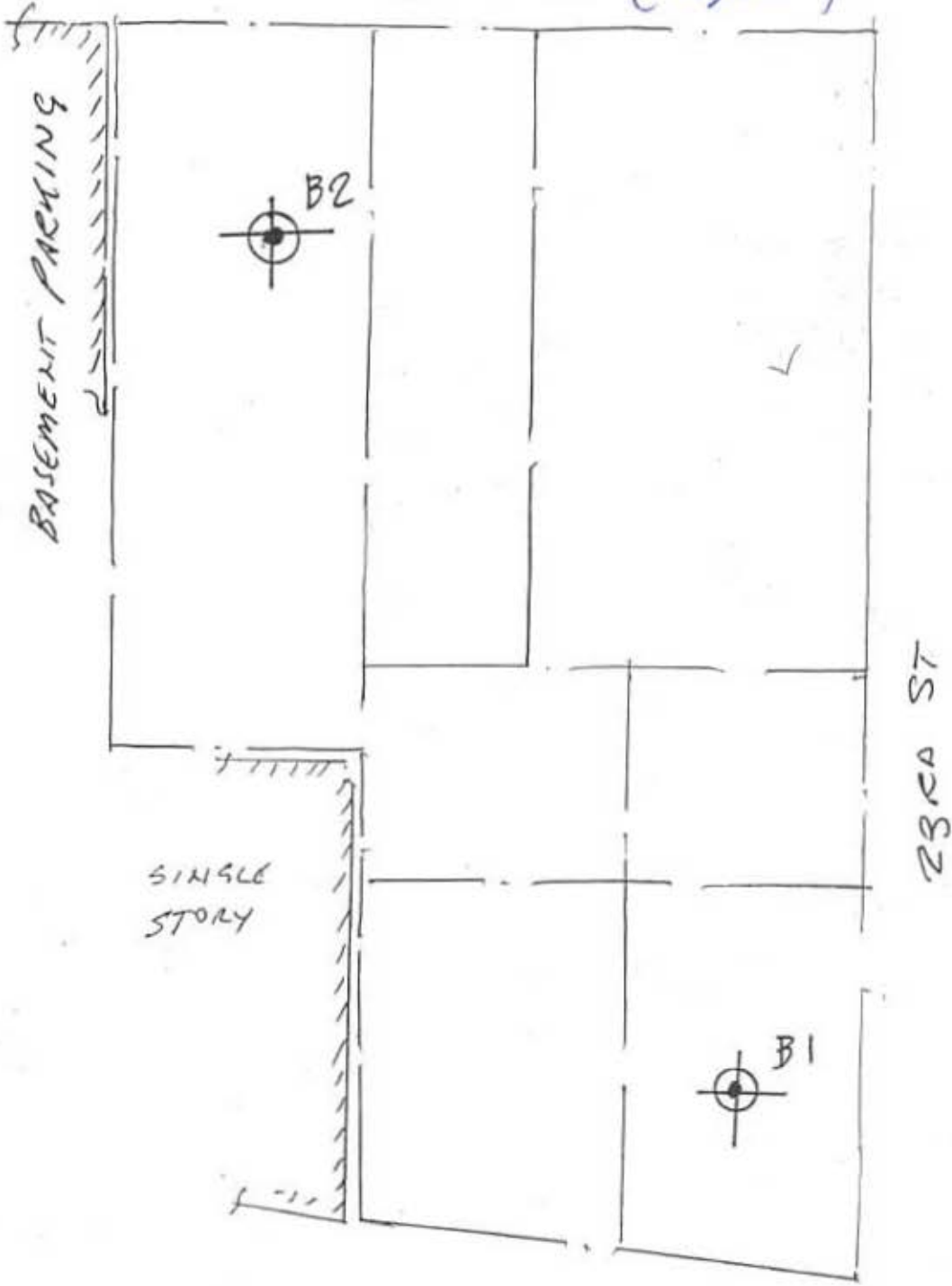


1,485, 1,489, FOR CONTINUATION SEE MAP 11, 1,497, 1,500,  
1,491, 1,494,

**BORING LOCATION PLAN**



ELM ST. (WEBSTER)



TEST BORING LOCATION PLAN  
1" = 30'

## BORING LOG

**P. WHITEHEAD AND ASSOCIATES  
CONSULTING ENGINEERS**

Project No. <u>2004-37</u>	LOG BORING NO. <u>B-1</u>
Location <u>2300 BROADWAY</u>	
<u>OAKLAND, CA</u>	
Date <u>APRIL 13 2004</u>	Hammer <u>140 #</u>
Type of Boring <u>CONTINUOUS AUGER</u>	Surface Elevation _____
<u>"MINUTEMAN"</u>	

FT Depth	Blows per ft.	Sample No.	In-Place		Description			
			γ <sub>d</sub> Density #/ft.	Moisture Content %	3" ASPHALT	COLOR	CONSIST.	SOIL TYPE
5	/				CLAY WITH SOME SAND	DARK BROWN	STIFF	CL
10	2 1/2 28 STP 15	/			SANDY CLAY	LIGHT BROWN TAN	VERY STIFF	LL
15	STP 15	/			FREE WATER			
	STP 15	/			SANDY CLAY	YELLOW BROWN	VERY STIFF	CL

**P. WHITEHEAD AND ASSOCIATES  
CONSULTING ENGINEERS**

Project No. <u>200A-39</u>	LOG BORING NO. <u>B-2</u>
Location <u>2300 BROADWAY OAKLAND, CA</u>	Hammer <u>140#</u>
Date <u>APRIL 13 2008</u>	Surface Elevation _____
Type of Boring <u>CONTINUOUS AUGER "MINUTEMAN"</u>	

FT Depth	Blows per ft.	Sample No.	In-Place		Description			
			γ <sub>d</sub> Density #/ft.	Moisture Content %	COLOR	CONSIST.	SOIL TYPE	
5					SANDY CLAY	BROWN	VERY STIFF	CL
10	 23	STP			CLAYEY SAND FINE & MEDIUM GRAINED	TAN	MEDIUM DENSE	SC
15	 25				NO FREE WATER			
		STP						



## LABORATORY ANALYSIS



Hunters Point Shipyard, Bldg. 114  
P.O. Box 880550  
San Francisco, California 94128  
(415) 330-3000 Fax (415) 330-3030

791 East Washington Blvd.  
Los Angeles, California 90021-3043  
(213) 749-3411  
Fax (213) 746-7228

April 28, 2004

SECo File No. 60906  
SECo Report No. 04-383a

P. Whitehead & Associates  
Consulting Engineers  
671 Rockdale Drive  
San Francisco, California 94127  
Attention: Mr. Philip Whitehead

RE: 2300 Broadway, Oakland

SUBJECT: Report of Tests

TEST STANDARD: ASTM D2937 (Dry Density by Drive Cylinder Method), ASTM D2216 (Moisture Content), and ASTM D422 (Sieve Analysis)

SOURCE: Onsite, Material delivered April 14, 2004

REPORT OF TESTS

In compliance with your request, we have conducted the subject tests with the results presented below.

<u>Sample Number</u>	<u>Description</u>	<u>Source</u>
B-1 @ 6'	Brown Clayey Sand	Onsite
B-2 @ 15'	Yellow Brown Sandy Clay	Onsite

ASTM D2216/D2937 (Moisture/Dry Density)

B-1 @ 6' 17.4 % / 102.8 pcf

ASTM D422 (Sieve Analysis)

B-2 @ 15.0' Detailed report attached

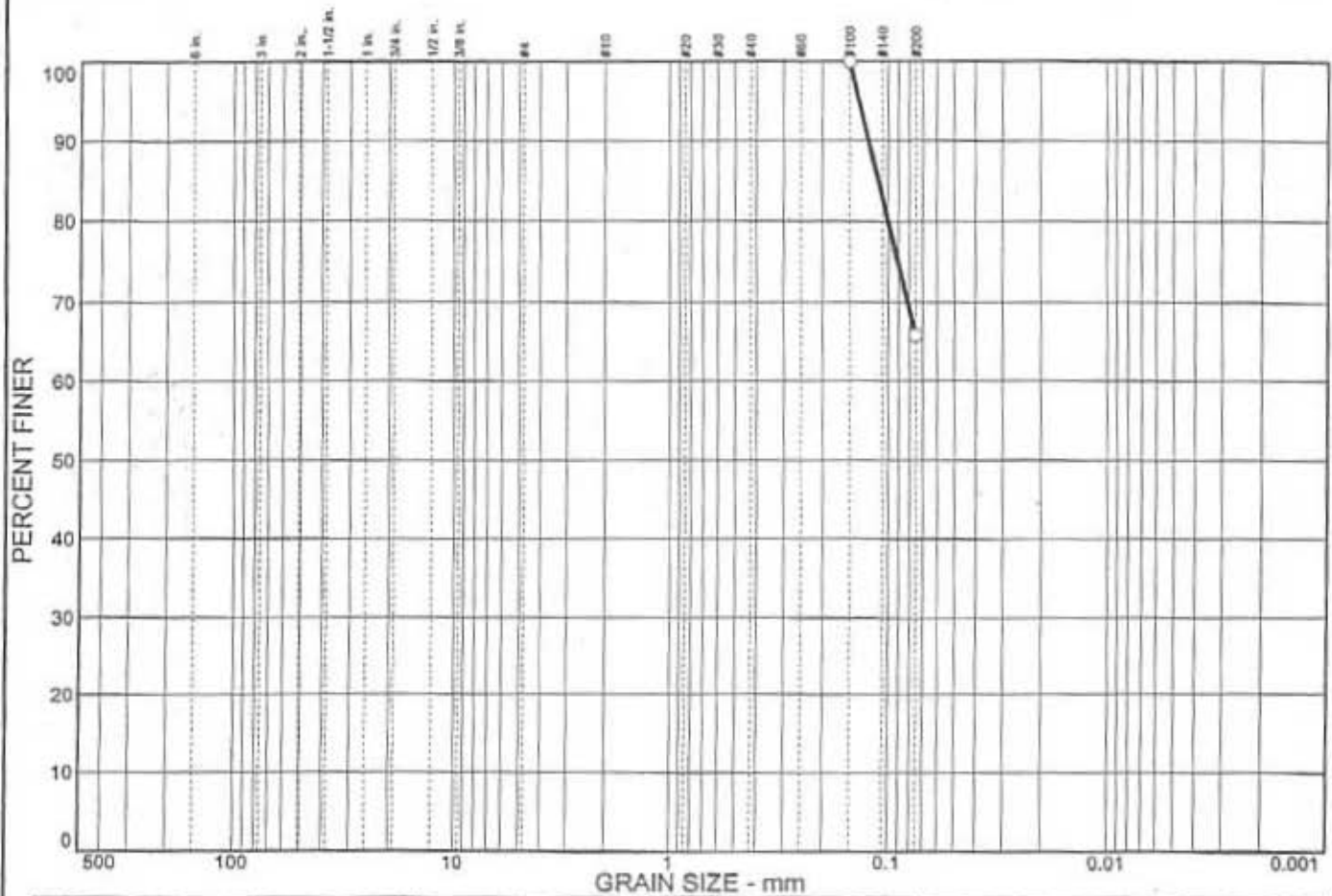
Respectfully submitted,  
SMITH-EMERY COMPANY

PATRICK MORRISON, R.G. #7174  
Geoservices Division Manager, San Francisco

Attachments: ASTM D422 Detailed Report

cc: 2-Addressee

# Particle Size Distribution Report



% COBBLES	% GRAVEL		% SAND			% FINES	
	CRS.	FINE	CRS.	MEDIUM	FINE	SILT	CLAY
0.0	0.0	0.0	0.0	0.0	34.2	65.8	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
#100	100.0		
#200	65.8		

**Soil Description**

Yellow Brown sandy Clay

**Atterberg Limits**

PL=                      LL=                      PI=

**Coefficients**

D<sub>85</sub>= 0.111                      D<sub>80</sub>=                      D<sub>50</sub>=

D<sub>30</sub>=                                      D<sub>15</sub>=                      D<sub>10</sub>=

C<sub>u</sub>=                                      C<sub>c</sub>=

**Classification**

USCS=                                      AASHTO=

**Remarks**

\* (no specification provided)

Sample No.: B-2 @ 15'  
Location:

Source of Sample: 2300 Broadway, Oakland

Date: 4/23/04  
Elev./Depth:

**Smith-Emery  
Company**

Client: P. Whitehead and Associates  
Project: General Services

Project No: 60906

Figure 1

**SOILS STRENGTH DATA**



PRIMARY DIVISIONS		GROUP SYMBOL	SECONDARY DIVISIONS	
COARSE GRAINED SOILS MORE THAN HALF OF MATERIAL IS LARGER THAN NO. 200 SIEVE SIZE	GRAVELS. MORE THAN HALF OF COARSE FRACTION IS LARGER THAN NO. 4 SIEVE	CLEAN GRAVELS (LESS THAN 5% FINES)	GW Well graded gravels, gravel-sand mixtures, little or no fines	
		GRAVEL WITH FINES	GP Poorly graded gravels or gravel-sand mixtures, little or no fines	
			GM Silty gravels, gravel-sand mixtures, non-plastic fines.	
		GC Clayey gravels, gravel-sand-clay mixtures, plastic fines.		
	SANDS MORE THAN HALF OF COARSE FRACTION IS SMALLER THAN NO. 4 SIEVE	CLEAN SANDS (LESS THAN 5% FINES)	SW Well graded sands, gravelly sands, little or no fines.	
		SANDS WITH FINES	SP Poorly graded sands or gravelly sands, little or no fines.	
			SM Silty sands, sand-silt mixtures, non-plastic fines.	
		SC Clayey sands, sand-clay mixtures, plastic fines.		
		FINE GRAINED SOILS MORE THAN HALF OF MATERIAL IS SMALLER THAN NO. 200 SIEVE SIZE	SILTS AND CLAYS LIQUID LIMIT IS LESS THAN 50%	ML Inorganic silt and very fine sands, rock flour, silty or clayey fine sands or clayey silts with slight plasticity.
				CL Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays.
OL Organic silt and organic silty clays of low plasticity.				
SILTS AND CLAYS LIQUID LIMIT IS GREATER THAN 50%	MH Inorganic silts, micaceous or diatomaceous fine sandy or silty soils, elastic silts.			
	CH Inorganic clays of high plasticity, fat clays.			
	OH Organic clays of medium to high plasticity, organic silts.			
HIGHLY ORGANIC SOILS		Pt Peat and other highly organic soils.		

**DEFINITION OF TERMS**

U.S. STANDARD SERIES SIEVE      CLEAR SQUARE SIEVE OPENINGS

200      40      10      4      3/4"      3"      12"

SILTS AND CLAYS	SAND			GRAVEL		COBBLES	BOULDERS
	FINE	MEDIUM	COARSE	FINE	COARSE		

**GRAIN SIZES**

SANDS AND GRAVELS	BLOWS/FOOT †
VERY LOOSE	0 - 4
LOOSE	4 - 10
MEDIUM DENSE	10 - 30
DENSE	30 - 50
VERY DENSE	OVER 50

**RELATIVE DENSITY**

SILTS AND CLAYS	STRENGTH †	BLOWS/FOOT †
VERY SOFT	0 - 1/4	0 - 2
SOFT	1/4 - 1/2	2 - 4
FIRM	1/2 - 1	4 - 8
STIFF	1 - 2	8 - 15
VERY STIFF	2 - 4	15 - 32
HARD	OVER 4	OVER 32

**CONSISTENCY**

† Number of blows of 140 pound hammer falling 30 inches to drive a 2 inch O.D. (1-3/8 inch I.D.) split spoon (ASTM D-1586).

† Unconfined compressive strength in tons/sq. ft. as determined by laboratory testing or approximated by the standard penetration test (ASTM D-1586), pocket penetrometer, torvane, or visual observation.

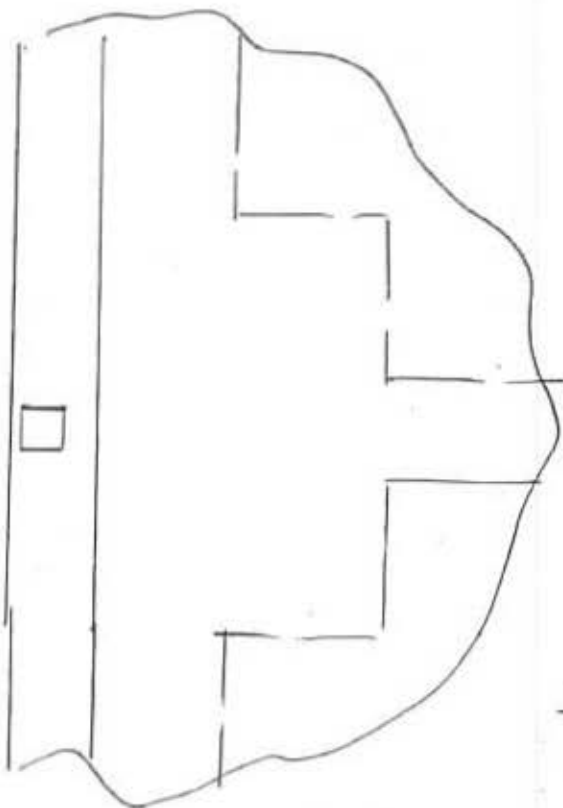
**FOUNDATION DETAILS**

JOB 2004-33 SHEET NO. SK1 OF .....

DATE 3/04

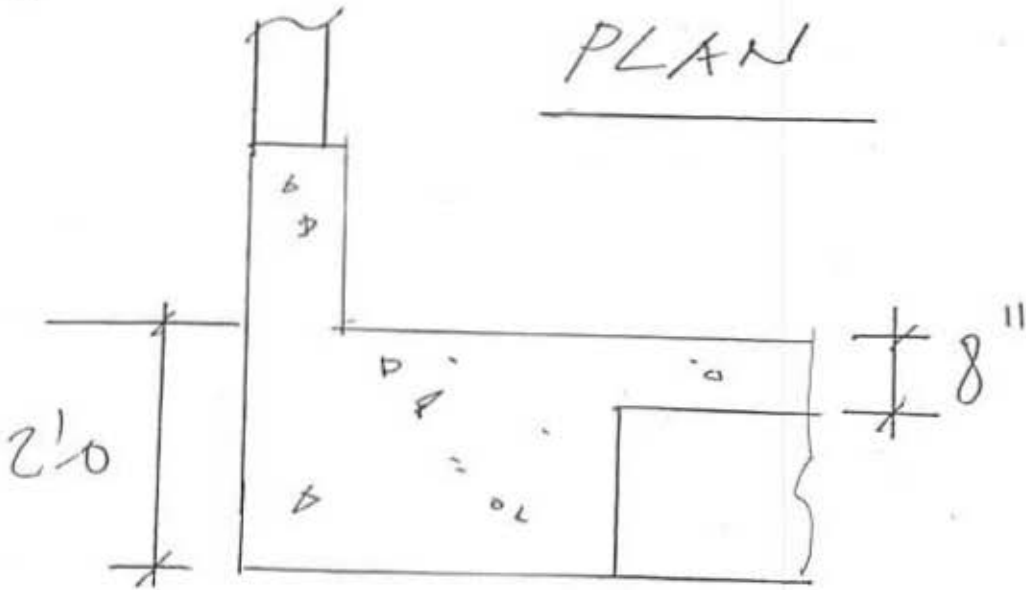
CUMPUTATIONS FOR 1708 BY PW CHKD .....

ANZA ST.



FOUNDATION  
DETAIL

PLAN



SECTION

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**Attachment L: Equitable Climate Action Plan Consistency Checklist**

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# CITY OF OAKLAND

## Equitable Climate Action Plan Consistency Checklist

250 Frank H. Ogawa Plaza, Suite 2114, Oakland, CA 94612-2031

Zoning Information: 510-238-3911

<https://www.oaklandca.gov/topics/planning>

The purpose of this Equitable Climate Action Plan Consistency Review Checklist is to determine, for purposes of compliance with the California Environmental Quality Act (CEQA), whether a development project complies with the City of Oakland Equitable Climate Action Plan (ECAP) and the City of Oakland's greenhouse gas (GHG) emissions reduction targets. CEQA Guidelines require the analysis of GHG emissions and potential climate change impacts from new development.

- If a development project completes this Checklist and can qualitatively demonstrate compliance with the Checklist items as part of the project's design, or alternatively, demonstrate to the City's satisfaction why the item is not applicable, then the project will be considered in compliance with the City's CEQA GHG Threshold of Significance.
- If a development project cannot meet all of the Checklist items, the project will alternatively need to demonstrate consistency with the ECAP by complying with the City of Oakland GHG Reduction Plan Condition of Approval.
- If the project cannot demonstrate consistency with the ECAP in either of those two ways, the City will consider the project to have a significant effect on the environment related to GHG emissions.

### Application Submittal Requirements

1. The ECAP Consistency Checklist applies to all development projects needing a CEQA GHG emissions analysis, including a specific plan consistency analysis.
2. If required, the ECAP Consistency Review Checklist must be submitted concurrently with the City of Oakland Basic Application.

### Application Information

**Applicant's Name/Company:** Segula Investments, Inc.

**Property Address:** 2305 Webster Street

**Assessor's Parcel Number:** 8-667-5-3

**Phone Number:** 510-540-7770

**E-mail:** avi\_nevo@yahoo.com

Equitable Climate Action Plan (ECAP) Consistency Review Checklist

Checklist Item (Check the appropriate box and provide explanation for your answer).			
Transportation & Land Use			
1. Is the proposed project substantially consistent with the City’s over-all goals for land use and urban form, and/or taking advantage of allowable density and/or floor area ratio (FAR) standards in the City’s General Plan? (TLU1)	Yes X	No	N/A
Please explain how the proposed project is substantially consistent with the City’s General Plan with respect to density and FAR standards, land use, and urban form.  The project complies with all applicable land use standards and is substantially consistent with the General Plan. Any deviations will be authorized under the State Density Bonus Law.			
2. For developments in “Transit Accessible Areas” as defined in the Planning Code, would the project provide: i) less than half the maximum allowable parking, ii) the minimum allowable parking, or iii) take advantage of available parking reductions? (TLU1)	Yes X	No	N/A
Please explain how the proposed project meets this action item.  The project will provide only 21 vehicle parking spaces and will rely on AB 2097 to justify the significant parking reduction.			
3. For projects including structured parking, would the structured parking be designed for future adaptation to other uses? (Examples include, but are not limited to: the use of speed ramps instead of sloped floors.). (TLU1)	Yes X	No	N/A
Please explain how the proposed project meets this action item.  While the project provides far less parking than the minimum, the parking is in stackers which can easily be adapted for other uses.			
4. For projects that <i>are</i> subject to a Transportation Demand Management Program, would the project include transit passes for employees and/or residents? (TLU1)	Yes X	No	N/A
Please explain how the proposed project meets this action item.  The Project will comply with TDMP measures that may include providing transit passes to residents or other measures to ensure compliance.			

Equitable Climate Action Plan (ECAP) Consistency Review Checklist

<p>5. For projects that are <i>not</i> subject to a Transportation Demand Management Program, would the project incorporate one or more of the optional Transportation Demand Management measures that reduce dependency on single-occupancy vehicles? (Examples include but are not limited to transit passes or subsidies to employees and/or residents; carpooling; vanpooling; or shuttle programs; on-site carshare program; guaranteed ride home programs) (TLU1 &amp; TLU8)</p>	<p align="center"><b>Yes</b></p>	<p align="center"><b>No</b></p>	<p align="center"><b>N/A</b></p>
<p align="center">X</p>			
<p>Please explain how the proposed project meets this action item.</p>			
<p>6. Does the project comply with the Plug-In Electric Vehicle (PEV) Charging Infrastructure requirements (Chapter 15.04 of the Oakland Municipal Code), if applicable? (TLU2 &amp; TLU-5)</p>	<p align="center"><b>Yes</b></p>	<p align="center"><b>No</b></p>	<p align="center"><b>N/A</b></p>
<p align="center">X</p>			
<p>Please explain how the proposed project meets this action item.</p> <p>The project will comply with the Oakland Municipal Code and provide any required EV charging infrastructure.</p>			
<p>7. Would the project reduce or prevent the direct displacement of residents and essential businesses? (For residential projects, would the project comply with SB 330, if applicable? For projects that demolish an existing commercial space, would the project include comparable square footage of neighborhood serving commercial floor space.) (TLU3)</p>	<p align="center"><b>Yes</b></p>	<p align="center"><b>No</b></p>	<p align="center"><b>N/A</b></p>
<p align="center">X</p>			
<p>Please explain how the proposed project meets this action item.</p> <p>The project site is an existing surface parking lot with no residential or commercial space.</p>			

Equitable Climate Action Plan (ECAP) Consistency Review Checklist

<p>8. Would the project prioritize sidewalk and curb space consistent with the City’s adopted Bike and Pedestrian Plans? (The project should not prevent the City’s Bike and Pedestrian Plans from being implemented. For example, do not install a garage entrance where a planned bike path would be unless otherwise infeasible due to Planning Code requirements, limited frontage or other constraints.) (TLU7)</p>	<p align="center"><b>Yes</b></p>	<p align="center"><b>No</b></p>	<p align="center"><b>N/A</b></p>
<p align="center">X</p>			
<p>Please explain how the proposed project meets this action item. The project will prioritize sidewalk and curb space consistent with the city’s adopted Bike and Pedestrian Plans and including locating vehicular access off to avoid conflicts with the neighborhood bike route. Project complies will all bike parking on site requirements.</p>			
<p align="center"><b>Buildings</b></p>			
<p>9. Does the project not create any new natural gas connections/hook-ups? (B1 &amp; B2)</p>	<p align="center"><b>Yes</b></p>	<p align="center"><b>No</b></p>	<p align="center"><b>N/A</b></p>
<p align="center">X</p>			
<p>Please explain how the proposed project meets this action item. Project complies with City's electric ordinance.</p>			
<p>10. Does the project comply with the City of Oakland Green Building Ordinance (Chapter 18.02 of the Oakland Municipal Code), if applicable? (B4)</p>	<p align="center"><b>Yes</b></p>	<p align="center"><b>No</b></p>	<p align="center"><b>N/A</b></p>
<p align="center">X</p>			
<p>Please explain how the proposed project meets this action item. As identified in the Green Building Ordinance application, the project will comply through a combination of efficient systems, lighting, and water use and will meet or exceed required LEED standards.</p>			
<p>11. For retrofits of City-owned or City-controlled buildings: Would the project be all-electric, eliminate gas infrastructure from the building, and integrate energy storage wherever technically feasible and appropriate? (B5)</p>	<p align="center"><b>Yes</b></p>	<p align="center"><b>No</b></p>	<p align="center"><b>N/A</b></p>
<p align="center">X</p>			
<p>Please explain how the proposed project meets this action item.</p>			

Equitable Climate Action Plan (ECAP) Consistency Review Checklist

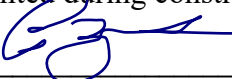
<b>Material Consumption &amp; Waste</b>			
12. Would the project reduce demolition waste from construction and renovation and facilitate material reuse in compliance with the Construction Demolition Ordinance (Chapter 15.34 of the Oakland Municipal Code)? (MCW6)	<b>Yes</b>	<b>No</b>	<b>N/A</b>
	x		
Please explain how the proposed project meets this action item.  The project will comply with the Construction Demolition Ordinance.			
<b>City Leadership</b>			
13. For City projects: Have opportunities to eliminate/minimize fossil fuel dependency been analyzed in project design and construction? (CL2)	<b>Yes</b>	<b>No</b>	<b>N/A</b>
			x
Please explain how the proposed project meets this action item.			
<b>Adaptation</b>			
14. For new projects in the Designated Very High Wildfire Severity Zone: Would the project incorporate wildfire safety requirements such creation of defensible space around the house, pruning, clearing and removal of vegetation, replacement of fire resistant plants, as required in the Vegetation Management Plan? (A4)	<b>Yes</b>	<b>No</b>	<b>N/A</b>
			x
Please explain how the proposed project meets this action item.			

Equitable Climate Action Plan (ECAP) Consistency Review Checklist

<b>Carbon Removal</b>			
15. Would the project replace a greater number of trees than will be removed in compliance with the Tree Preservation Ordinance (Chapter 12.36 of the Oakland Municipal Code) and Planning Code if applicable and feasible given competing site constraints?  (CR-2)	<b>Yes</b>	<b>No</b>	<b>N/A</b>
	x		
Please explain how the proposed project meets this action item.  The site has 9 existing trees, none protected. The project will remove 6 trees and replace 1 tree. A total of 4 trees after replacement will remain. Replacement of all trees is not feasible given site constraints and adherence to Planning Code.			
16. Does the project comply with the Creek Protection, Stormwater Management and Discharge Control Ordinance (Chapter 13.16 of the Oakland Municipal Code), as applicable?  (CR-3)	<b>Yes</b>	<b>No</b>	<b>N/A</b>
	x		
Please explain how the proposed project meets this action item.  While the project is not subject to the Creek Protection ordinance it will comply the C.3 stormwater requirements.			

I understand that answering **yes** to all of these questions, means that the project **is in compliance with** the City’s Energy and Climate Action Plan as adopted on to July 28, 2020 and requires that staff apply the Project Compliance with the Equitable Climate Action Plan (ECAP) Consistency Checklist Condition of Approval as adopted by the Planning Commission on December 16, 2020 and all Checklist items must be incorporated into the project

I understand that answering **no** to any of these questions, means that the project **is not in compliance with** the City’s Energy and Climate Action Plan as adopted on to July 28, 2020 and requires that staff apply the Greenhouse Gas (GHG) Reduction Plan Condition of Approval as adopted by the Planning Commission on December 16, 2020 which will require that the applicant prepare a quantitative GHG analysis and GHG Reduction Plan for staff’s review and approval. The GHG Reduction Plan and all GHG Reduction measures shall be incorporated into the project and implemented during construction and after construction for the life of the project.

Peter Ziblatt 	7-1-23
Name and Signature of Preparer	Date



## Attachment M: Phase I Environmental Site Assessment

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**PHASE I ENVIRONMENTAL  
SITE ASSESSMENT**

**2305 WEBSTER STREET  
OAKLAND, CALIFORNIA 94612**

*Prepared for:*

**MR. AVI NEVO  
SEGULA INVESTMENTS, INC.  
2071 ADDISON STREET  
BERKELEY, CA 94704**

**April 2016**

**PHASE I ENVIRONMENTAL  
SITE ASSESSMENT**

**2305 WEBSTER STREET  
OAKLAND, CALIFORNIA 94612**

*Prepared for:*

**MR. AVI NEVO  
SEGULA INVESTMENTS, INC.  
2071 ADDISON STREET  
BERKELEY, CA 94704**

*Prepared by:*

**STELLAR ENVIRONMENTAL SOLUTIONS, INC.  
2198 SIXTH STREET – SUITE 201  
BERKELEY, CALIFORNIA 94710**

**April 22, 2016**

Project No. 2016-15



2198 SIXTH STREET, SUITE 201-BERKELEY, CA 94710  
TEL: (510)644-3123 · FAX: (510)644-3859  
GEOSCIENCE & ENGINEERING CONSULTING

April 22, 2016

Mr. Avi Nevo  
Segula Investments, Inc.  
2071 Addison Street  
Berkeley, CA 94704

RE: Phase I Environmental Site Assessment Report, 2305 Webster Street, Oakland,  
California (the "Report")

Dear Mr. Nevo:

Segula Investments, Inc. has retained Stellar Environmental Solutions, Inc. (Stellar Environmental), the undersigned consultant, to provide a Phase I Environmental Site Assessment report (the "Report") on the above referenced property. Please be advised you can rely on the report entitled "Phase I Environmental Site Assessment, 2305 Webster Street, Oakland, California" dated April 22, 2016, subject to the limitations and qualifications contained therein. The undersigned further acknowledges that your successors and/or assigns may rely on the information, findings, conclusions, and recommendations provided in this Report, to the same extent that you are able to rely on the Report.

Stellar Environmental has no present or contemplated future ownership interest or financial interest in the real estate that is the subject of this Environmental Site Assessment Report; Stellar Environmental has no personal interest with respect to the subject matter of the Environmental Site Assessment Report or the parties involved; and Stellar Environmental has no relationship with the property or the owners thereof which would prevent an independent analysis of the environmental or other conditions of the property.

Sincerely,

Sami Malaeb, P.E., QSP/QSD  
Senior Engineer/Project Manager

Richard S. Makdisi, P.G.  
Principal Geochemist/President



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## EXECUTIVE SUMMARY

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Segula Investments, Inc. retained Stellar Environmental Solutions (Stellar Environmental) to conduct a Phase I Environmental Site Assessment (Phase I ESA) for the real property located at 2305 Webster Street, Alameda County, Oakland, California (the subject property). This ESA was prepared in accordance with ASTM Designation E1527-013 for conducting Phase I ESAs.

The subject property is an open air parking lot, paved with asphalt, and used for public parking. The lot size is approximately 11,745 square feet. A car repair shop and a small corner restaurant once used to occupy the subject property. The subject property was residential in the early 1900's, then as a car repair shop and body shop from 1933 to 1980, and as a parking lot from the early 1980's to the present time (April 2016).

The site vicinity is a mix of residential, commercial properties, and parking lots. Adjoining properties include a covered parking garage to the north; an open parking lot and an office building across from 23<sup>rd</sup> Street to the south; a restaurant, commercial parking lot and a car repair shop across from Webster Street and to the east; and an apartment building and a café, adjacent and to the west of the subject property.

No hazardous materials or wastes were observed on the subject property during the site visit.

Fuel leak and releases were reported at several sites within quarter mile radius from the subject property. These addresses include: Negherbon Auto Center, 2345 Broadway, Oakland Tribune, 2302-2342 Valdez Street, and Chrysler Dealership, 2417 Broadway. None of these fuel release/leak sites appear to impacted the subject property due to limited extent of contamination, or location with the respect to the subject property (down-gradient location). However, known groundwater degradation and impact by petroleum hydrocarbons and volatile organics are known to exist in the vicinity of the subject property due to a long history of urban development and usage of underground storage tanks (USTs).

- This phase I ESA has revealed no Recognized Environmental Condition (REC) in association with the subject property.

- Although there are no historic or current RECs identified for the subject property, based on the history of up to 50 years of auto repair that occurred on site, the possibility exists that legacy USTs may exist beneath the site as well as possible soil and groundwater impacts that can occur with auto repair activity. The potential additional costs associated with mitigating these potential impacts should be considered as potential additional business risk.
- We declare that, to the best of our professional knowledge and belief, we meet the definition of an Environmental Professional as defined by 40 CFR 312.10 of 40 CFR 312. We have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. We have developed and performed all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

In the professional opinion of Stellar Environmental Solutions, an appropriate level of inquiry into the previous ownership and uses of the subject property consistent with good commercial and customary practice in an effort to minimize liability is completed. There are no exceptions to, or deletions from, this practice described in this report.

This phase I ESA has revealed no Recognized Environmental Condition (REC) in associated with the subject property. However, due to use of the subject property in the past as car repair shop, Stellar Environmental recommends the following:

- Prior to subject property redevelopment, Stellar Environmental recommends devising and implementing a site mitigation plan (SMP), which would guide proper soil excavation work and disposal practices. Should groundwater need to be pumped during excavation activities, we recommend groundwater sampling and profiling as well as obtaining the required permits for discharge to the local POTW or for shipment offsite.

## 1.0 INTRODUCTION

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### PROJECT DESCRIPTION

Segula Investments, Inc. retained Stellar Environmental Solutions (Stellar Environmental) to conduct a Phase I Environmental Site Assessment (Phase I ESA) for the real property located at 2305 Webster Street, Alameda County, Oakland, California (the subject property). This ESA was prepared in accordance with ASTM Designation E1527-013 for conducting Phase I ESAs.

The subject property is an open parking lot, paved with asphalt, and used for public parking. The lot size is approximately 11,745 square feet. A car repair shop and a small corner restaurant once used to occupy the subject property. A detailed description of the subject property is included in Section 2.0.

### PURPOSE AND SCOPE OF WORK

The objective of the Phase I ESA report is the development of environmental information about the subject property for use by the user and/or its lender through the scope of work defined in ASTM Standard E1527-13. The 2013 revision to the ASTM standard for Phase I ESAs can be summarized best in defining the three types of conditions the property is evaluated against. These are:

A. Recognized Environmental Conditions (RECs): ASTM Standard E 1527-13 defines a REC as (emphasis in original to indicate formally defined terms): “the presence or likely presence of any *hazardous substances* or *petroleum products* in, on, or at a *property*: (1) due to release to the environment; (2) under conditions indicative of a *release* to the *environment*; or (3) under conditions that pose a *material threat* of a future *release* to the *environment*. *De minimis conditions* are not *recognized environmental conditions*.” In addition, ASTM Standard E 1527-13 defines a controlled recognized environmental condition (CREC; a type of REC) as (emphasis in original to indicate formally defined terms): “a *recognized environmental condition* resulting from a past *release* of *hazardous substances* or *petroleum products* that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority), with *hazardous substances* or *petroleum products* allowed to remain in place subject

to the implementation of required controls (for example, *property use restrictions, activity and use limitations, institutional controls, or engineering controls*). A condition considered by the *environmental professional* to be a *controlled recognized environmental condition* shall be listed in the findings section of the Phase I Environmental Site Assessment report, and as a recognized environmental condition in the conclusions section of the Phase I Environmental Site Assessment report.”

B. Historical Recognized Environmental Conditions: ASTM Standard E 1527-13 defines a historical recognized environmental condition (HREC, which is not a REC) as: “a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls). Before calling the past release a historical recognized environmental condition, the environmental professional (EP) must determine whether the past release is a recognized environmental condition at the time the Phase I Environmental Site Assessment is conducted (for example, if there has been a change in the regulatory criteria). If the EP considers the past release to be a recognized environmental condition at the time the Phase I ESA is conducted, the condition shall be included in the conclusions section of the report as a recognized environmental condition.”

C. De Minimis Conditions: ASTM Standard E 1527-13 defines a de minimis condition as (emphasis in original to indicate formally defined terms): “a condition that generally does not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Conditions determined to be de minimis are not recognized environmental conditions nor controlled recognized environmental conditions.”

This ESA evaluates the potential hazardous waste materials or waste impacts that may be associated with the subject property, and assesses the potential impacts that could arise from historical site uses and/or offsite uses that have resulted in the migration of subsurface groundwater contamination onto the properties and any other inquiries required by the ASTM E-1527-13. Tasks conducted for this ESA include:

- Evaluating historical land use (using historical aerial photographs, Sanborn fire insurance zonation maps, a city directory, and historical topographic maps);
- Evaluating the physical setting;

- Reviewing regulatory agency records and available previous subject property environmental reports if any;
- Interviewing a representative of the property owner; and
- Conducting a site reconnaissance.

We were not contracted to, nor did we, perform “non-scope considerations” delineated in the ASTM standard—including such tasks as surveying or sampling of asbestos, radon, lead-based paint, or lead in drinking water; regulatory compliance; evaluating ecological resources and risks to wetlands, cultural/historical, and endangered species; industrial hygiene; health and safety; indoor air quality; environmental lien searches; and high-voltage power line assessments. However, where information is available on these items, it has been included in Section 4.0 of this report.

## **2.0 SUBJECT PROPERTY DESCRIPTION AND HISTORY**

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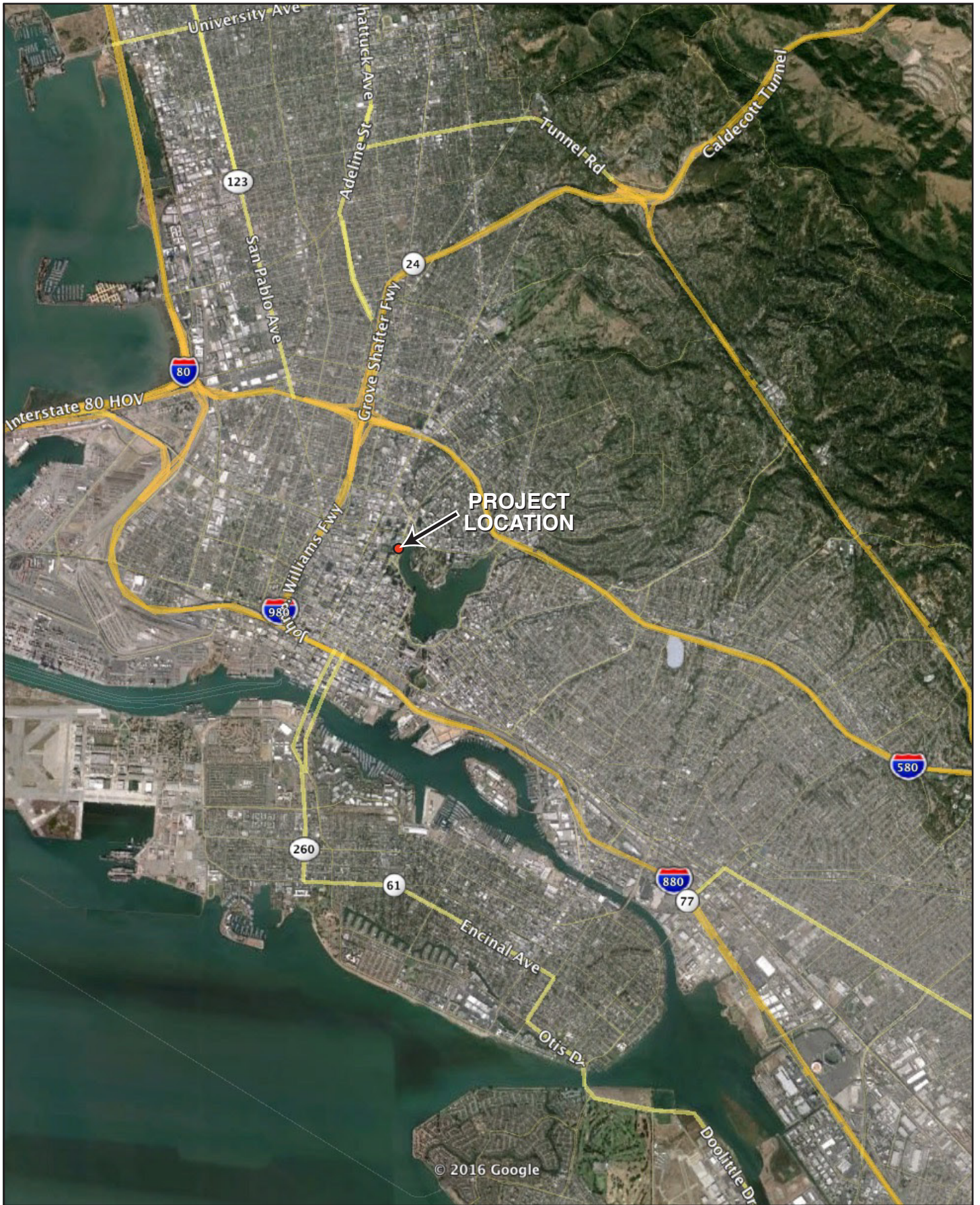
This section describes the subject property and vicinity, and discusses current and historical land uses. The subject property description is based on a site inspection (discussed in Section 4.0). The historical land use description is based on a review of the following information sources: historical aerial photographs; Sanborn fire insurance zonation maps, U.S. Geological Survey (USGS) topographic maps, City of Oakland files, and a city directory. Specific sources of information are listed in Section 8.0, References, and copies of relevant documents are included in the appendices of this report.

### **SUBJECT PROPERTY DESCRIPTION AND CURRENT USAGE**

Figure 1 shows the general location of the subject property on a topographic map. Figure 2 shows the subject property and adjacent land uses. A detailed description of the subject property with regard to environmental issues is provided in Section 4.0, Subject Property and Vicinity Inspection.

The subject property is located at the northwestern corner of the intersection of Webster Street and 23<sup>rd</sup> Street in the City of Oakland, Alameda County, California, with the present address, 2305 Webster Street, Oakland, California 94612. The parcel number of the subject property is 8-667-5-3.

The subject property consists of an asphalt commercial parking lot, covering an approximately 11,745 square feet of surface area. The lot is divided into 40 parking spaces for public use. No improvements or structures were located onsite during the site visit, on April 12, 2016. Photos for the subject property and vicinity are provided in Appendix C.



**SITE LOCATION MAP**

2305 Webster Street  
Oakland, CA

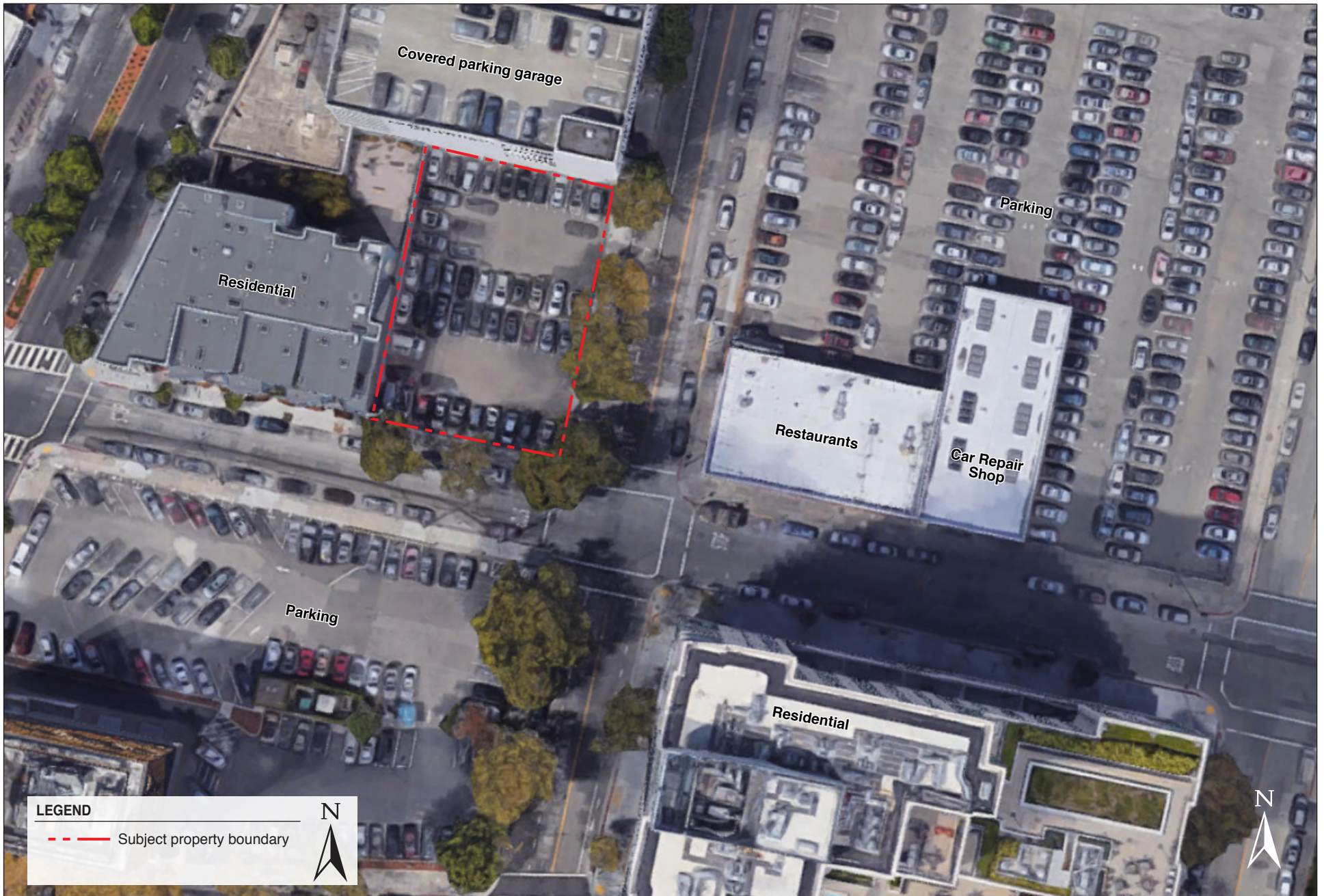
By: MJC

APRIL 2016

**Figure 1**



2016-15-01



**LEGEND**

- - - Subject property boundary



**SITE PLAN AND ADJACENT LAND USE  
2305 Webster Street, Oakland, CA**

**Figure 2**

by: MJC

APRIL 2016



## **SUBJECT PROPERTY AND SITE VICINITY HISTORICAL LAND USE**

Information was obtained for the subject property and site vicinity historical land uses dating from 1889. Research information sources reviewed for this task (see Appendix B for copies) include:

- ***Aerial Photographs: 1939, 1946, 1958, 1968, 1974, 1982; 1993, 1998, 2005, 2009; 2010; and 2012.*** The scale of aerial photographs may be insufficient to allow discerning site-specific features such as drum storage, waste piles, or manufacturing processes. However, often the scale is such that only building outlines are discernible.
- ***City Directory: 1970-2013.*** A search for City Directory information (using Haines Criss Cross Directories, Pacific Bell, Cole Information Services, and R. L. Polk & Co. of California) was conducted by Environmental Data Resources, Inc. (EDR). Details are included in the ownership and tenancy summary below.
- ***Sanborn Fire Insurance Zonation Maps: 1889, 1902, 1903, 1911, 1912, 1950, 1951, 1952, 1954, 1957; 1958, 1959, 1961, 1962; 1967, and 1970.*** The EDR report certifies that the complete holdings of the Sanborn Library, LLC collection have been searched for the subject property area based on client supplied target property information.
- ***Historical Topographic Maps: 1895, 1897, 1899, 1915, 1949, 1959, 1968, 1973, 1980, 1996-1997, and 2012.*** Topographic maps may depict urbanized land structures, farmlands, water resources, and well locations, and generally show only large commercial/industrial buildings. Appendix B contains copies of the topographic maps that documented changes in land use in the immediate vicinity of the subject property.
- ***An interview with the subject property owner representative.*** A copy of the interview of the subject property owner is included in Appendix A.

The following is a chronological summary of the subject property and immediate vicinity land uses, with an emphasis on historical usage of hazardous materials and land usage with the potential to adversely impacting the environment. Specific information regarding onsite and vicinity environmental issues is presented in Sections 4.0 and 5.0.

## Ownership and Tenancy Summary

A chain-of-title search and preliminary title report were not conducted as part of this Phase I ESA. Information on ownership was obtained from the subject property owner, City Directory, and Alameda County Assessor's Office. The present owner of the subject property is Rathlin Properties, LLC.

The following is a discussion of available information regarding historical land use. Where historical land use data gaps of more than 5 years are encountered, an opinion is rendered as to the possibility of subject property development with RECs. Appendix B contains copies of the available historical documents.

- ***Sanborn Maps 1889, 1902, 1903, 1911, and 1912:*** 1889 to 1912 sanborn maps showed the subject property and its surrounding area to be residential.
- ***Sanborn Maps 1950, 1951, 1952, 1954, 1957, 1958, 1959, 1961, 1962, 1967 and 1970.*** These maps showed a car repair shop and a small restaurant at the southeastern corner of the subject property. Across from Webster Street, at 2300 Webster, the building was occupied by a car repair shop with Oil and Gas sign marking (possible use as a gas station). Adjacent and to the west was marked as store building. Across from 23<sup>rd</sup> Street and south, it was a car sales and repair lot.
- ***Aerial Photographs:*** 1982 aerial photograph showed a building to exist in the location of the present parking lot at the subject property.
- ***Aerial Photographs:*** 1993, 1998, 2005, 2009, 2010 and 2012 aerial photographs showed a the present parking lot at the subject property. The site vicinity developments appeared approximately the same as the present time.
- ***City Directory:*** City Directory indicated the use of the subject property as an auto repair garage and as a body shop from 1933 to 1980. Circa-1920 and earlier, the subject property is believed to be residential.

In summary, the subject property was residential in the early 1900's, then saw use as a car repair shop and body shop from 1933 to 1980, then as a parking lot from the early 1980's to the present time (April 2016).

## Adjacent Property Usage

**Across from 23<sup>rd</sup> Street and South Side of the Subject Property:** There is a commercial open parking lot and an office building at 80 Grand Avenue. The property was once used by Safeway Store in the 1930's, followed by various commercial services.

**Across from Webster Street and East, at 2300 Webster Street and 320 23<sup>rd</sup> Street:** 320 23<sup>rd</sup> Street was historically and still is used for car repair and earlier as a body shop. 2300 Webster Street was used for oil and gas business (possibly a gas station), according to the Sanborn maps, 1950 to 1970.

**Adjacent and to the west, at 2300 Broadway Street:** Occupied by an apartment building and a café. Earlier use was for storage of car accessories and offices for Allstate Insurance Company.

**Adjacent and to the North, at 2353 Webster Street:** It is known to be used throughout its history for car parking.

## **3.0 PHYSICAL SETTING**

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### **TOPOGRAPHY, DRAINAGE, AND WETLANDS**

Figure 3 is a physical setting map. The mean elevation of the subject property is approximately 27 feet above mean seal level (amsl), with a general topographic gradient in the surrounding area to the south/southeast, towards Lake Merritt (Topo maps, Appendix B). Water onsite is channeled south and drains to a storm drain near the intersection of Broadway and 23<sup>rd</sup> Street. The nearest surface water is Lake Merritt, located approximately 0.25 miles southeast of the subject property. There is no wetland designation associated with the subject property. According to EDR Radius Report (Appendix D) the subject property is not situated in any flood zone area.

### **Geology**

The US Geologic Map of Oakland classified the geology of the general subject property area as Marine Terrace Deposits (Qmt). A subsurface investigation at a neighboring site, located at 2302-2332 Valdez Street and 2321-2335 Waverly Street (Langan Treadwell Rollo, 2014), approximately 400 feet east to southeast of the subject property, indicated the site is blanketed by approximately two to five feet of fill, which is comprised of silt, sand, and clay. The fill is underlain by inter-layered medium dense to very dense silty and clayey sand and medium stiff to hard silt and clay with varying amounts of sand and gravel.

### **Hydrogeology**

Groundwater was encountered at 2302-2332 Valdez Street and 2321-2335 Waverly Street, within 500 feet from the subject property (Langan Treadwell Rollo, 2014) in each of five previously installed groundwater monitoring wells at various depths ranging from 13.5 feet to 16 feet bgs. Groundwater flow direction is expected to follow the general topographic gradient in the surrounding area, to the south/southeast, towards Lake Merritt

No public water wells or drinking water wells were identified within ¼ mile radius from the subject property.

# PHYSICAL SETTING SOURCE MAP - 4588441.2s



- County Boundary
- Major Roads
- Contour Lines
- Earthquake Fault Lines
- Airports
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons

- Groundwater Flow Direction
- Indeterminate Groundwater Flow at Location
- Groundwater Flow Varies at Location
- Closest Hydrogeological Data
- Oil, gas or related wells

**FIGURE 3: Physical Setting Map**

SITE NAME: 2305 Webster Street  
 ADDRESS: 2305 Webster Street  
 Oakland CA 94612  
 LAT/LONG: 37.812242 / 122.265422

CLIENT: Stellar Enviro Solutions  
 CONTACT: Sami Maleab  
 INQUIRY #: 4588441.2s  
 DATE: April 11, 2016 2:20 pm

## **4.0 SUBJECT PROPERTY AND VICINITY INSPECTION**

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### **INTRODUCTION**

Mr. Sami Malaeb of Stellar Environmental performed the subject property and vicinity inspection on April 11, 2016. The entirety of the subject property was available for site inspection. However, some portions of the subject property, under parked cars were partially shielded from view. Figure 2 (in Section 2.0) is an aerial photograph with notations made during the site inspection. Table 1 provides a checklist of observations made during the subject property inspection. Appendix C contains selected photographs taken during the property inspection.

### **PROPERTY INSPECTION**

The subject property is an open parking lot, paved with asphalt, and used for public parking. The lot size is approximately 11,745 square feet.

There was no evidence of the following on the subject property:

- Regulated quantities of hazardous materials or wastes;
- Underground or aboveground storage tanks (USTs or ASTs);
- Pits, ponds, or lagoons;
- Wastewater discharges;
- septic systems; or
- Areas that exhibit evidence of unnatural impact (stressed vegetation, stained, or discolored soils, unnatural fill material, evidence of dumping, abandoned drums, etc.).

**Table 1**  
**Site Inspection Checklist of Environmental Observations**

ASTM Inspection Categories	Findings
Radon	Listed as Zone 2 (between 2 and 4 pico Curies per liter air) (Map of Radon zones in California, based on EPA data).
ACMs	Not applicable. The subject property is a parking lot. No structure exists onsite.
Lead-Based Paint	Not applicable. The subject property is a parking lot. No structure exists onsite.
Mercury in Transformers/Electrical	No Transformer is located onsite. No impact to the subject property is expected.
PCBs in Transformers	No Transformer is located onsite. No impact to the subject property is expected.
PCBs in Fluorescent Light Ballast	None observed.
Lead in Water	Unlikely.
Urea-Formaldehyde	Not applicable.
Electromagnetic Fields	No high-tension overhead transmission cross the property.
Fiberglass Building Systems	None observed.
CFC-containing Compounds	None observed.
Mold / Water Damage	None observed.
Onsite Drains	Water is channeled to 23 <sup>rd</sup> Street into a near sidewalk storm drain.
Sumps/Pits	None observed.
Stressed Vegetation	None observed.
Hazardous Substances Storage, Use and/or Disposal	None observed.
Containers and Drums	None.
USTs	None observed.
ASTs	None observed.
Ponds, Lagoons, Catch Basins, Ditches	None observed.
Wastewater Disposal	None.
Groundwater Wells	None observed.
Septic Tanks/Leach Fields	None observed
Condition of Maintenance Areas	Good.

Notes:

ACM = asbestos-containing material  
CFC = chlorofluorocarbon

AST = aboveground storage tank  
UST = underground storage tank

PCBs = polychlorinated biphenyls  
NA=Not Applicable

## **ACM/LEAD-BASED PAINT/PCBS/RADON**

**ACMs:** A ban on ACMs occurred in phases between 1973 and 1991. The subject property is an asphalt-paved parking lot. ACMs are not suspected at the subject property.

**Lead-Based Paint:** The subject property is an asphalt-paved parking lot. Lead-based paint does not exist at the subject property.

**PCBs:** No Transformer is located onsite. No impact to the subject property is expected.

**Radon:** Radon is a radioactive gas resulting from the natural breakdown of granitic rocks. Radon is generally not a concern in the Bay Area because of the absence of granitic bedrock exposure, and because most structures do not contain basements in which radon could accumulate. The Map of Radon zones in California, based on EPA data, lists the site as occurring in Zone 2 (average indoor concentrations less than 2 picoCuries per liter of air).

### **Sumps/Drainage**

Surface drainage onsite is channeled towards a storm drain located near the intersection Broadway and 23<sup>rd</sup> Street. No sumps were observed.

### **Mold/Water Damage**

No mold or water damage was observed at the subject property during the site visit, since the subject property is a parking lot.

## **VICINITY RECONNAISSANCE**

Land use immediately bordering the subject property includes:

- A parking lot and a commercial building at 80 Grand Avenue– (*across from 23<sup>rd</sup> Street and to the south*);
- A covered parking lot at 2353 Webster Street – (*adjoining to the north*);
- A parking lot, restaurant, and a car repair shop – (*across from Webster Street to the east*);  
*and*
- An apartment building and a café at 2300 Broadway (*to the west*).

Figure 2 (Section 2.0) shows the land use in the immediate vicinity, which is predominantly commercial and residential.



## **5.0 REGULATORY AGENCY RECORD SEARCH**

---

### **INTRODUCTION**

This section discusses the findings of the environmental record search conducted for the subject property and vicinity. Findings are presented in the following order: Environmental Database Search Purpose and Methodology; and Site Vicinity Findings.

### **ENVIRONMENTAL DATABASE SEARCH PURPOSE AND METHODOLOGY**

An environmental database computer search of available government and regulatory agency records was conducted. The purpose of the records survey is to identify and evaluate recognized environmental conditions related to historical and current hazardous materials usage, and records of reported releases and environmental contamination at both the subject property and vicinity properties.

Stellar Environmental made use of the commercial environmental database search company EDR to obtain the database information. The subject property address of 2305 Webster Street, Oakland, California was used as the central point of the record data search radius for the property. The regulatory agency records searched are compiled in categories based on laws (i.e., CERCLIS, NPL), or reporting regulations (i.e., CAL-SITES, UST), and these databases often overlap (i.e., LUST list, CORTESE list). Therefore, for purposes of identifying and evaluating RECs, it is more relevant to categorize the listed sites into the following general categories:

- Reported releases of hazardous materials and documented environmental contamination.
- Registered users of hazardous materials, including underground storage tanks (USTs), and generators of hazardous waste.
- Other potential sources of environmental contamination (e.g., landfills).

The full EDR report is included as Appendix D. In addition to reviewing the EDR computerized database report, Stellar Environmental contacted regulatory agencies that might have environmental records on the subject property and vicinity sites, including:

***City of Oakland Building and Planning Departments*** - Stellar Environmental visited the city of Oakland Planning and Building Departments on April 12, 2016. Staff provided Stellar Environmental access to the microfiche records and zoning information. Building Department records indicated that a demolition building permit was filed in October 1980 to demolish the then existing one story brick building.

Planning Department records indicate the use of the subject property area as D-BV-2 zone (Broadway Valdez District). The plan calls for ground-level retail, restaurants, entertainment, and art activities with pedestrian-oriented, active storefront uses. Upper-story spaces are intended for a wide range of office and residential activities.

***City of Oakland Fire Department*** - Records related to hazardous materials and wastes, including USTs and ASTs have been transferred to Alameda County Department of Environmental Health (ACDEH). Stellar contacted ACDEH regarding the subject property records. No records were available for the subject property at the ACDEH.

***Regional Water Quality Control Board – San Francisco Bay Region (Water Board)***. Agency with ultimate authority for closure of contamination sites within the city of Oakland. Stellar Environmental reviewed the State Water Resources Control Board’s online GeoTracker database of documented sites with environmental contamination for the subject property and listed vicinity sites. The subject Property address, 2305 Webster Street, was not listed as a former or present leak/release case on Geotracker.

***Department of Toxic Substances Control (DTSC)***. Agency responsible for permitting transport and disposal of hazardous waste. The subject property address is not listed on the DTSC EnviroStor list. EnviroStor is a search tool for the Department of Toxic Substances Control that contains information on contaminated sites in California.

The commercially-available database record search provides a basis for identifying RECs at the subject property and vicinity sites that warrant a more focused analysis by reviewing local regulatory agency files. The primary criteria for evaluating what potential impact may occur to the subsurface environment of the subject property are the location of listed sites with respect to the subject property and groundwater flow direction, the type of contaminant, and the duration and spatial extent of the contamination. The main indicators of the potential of other sites to impact the subject property are: 1) the listed sites’ location relative to the subject property and the direction of groundwater flow; and 2) the distance from the subject property. As discussed in Section 3.0 and below, the direction of shallow groundwater flow in the site vicinity is generally to the southeast. Therefore, for purposes of evaluating potential impacts to the subject property from adjacent properties, “upgradient” sites are generally located to the west northwest; and “downgradient” sites are generally located to the east/southeast.

In accordance with the ASTM standard, the following standard environmental record sources were reviewed for sites within the ASTM-recommended minimum search distances. As allowed under the ASTM standard (based on our professional judgment), only the subject property and sites bordering or up gradient sites with releases were reviewed, as downgradient and crossgradient sites have no potential to adversely impact the subject property.

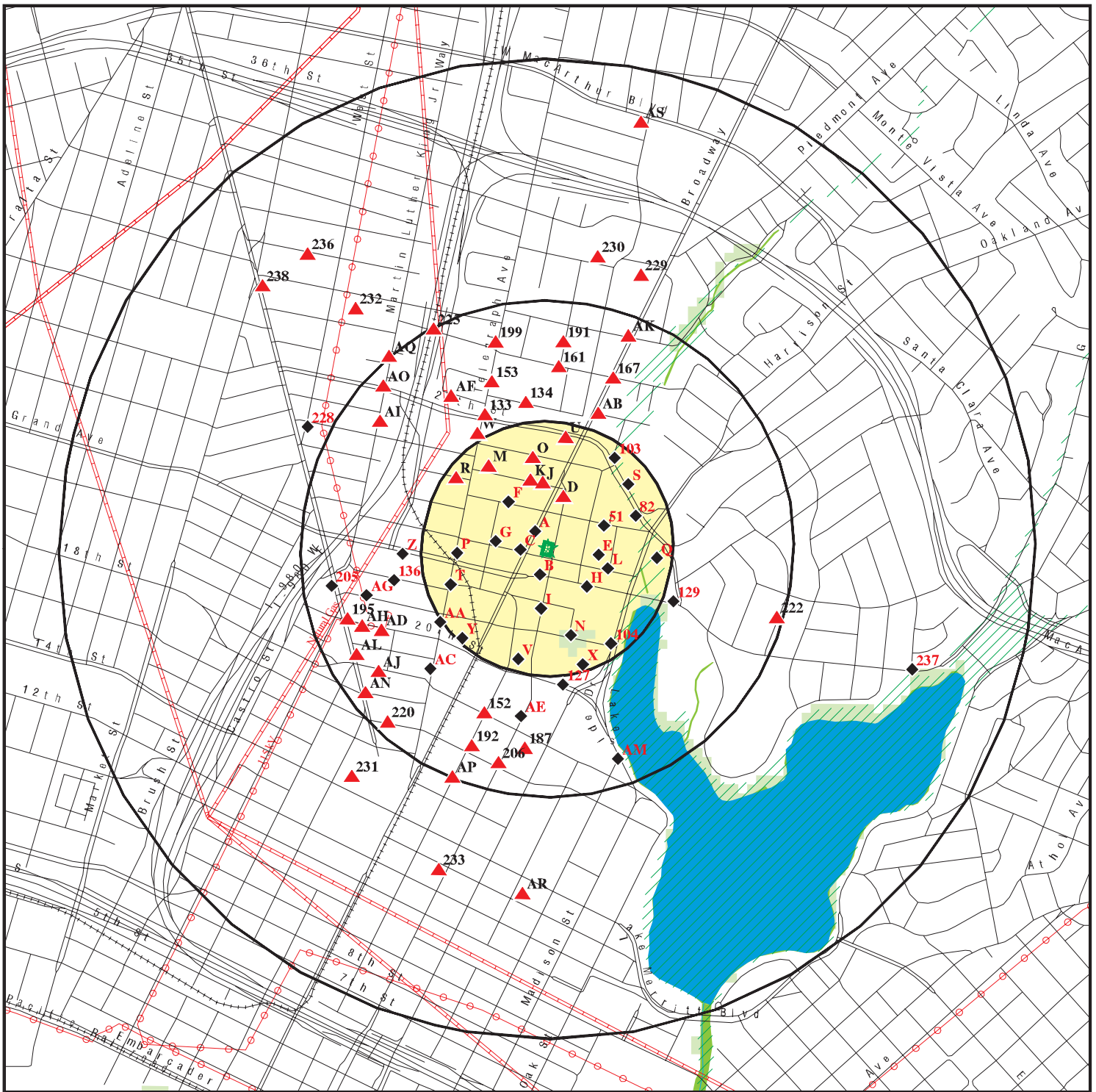
- ***Federal NPL, RCRA TSD, and State Superfund Reported Releases.*** The subject property and facilities bordering the subject property or within 1-mile in the upgradient direction, and not listed in the regulatory database as a “closed” or “no further action” site.
- ***Federal CERCLIS, State Landfills, and Non-Petroleum Contamination Sites.*** The subject property and facilities bordering the subject property or within ½ mile in the upgradient direction, and not listed in the regulatory database as “inactive,” “closed,” or “no further action” site.
- ***Petroleum UST Releases.*** The subject property and facilities bordering the subject property or within ¼ mile in the upgradient direction, and not listed in the regulatory database as a “closed,” “no further action,” or “soil only” site. The ASTM-recommended minimum search distance for leaking petroleum UST sites was reduced from ½ mile to ¼ mile based on our professional judgment that petroleum UST releases do not extend beyond ¼ mile from the source area.
- ***Hazardous Materials Users/Hazardous Waste Generators.*** The subject property and bordering properties of the following type: currently operational facilities; listed in the commercially-available database as large quantity users/generators; and/or that showed evidence of improper chemical storage practices in our vicinity reconnaissance.

## **SITE VICINITY FINDINGS**

The following subsections discuss the findings of the regulatory database record search, including: Reported Releases of Hazardous Materials and Documented Environmental Contamination; Hazardous Materials Users and Hazardous Waste Generators; and Other Potential Sources.

Figures 4 and 5 are maps that highlight the data collected from the regulatory search. The subject property is depicted as a star located at the center of the radius search maps. Figure 4 shows the subject property and the listed regulatory sites within a 1-mile radius, while Figure 5 is a more detailed scale showing the listed sites within ¼ mile of the subject site. Note that the plotted symbols of the identified sites on the map are not always accurate, and “orphan” sites are not shown on the figures.

# OVERVIEW MAP - 4588441.2S



- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Power transmission lines
- Pipelines
- 100-year flood zone
- 500-year flood zone
- National Wetland Inventory
- State Wetlands
- Areas of Concern

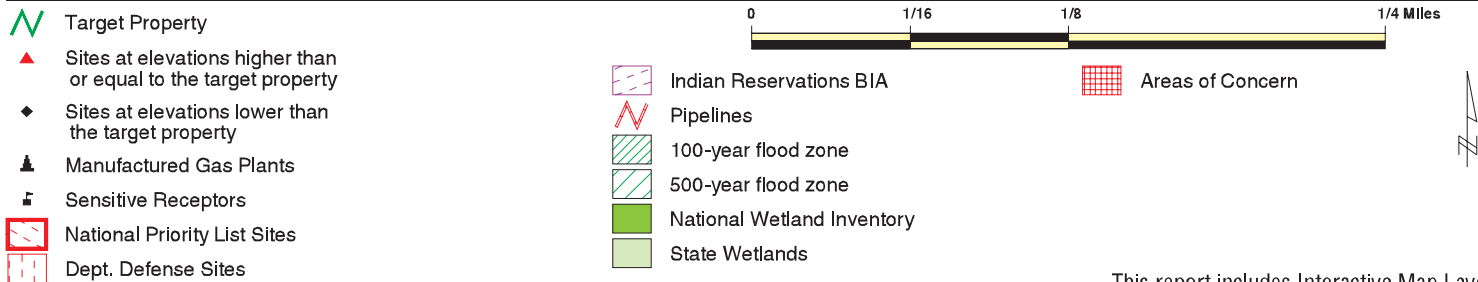
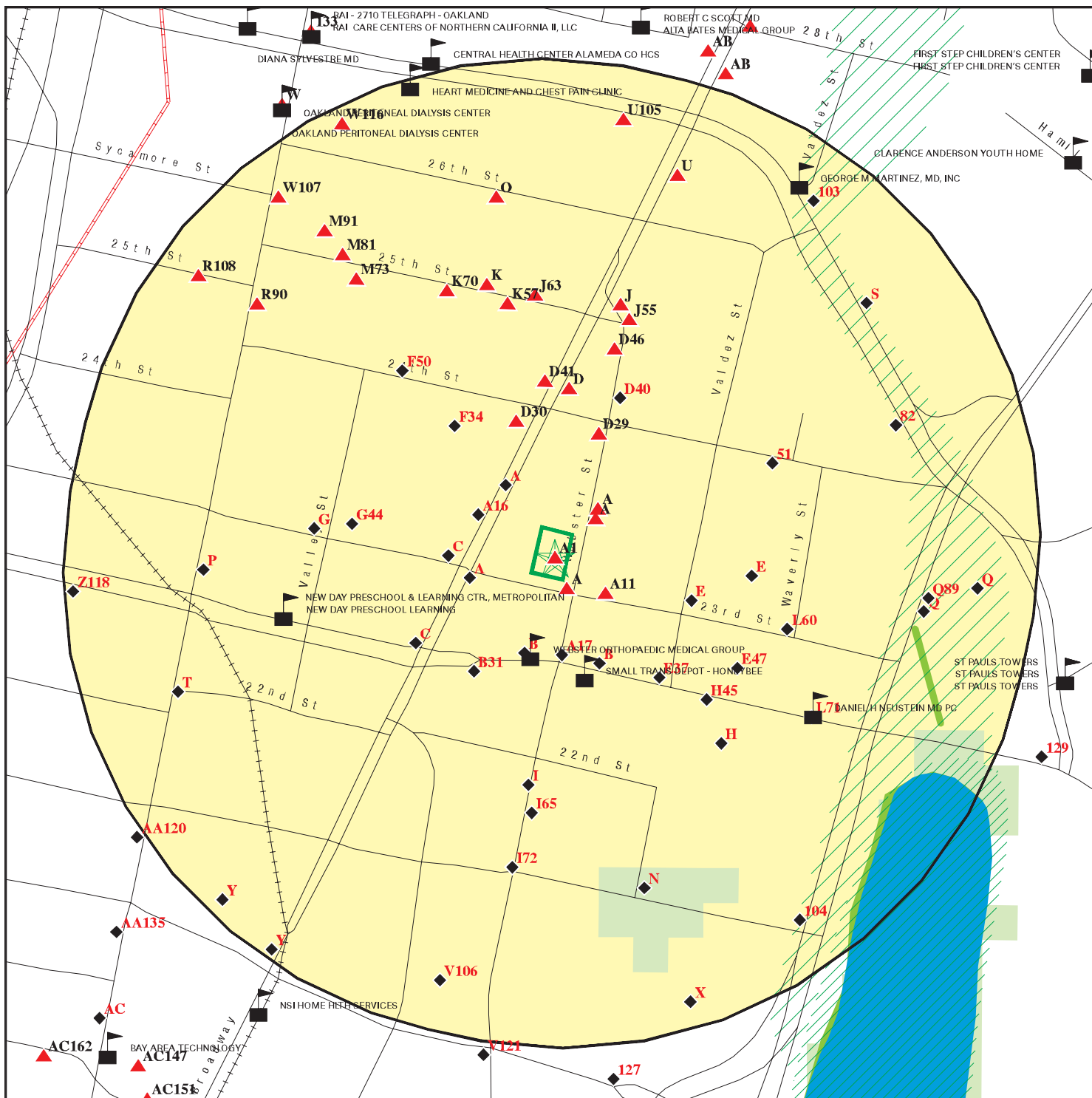
**FIGURE 4: Map of Regulatory Agency-Listed Sites within 1-Mile Radius**

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: 2305 Webster Street  
 ADDRESS: 2305 Webster Street  
 Oakland CA 94612  
 LAT/LONG: 37.812242 / 122.265422

CLIENT: Stellar Enviro Solutions  
 CONTACT: Sami Maleab  
 INQUIRY #: 4588441.2s  
 DATE: April 11, 2016 2:13 pm

# DETAIL MAP - 4588441.2S



**FIGURE 5: Map of Regulatory Agency-Listed Sites within 1/4-Mile Radius**

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: 2305 Webster Street ADDRESS: 2305 Webster Street Oakland CA 94612 LAT/LONG: 37.812242 / 122.265422	CLIENT: Stellar Enviro Solutions CONTACT: Sami Maleab INQUIRY #: 4588441.2s DATE: April 11, 2016 2:18 pm
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## **Reported Releases of Hazardous Materials and Documented Environmental Contamination**

The EDR database report contained multiple listings of reported releases of hazardous materials or documented environmental contamination within a 1-mile radius of the subject property.

### Subject Property

No release or leak was reported from the subject property. No USTs or ASTs were reported at the subject property. However, the subject property was listed as a car repair shop. The EDR report listed the subject property as a historical auto station.

### Vicinity Properties

***Negherbon Auto Center, 2345 Broadway*** –This site is located down-gradient to cross gradient and within 500 feet from the subject property, bounded by Broadway, 23rd, 24th & Valley Streets. It Includes 2301-2345 Broadway; 421-455 24th St.; 444 23rd St.; and 2320-2354 Valley Street. The site includes 5 parcels (APN 8-739-2, 8-739-4, 8-739-5, 8-739-7) that have historically been used as commercial facilities including auto dealerships/repair facilities. Associated potential chemical uses, storage, and handling included bulk waste oil in an above ground tanks, hydraulic oil related to lifts, and use of various types of cleaners and lubricants. The site is being redeveloped by Signature Redevelopment Group and include commercial and residential land uses.

Phase I and II Environmental Site Assessments have been conducted on different parcels within the redevelopment site since 2001. Soil and groundwater impacts have been identified on four of the five parcels located within the boundaries of the redevelopment project. Chlorinated and non-chlorinated volatile organic compounds (VOCs) and petroleum hydrocarbons as gasoline, diesel and motor oil have been detected in groundwater. Data indicates that a 1,1-dichloroethane plume exists under the majority of the site. Lead has been detected in shallow soil and at depths up to 13 feet below ground surface.

Parcel 8-739-7 is listed as a closed underground storage tank (UST) site (ACEH Fuel Leak Case No. RO0001190 and Geotracker Global ID T06001000957). However, for the remainder of the site, the case is still open and additional investigation is still required to characterize the site including determination of groundwater flow direction, vertical and lateral delineation of contaminants of concern in soil and groundwater, plume stability, and identification of sources of petroleum hydrocarbons and chlorinated VOCs. Electronic submittal of data and documents requested for completeness of database.

According to the latest reported Phase II subsurface investigation at the 2301-2345 Broadway site (Erler & Kalinowski, Inc., 2012), concentrations in groundwater from borings TR-102, TR102GW, and TR202, closest to the subject property, did not detect any of the following investigated compounds: Total Petroleum Hydrocarbons as Gasoline (TPH-G); Trichloroethylene (TCE); 1-1, Dichloroethane (1-1, DCA); and Methyl-tert-butyl ether (MTBE). Therefore, the groundwater plume at this neighboring site, at 2301-2345 Broadway, does not seem to expand and impact the subject property.

***Oakland Tribune, 2302-2342 Valdez Street*** – This LUST site is located down-gradient to cross gradient from the subject property and within 500 feet. We do not expect this site to impact the subject property.

***Chrysler Dealership, 2417 Broadway*** – This LUST site is located up-gradient to cross-gradient from the subject property and within 600 feet. From reviewing the Subsurface Investigation Report and Request for Case Closure at 2401 Broadway in Oakland (PES, 2015), it was evident that the groundwater plume at this neighboring site did not extend to the subject property and did not impact its groundwater.

No other listed leaks or releases are likely to impact the subject property.

### **Hazardous Material Users and Hazardous Waste Generators**

There are several listings for sites with registered USTs, users of hazardous materials, or generators of hazardous waste within the area of investigation. Inclusion on these lists does not mean that environmental contamination has occurred at the sites; rather, it indicates that the site operations include use or production of regulated chemicals or waste.

### Subject Property

Due to the past use of the subject property as a car repair shop, the EDR report listed the subject property as a historical auto station. In 1933, 1943, and 1967, the subject property was listed in the EDR City Directory as an automobile repair business. Also, the address 2301 Webster Street appeared to be a part of the subject property and was also listed historically as a car repair shop.

### Adjacent Properties

No listed properties handling hazardous materials or waste are located adjacent and capable of impacting the subject property.

### Vicinity Properties

No listed properties handling hazardous materials or waste are located in the vicinity are judged capable of impacting the subject property.

### **Other Potential Sources**

There were several individual listings for “orphan” sites, which are not included in the site listings discussed above. Stellar Environmental was able to determine the location of these unmapped sites relative to the aforementioned criteria for potentially impacting the subject property. None of these meet the specified criteria for conducting additional regulatory review.

No other potential sources of environmental contamination were listed in the regulatory databases.



## **6.0 SUMMARY, CONCLUSIONS AND OPINION**

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### **SUMMARY AND CONCLUSIONS**

Segula Investments, Inc. retained Stellar Environmental Solutions (Stellar Environmental) to conduct a Phase I Environmental Site Assessment (Phase I ESA) for the real property located at 2305 Webster Street, Alameda County, Oakland, California (the subject property). This ESA was prepared in accordance with ASTM Designation E1527-013 for conducting Phase I ESAs.

The subject property is an open air parking lot, paved with asphalt, used for public parking. The lot size is approximately 11,745 square feet. A car repair shop and a small corner restaurant once used to occupy the subject property. A detailed description of the subject property is included in Section 2.0. The subject property was residential in the early 1900's, as a car repair shop and body shop from 1933 to 1980, and as a parking lot from the early 1980's to the present time (April 2016).

The site vicinity is a mix of residential, commercial properties, and parking lots. Adjoining properties include a covered parking garage to the north; an open parking lot and an office building across from 23<sup>rd</sup> Street to the south; a restaurant, commercial parking lot, and a car repair shop across from Webster Street and to the east; and an apartment building and a café, adjacent and to the west of the subject property.

No hazardous materials or wastes were observed on the subject property during the site visit.

Fuel leaks and releases were reported at several sites within a quarter-mile radius from the subject property. These addresses include: Negherbon Auto Center, 2345 Broadway, Oakland Tribune, 2302-2342 Valdez Street, and Chrysler Dealership, 2417 Broadway. None of these fuel release/leak sites appear to have impacted the subject property due to the limited extent of contamination, or location with respect to the subject property (down-gradient location). However, known groundwater degradation and impact by petroleum hydrocarbons and volatile organics are known to exist in the vicinity of the subject property due to a long history of urban development and usage of underground storage tanks (USTs).

- This phase I ESA has revealed no Recognized Environmental Condition (REC) in association with the subject property.
- Although there are no historic or current RECs identified for the subject property, based on the history of up to 50 years of auto repair that occurred on site, the possibility exists that legacy USTs may exist beneath the site as well as possible soil and groundwater impacts that can occur with auto repair activity. The potential additional costs associated with mitigating these potential impacts should be considered as potential additional business risk.
- We declare that, to the best of our professional knowledge and belief, we meet the definition of an Environmental Professional as defined by 40 CFR 312.10 of 40 CFR 312. We have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. We have developed and performed all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

## **OPINION AND RECOMMENDATIONS**

In the professional opinion of Stellar Environmental Solutions, an appropriate level of inquiry into the previous ownership and uses of the subject property consistent with good commercial and customary practice in an effort to minimize liability has been completed. There are no exceptions to, or deletions from, this practice described in this report.

This phase I ESA has revealed no Recognized Environmental Condition (REC) in associated with the subject property. However, due to use of the subject property in the past as car repair shop, Stellar Environmental recommends the following:

- Prior to subject property redevelopment, Stellar Environmental recommends devising and implementing a site mitigation plan (SMP), which would guide proper soil excavation work and disposal practices. Should groundwater need to be pumped during excavation activities, we recommend groundwater sampling and profiling as well as obtaining the required permits for discharge to the local POTW or for shipment offsite.

## **7.0 LIMITATIONS**

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This report has been prepared for the use of Segula Investments, Inc., and their authorized representatives. This assessment did not include a title search, nor was any asbestos or lead-based paint sampling conducted.

The findings and conclusions presented in this report are based on a review of site-specific documents provided by the client and his agent; an historical aerial photographic search; a site inspection and tenant interview; a search of regulatory-listed databases; and review of regulatory files and previous site investigation reports. This report provides neither a certification nor guarantee that the site is free of hazardous substance contamination. This report has been prepared in accordance with generally accepted methodologies and standards of practice of the area. The personnel performing this assessment are qualified to perform such investigations and have accurately reported the information available, but cannot attest to the validity of that information. No warranty, expressed or implied, is made as to the findings, conclusions and recommendations included in the report.

The findings of this report are valid as of the date of this report. Subject site conditions may change with the passage of time, natural processes or human intervention, which can invalidate the findings and conclusions presented in this report. As such, this report should not be considered current after a period of 3 months, the date after which the regulatory records are likely to be updated by the regulatory agencies.

## 8.0 REFERENCES

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Environmental Data Resources, Inc. (EDR), 2016. Aerial Photograph Decade Package, 2305 Webster Street, Oakland, CA. April 14.

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Erler & Kalinowski, Inc., 2012. Investigation Reports and Request for Closure, 2301-2345 Broadway and 421 24<sup>th</sup> Street, Oakland, California, April 20.

PES Environmental, Inc., 2015. Subsurface Investigation Report and Request for Case Closure at 2401 Broadway in Oakland. August 3.

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APRIL 2024

2305 WEBSTER STREET MIXED-USE RESIDENTIAL PROJECT

CEQA ANALYSIS

ATTACHMENT N

**Attachment N: Traffic Impact Review Memorandum**

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# Draft Memorandum

Date: November 28, 2023  
To: Janna Waligorski and Brandon Carroll, FirstCarbon Solutions  
From: Sam Tabibnia, Fehr & Peers  
Subject: **2305 Webster Project – Transportation Impact Review**

OK23-0524

This memorandum summarizes the transportation assessment that Fehr & Peers completed for the proposed 2305 Webster Street development (the Project) in the City of Oakland. The information provided in this memorandum is based on the City of Oakland's *Transportation Impact Review Guidelines* (TIRG) published in April 2017. This memorandum addresses both CEQA and non-CEQA topics, including the consistency of the Project with the published Broadway Valdez District Specific Plan (BVDSP) EIR, which is a CEQA topic.

Since the Project is estimated to generate fewer than 50 net new vehicle trips during a single peak hour, preparation of a Transportation Impact Report (TIR) or a Transportation Demand Management (TDM) Plan are not required. However, a site access and circulation review was completed for the Project and presented in this memorandum.

Sections in this memorandum include:

1. Project Description (page 1)
2. VMT Assessment (page 2)
3. Trip Generation and Consistency with the BVDSP EIR (page 4)
4. Site Access and Circulation Review (page 9)
5. Conclusion and Summary of Recommendations (page 15)

## 1. Project Description

The Project is located on the northwest corner of the Webster Street/23rd Street intersection in Oakland, within Subdistrict 1 of the Broadway Valdez District. The Project would be a 19-level building consisting of 197 multifamily dwelling units and about 1,900 square feet of ground-floor commercial space. It would provide a ground-level parking garage with 21 parking spaces



consisting of one accessible surface space and 20 stacker spaces. The garage would be accessed through a full-access driveway on Webster Street, about 100 feet north of 23rd Street (measured between the north edge of the sidewalk on 23rd Street and the south edge of the driveway). The Project would also provide a bike room accommodating 99 bicycles on the ground level.

Currently, the Project site is occupied by a 40-space public pay parking lot, which would be demolished by the Project. The existing parking lot is accessed through two driveways on Webster Street.

## 2. VMT Assessment

This section assesses the impacts of the Project on VMT, in accordance with the adopted City of Oakland's TIRG. Since some land use development projects may have characteristics that are highly likely to meet thresholds for a less than significant impact on VMT, the City of Oakland, consistent with the guidance provided by the State Office of Planning and Research (OPR), has developed screening criteria. According to the City of Oakland's TIRG, VMT impacts would be less than significant for a project if one or more of the identified screening criteria outlined below 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<sup>1</sup> or within one-half mile of a Major Transit Stop and satisfies the following:
  - Has a Floor Area Ratio (FAR) of more than 0.75,
  - 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),
  - and is consistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the MTC).

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<sup>1</sup> According to the California Public Resource Code (PRC), a Transit Priority Area is defined as a one-half mile area around an existing major transit stop or an existing stop along a high-quality transit corridor. PRC Section 21064.3 defines major transit stop as a site containing an existing rail or bus rapid 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 15 minutes or less during the morning and afternoon peak commute periods. PRC Section 21155 defines a high-quality transit corridor as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.





The applicability of these screening criteria to the Project are described below.

*Criterion #1: Small Projects*

As shown in Table 2, the Project would generate more than 100 vehicle trips per day and therefore does not meet Criterion #1.

*Criterion #2: Low-VMT Area*

**Table 1** shows the estimated 2020 and 2040 household VMT per resident for TAZ 214,<sup>2</sup> the TAZ in the Alameda County Transportation Commission (Alameda CTC) Travel Demand Model in which the Project is located, as well as the applicable VMT thresholds of 15 percent below the regional average. As shown in Table 1, the 2020 and 2040 estimated averages of daily household VMT per capita in the Project TAZ are less than the regional averages minus 15 percent, satisfying Criterion #2.

**Table 1: Daily Vehicle Miles Traveled Summary**

Metric	Total Household VMT per Capita (2020)	Total Household VMT per Capita (2040)
Project TAZ (Alameda CTC Model TAZ 214) <sup>1</sup>	8.6	7.8
Regional Average <sup>1</sup>	19.8	19.1
Regional Average minus 15% (i.e., screening criterion)	16.9	16.2
Meet Screening Criterion?	Yes	Yes

Notes:

1. Alameda CTC Travel Demand Model results (<https://www.alamedactc.org/planning/sb743-vmt/>) accessed in August 2023.

Source: Fehr & Peers, 2023.

Since the 1,900 square feet of retail included in the Project would be less than the 80,000 square feet of retail threshold described in the TIRG, the retail use is considered to be local-serving and presumed not to generate substantial additional VMT.

*Criterion #3: Near Transit Stations*

The Project would be located about 0.3 miles walking distance from the 19th Street BART station, which is considered a Major Transit Stop. The Project would also be less 0.1 miles from Broadway which is served by Route 51A with 10- to 15-minute peak headways, and is therefore considered a

<sup>2</sup> Transportation analysis zones, or TAZs, are used in transportation planning models to represent defined geographical areas ranging from a few city blocks in the downtown core, to multiple blocks in outer neighborhoods, to even larger geographic areas in lower-density neighborhoods for transportation analysis and other planning purposes.



high-quality transit corridor. The Project would satisfy Criterion #3 because it would meet the following three conditions:

- The Project would have a FAR of 16.3, which is greater than 0.75.
- Since the Project is located within 0.5 miles of the 19th Street BART Station, which is considered a Major Transit Stop as described above, parking minimums do not apply to the Project per City of Oakland Municipal Code and consistent with California Assembly Bill 2097 (adopted in 2022).<sup>3</sup> However, according to the US Census data, typical motor vehicle ownership for residential uses in the Project area is about 1.0 vehicle per household.<sup>4</sup> The 21 parking spaces proposed by the Project corresponds to about 0.11 parking spaces per unit. Thus, the Project would provide fewer parking spaces than other typical uses nearby. Therefore, the Project would meet this condition.
- The Project is located within the Downtown Oakland & Jack London Square Priority Development Area (PDA) as defined by Plan Bay Area and is therefore consistent with the region's Sustainable Communities Strategy.

#### *VMT Screening Conclusion*

The Project would satisfy the Low-VMT Area (#2) and the Near Transit Stations (#3) criteria and is therefore presumed to have a less than significant impact on VMT.

### **3. Trip Generation and Consistency with the BVDSP EIR**

This section describes the trip generation for the Project and the consistency of the Project with the Broadway-Valdez District Specific Plan EIR.

#### **Automobile Trip Generation**

Trip generation is the process of estimating the number of vehicles that would likely access the Project on any given day. **Table 2** presents the trip generation for the Project. Trip generation data published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual (11th Edition)* was used as a starting point to estimate the vehicle trip generation.

ITE's *Trip Generation Manual* is primarily based on data collected at single-use suburban sites where the automobile is often the only travel mode. However, the Project site is in a somewhat dense, mixed-use urban environment near frequent regional and local transit service, where many trips are walk, bike, or transit trips. Since the Project is about 0.3 miles from the 19th Street

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<sup>3</sup> For more information about AB 2097, see:

[https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=202120220AB2097](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202120220AB2097).

<sup>4</sup> Based on US Census data from the 2021 American Community Survey (ACS) 5-Year Estimates for average vehicle ownership of renter households (Table B25044) in Alameda County Census Tracts 4035.01.



Oakland BART station, this analysis reduces the ITE-based trip generation by 47 percent to account for the non-automobile trips. This adjustment is consistent with the City of Oakland’s TIRG and is based on US Census commute data for Alameda County from the 2014 5-Year Estimates of the American Community Survey (ACS), which shows that the non-automobile mode share for urban areas within 0.5 mile of a BART station is about 47 percent.

The trip generation does not account for the existing trips generated by the 40-space pay public parking lot that currently occupies the site and would be demolished by the Project because other public pay parking facilities in the area, including the 680-space YMCA Garage adjacent to the Project, currently operate under capacity.<sup>5</sup> It is therefore expected that the motorists currently parking at the Project site would shift to the other parking facilities in the area. Thus, this trip generation does not eliminate any trips associated with the existing parking spaces and assumes that all motorists who currently drive to the parking lot would continue to drive and park in other nearby parking facilities.

**Table 2: Project Automobile Trip Generation**

Land Use	ITE Code	Size <sup>1</sup>	Daily Trips	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Residential <sup>2</sup>	222	197 DU	1,120	16	46	62	46	28	74
Retail <sup>3</sup>	820	1.9 KSF	100	2	2	4	7	6	13
<i>Subtotal</i>			<i>1,220</i>	<i>18</i>	<i>48</i>	<i>66</i>	<i>53</i>	<i>34</i>	<i>87</i>
Non-Auto Reduction <sup>4</sup>			-570	-8	-23	-31	-25	-16	-41
<b>Net New Automobile Trips</b>			<b>650</b>	<b>10</b>	<b>25</b>	<b>35</b>	<b>28</b>	<b>18</b>	<b>46</b>

Notes:

1. DU = Dwelling Units, KSF = 1,000 square feet.
2. ITE Trip Generation (11th Edition) land use category 222 (Multifamily Housing (High-Rise) in General Urban/Suburban Not Close to Rail Transit Setting:  
 Daily:  $T = 3.76 * X + 377.04$   
 AM Peak Hour:  $T = 0.22 * X + 18.85$  (26% in, 72% out)  
 PM Peak Hour:  $T = 0.26 * X + 23.12$  (62% in, 38% out)
3. ITE Trip Generation (11th Edition) land use category 822 (Strip Retail Plaza) in General Urban/Suburban Setting:  
 Daily:  $T = 54.45 * X$   
 AM Peak Hour:  $T = 2.36 * X$  (60% in, 40% out)  
 PM Peak Hour:  $T = 6.59 * X$  (50% in, 50% out)
4. Reduction of 46.9% based on the City of Oakland’s TIRG for a development less than 0.5 mile of a BART station.  
 Source: Fehr & Peers, 2023.

<sup>5</sup> Based on observations at the garage on a weekday in April 2023, about 380 spaces were occupied, which corresponds to an occupancy of 56 percent.



The Project trip generation also does not account for the low on-site parking supply provided by the Project. As described above, the Project would provide about 0.11 parking spaces per residential unit compared to average automobile ownership of 1.0 vehicle per household in the Project area. Although it is likely that many Project residents would choose to not have an automobile, the Project trip generation is not adjusted because there are other parking facilities in the Project vicinity that are open to the public and may be used by the Project residents or visitors.

As shown in Table 2, the Project is estimated to generate about 650 daily, 35 AM peak hour, and 46 PM peak hour net new automobile trips.

### Non-Automobile Trip Generation

Consistent with the City of Oakland’s TIRG, **Table 3** presents the trip generation estimates for all travel modes for the Project.

**Table 3: Project Trip Generation by Travel Mode**

Mode	Mode Share Adjustment Factors <sup>1</sup>	Daily	AM Peak Hour	PM Peak Hour
Automobile	0.531	650	35	46
Transit	0.297	360	20	26
Bike	0.051	60	3	4
Walk	0.105	130	7	9
<b>Total Net Trips</b>		<b>1,200</b>	<b>65</b>	<b>85</b>

Notes:

1. Based on the City of Oakland’s TIRG for an urban environment within 0.5 mile of a BART station.

Source: Fehr & Peers, 2023.

### Project Consistency with the 2014 BVDSP EIR

This section discusses the consistency of the Project with the development program evaluated in the 2014 BVDSP EIR.

#### *Project and Development Program Analyzed in the 2014 BVDSP EIR*

**Appendix A** lists the development projects within BVDSP Plan area that have been constructed, are currently under construction, approved, and/or proposed, including the Project. Appendix A also accounts for the existing uses on each site that would be demolished.



**Table 4** compares the total amount of development constructed, currently under construction, approved, and/or proposed with the Development Program Buildout assumptions used in the 2014 BVDSP EIR for the Plan area (Subdistricts 1 through 5), the Valdez Triangle subarea (Subdistricts 1, 2, and 3) and Subdistrict 1, where the Project is located. The number of residential units constructed, currently under construction, approved, and/or proposed in the Plan area, the Valdez Triangle subarea, and Subdistrict 1 exceeds the Development Program Buildout assumptions used in the 2014 BVDSP EIR; however, all other land uses remain below the Development Program Buildout assumptions used in the 2014 BVDSP EIR.

**Table 4: Development Comparison within the Plan Area, Valdez Triangle, and Subdistrict 1**

	Residential (DU)	Retail (KSF)	Office (KSF)	Hotel (Rooms)
<b>Plan Area (Subdistricts 1 through 5)</b>				
Constructed, Under Construction, Approved, and Proposed Development Projects <sup>1</sup>	3,462	122.6	41.7	159
Development Program Buildout <sup>2</sup>	1,797	1,114.1	694.9	180
Percent Completed	193%	11%	6%	88%
<b>Valdez Triangle (Subdistricts 1, 2, and 3)</b>				
Constructed, Under Construction, Approved, and Proposed Development Project <sup>1</sup>	2,424	150.4	41.7	159
Development Program Buildout <sup>2</sup>	965	793.5	116.1	180
Percent Completed	251%	19%	36%	88%
<b>Subdistrict 1</b>				
Constructed, Under Construction, Approved, and Proposed Development Projects <sup>1</sup>	537	48.2	64.0	0
Development Program Buildout <sup>2</sup>	438	153.9	0	180
Percent Completed	123%	31%	NA	0%

Notes:

DU = dwelling units, KSF = 1,000 square feet.

1. Information from City of Oakland, October 2023. Accounts for existing active uses that would be eliminated.

2. Based on Table 4.13-7 on page 4.13-37 of BVDSP Draft EIR.

Source: Fehr & Peers, 2023.

**Table 5** compares the trip generation associated with the total amount of development constructed, currently under construction, approved, and/or proposed with the Development Program Buildout assumptions used in the 2014 BVDSP EIR for the Plan area (Subdistricts 1 through 5), the Valdez Triangle subarea (Subdistricts 4 and 5), and Subdistrict 1.



**Table 5: Trip Generation Comparison**

	AM Peak Hour	PM Peak Hour
<b>Plan Area (Subdistricts 1 through 5)</b>		
Constructed, Development Projects Approved, Proposed, or Under Construction <sup>1</sup>	1,076	1,888
Development Program Buildout <sup>2</sup>	1,981	3,709
Percent Completed	54%	51%
<b>Valdez Triangle (Subdistricts 1, 2, and 3)</b>		
Constructed, Development Projects Approved, Proposed, or Under Construction <sup>1</sup>	805	1,413
Development Program Buildout <sup>2</sup>	899	2,006
Percent Completed	90%	70%
<b>Subdistrict 1</b>		
Constructed, Development Projects, Approved, Proposed, or Under Construction <sup>1</sup>	197	305
Development Program Buildout <sup>2</sup>	283	506
Percent Completed	70%	60%

Notes:

1. Based on application of the BVDSP trip generation model with the developments shown in Table 4, and accounting for the trips generated by existing uses that would be eliminated.
  2. Based on Table 4.13-10 on page 4.13-43 of the 2014 BVDSP EIR.
- Source: Fehr & Peers, 2023.

Trips generated by the Project, together with trips generated by other projects that are constructed, currently under construction, approved, or proposed for development in the Plan area, would represent approximately 54 percent of the AM and 51 percent of the PM peak-hour trips anticipated in the 2014 BVDSP EIR for the Plan area, 90 percent of the AM and 70 percent of the PM peak-hour trips anticipated in the 2014 BVDSP EIR for the Valdez Triangle subarea, and 70 percent of the AM and 60 percent of the PM peak-hour trips anticipated in the 2014 BVDSP EIR for Subdistrict 1.

Although the amount of residential development constructed, currently under construction, approved, or proposed in the Plan area, Valdez Triangle, and Subdistrict 1 would exceed what was assumed under the Development Program Buildout in the 2014 BVDSP EIR, the AM and PM peak hour trip generation numbers are below the 2014 BVDSP EIR estimates for the Development Program Buildout. This is because the amount of retail and office uses constructed, currently under construction, approved, or proposed are below the 2014 BVDSP EIR assumptions. Given that the 2014 BVDSP EIR analyzed the impacts of the Development Program Buildout at signalized intersections in the immediate vicinity of the project site, the Project would not cause additional impacts beyond those analyzed in the 2014 BVDSP EIR, nor would it increase the magnitude of the impacts identified in the 2014 BVDSP EIR as described below.



### *Traffic Impacts at 2014 BVDSP EIR Intersections*

The 2014 BVDSP EIR identifies 28 significant impacts at intersections that serve the Plan area. It also identifies the specific level of development in the Plan area and/or each Subdistrict that would trigger each impact and its associated mitigation measure(s). According to the 2014 BVDSP EIR, the Project applicant would fund the cost of preparing and funding mitigation measures identified in the 2014 BVDSP EIR. However, because the City of Oakland adopted the citywide Transportation Impact Fee (TIF) program, the applicant would pay the applicable TIF, as required by the City of Oakland's Standard Condition of Approval 84 (Transportation Impact Fee), to mitigate Project impacts. Payment to the TIF would be deemed full and complete mitigation.

### *Additional Study Intersections*

The City of Oakland TIRG requires the analysis of project impacts at intersections for projects that generate 50 or more peak hour motor vehicle trips. As shown in Table 2, the Project would generate fewer than 50 trips during the AM or PM peak hours. Thus, no intersection analysis is required. Overall, the Project would not result in impacts on traffic operations at the intersections beyond the ones identified in the 2014 BVDSP EIR. In addition, the Project would not increase the magnitude of the impacts identified in the 2014 BVDSP EIR.

## **4. Site Access and Circulation Review**

An evaluation of access and circulation for all travel modes, based on the site plan dated April 3, 2023, is summarized below.

### **Motor Vehicle Access and Circulation**

The Project would provide 21 motor vehicle parking spaces in a ground-level garage consisting of one accessible surface space and 20 stacker spaces accommodated in three-level mechanical lifts with one subgrade level. The garage would be along the north side of the building and accessed through a full-access driveway on Webster Street, about 100 feet north of 23rd Street (measured between the north edge of the sidewalk on 23rd Street and the south edge of the driveway).

All parking spaces would be perpendicular parking spaces on the north side of a single drive-aisle. Adjacent to the parking stackers, the drive aisle would be at least 21.75 feet wide, which would provide adequate space for motor vehicles to wait for their designated space to become available and maneuver into and out of the parking spaces.

The garage would also accommodate a loading space adjacent to and on the south side of the driveway. When the loading space is occupied, the drive aisle would be narrowed to 16 feet, which is adequate for vehicles to maneuver into and out of the adjacent parking spaces, but vehicles may not be able to pass each other (i.e., simultaneously enter and exit the garage). Similarly, the Project driveway on Webster Street would be 12 feet wide, which would only



accommodate one vehicle at a time. Thus, if a vehicle is entering or exiting the garage, another vehicle would not be able to move in the opposite direction and would need to wait until the first vehicle enters or exits the garage. Considering the small size of the garage and that it would be used by Project residents only, which results in mostly outbound trips in the morning and inbound trips in the evening, potential conflicts between entering and exiting vehicles would be minimal.

The Project driveway on Webster Street may not provide adequate sight distance<sup>6</sup> between exiting motorists and pedestrians on the adjacent sidewalk on either side of the driveway.

**Recommendation 1:** While not required to address a CEQA impact, and at the discretion of City of Oakland staff, the following shall be considered as part of the final design for the Project:

- Ensure the design of the Project driveway provides adequate sight distance, defined as a clear line-of-sight between a motorist ten feet back from the sidewalk and a pedestrian ten feet away on each side of the driveway. If adequate sight distance cannot be provided, provide an audio/visual warning device to alert pedestrians on the adjacent sidewalk of vehicles exiting the driveway and warning devices to alert motorists exiting the garage driveway of pedestrians on both sides of the adjacent sidewalk.

On-street parking is currently provided on the west side of Webster Street on both sides of the proposed Project driveway. Vehicles parked in these spaces may limit the sight lines between motorists exiting the driveway and cyclists or motorists in both directions of Webster Street.

**Recommendation 2:** While not required to address a CEQA impact, and at the discretion of City of Oakland staff, the following shall be considered as part of the final design for the Project to ensure adequate sight distance between vehicles exiting the Project garage and cyclists or motorists in both directions of Webster Street:

- Provide red curb on the east side of Webster Street between the Project driveway and the YMCA Garage driveway.
- Provide red curb on the east side of Webster Street for about 20 feet on the south side of the driveway.

Currently, Webster Street adjacent to the Project accommodates four metered parallel parking spaces: two spaces between the two driveways for the existing parking lot and two spaces between the northern existing driveway and the YMCA Garage driveway. Implementation of Recommendation 2 would eliminate the two existing parking spaces between the northern

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<sup>6</sup> Adequate sight distance is defined as a clear line-of-sight between a motorist ten feet back from the sidewalk and a pedestrian 10 feet away on each side of the driveway.





existing driveway and the YMCA Garage driveway. The Project would eliminate the existing southern parking lot driveway which can be used for on-street parking. It is estimated that three parking spaces can be accommodated on the east side of Webster Street along the Project frontage, resulting in a net loss of one on-street parking space. The Project would not modify the on-street parking along the 23rd Street frontage, which currently accommodates three metered parallel parking spaces. Currently, no passenger or commercial loading (white curb or yellow curb) is provided along the Project frontages.

**Recommendation 3:** While not required to address a CEQA impact, and at the discretion of City of Oakland staff, the following shall be considered as part of the final design for the Project:

- Designate 25 feet of passenger loading space (white curb) along the frontage of the building on Webster Street near the lobby for passenger pick-up/drop-off.
- Designate the remaining parking spaces along the frontage of the building on Webster Street as metered parking spaces.

### **Automobile Parking Requirements**

The City of Oakland Municipal Code establishes minimum and maximum automobile parking requirements for residential and commercial activities. Consistent with the Section 21155 of the California Public Resources Code and as required by the California Assembly Bill 2097, Municipal Code Sections 17.116.060 and 17.116.080 do not require parking minimums for development projects located within a 0.5-mile of a major transit stop. Since the Project is within 0.3 mile of the 19th Street BART Station, which is considered a major transit stop, no parking minimums apply to the Project. In addition, the Municipal Code does not establish any parking maximums for the Project. Thus, the 21 parking spaces proposed by the Project are consistent with the City's requirements.

Consistent with Section 17.116.310 of the Oakland Municipal Code, all parking would be unbundled, meaning that they would be leased separately from the cost of the dwelling units.

The Project would provide one accessible parking space on the north side of the parking garage and adjacent to the parking driveway, meeting the required minimum of one accessible parking space for parking lots with less than 25 parking spaces.

#### *Plug-In Electric Vehicle (PEV) Charging Infrastructure*

*The City of Oakland's Standard Condition of Approval 86 (Plug-In Electric Vehicle (PEV) Charging Infrastructure)* consistent with Chapter 15.04 of the *City of Oakland Municipal Code* requires the Project to provide PEV-ready and PEV-capable parking spaces. Per *Code* Section 15.04.2.11.130, a minimum of ten percent of the parking spaces are required to be PEV-ready and an additional ten percent of the spaces are required to be PEV-capable. Since the Project would provide 21 parking



spaces, it is required to provide a minimum of two PEV-ready and two PEV-capable parking spaces. The site plan does not identify any electric vehicle charging spaces.

**Recommendation 4:** While not required to address a CEQA impact, and at the discretion of City of Oakland staff, the following shall be considered as part of the final design for the Project:

- Provide PEV-ready and PEV-capable parking spaces as required by the City of Oakland *Municipal Code* Section 15.04.2.11.130.

### **Loading Requirements**

City Municipal Code Section 17.116.120 requires one off-street loading space with minimum dimensions of 23 feet long, 10 feet wide, and 12 feet high for residential uses larger than 50,000 square feet. No off-street loading is required for retail uses less than 25,000 square feet per section 17.116.140 of the Code.

The Project would include one loading berth, located within the garage and accessed through the garage driveway. The loading berth would be 23 feet long, 10 feet wide, and at least 13 feet high which would satisfy the City's loading requirements.

### **Bicycle Access and Bicycle Parking**

Existing bicycle facilities in the Project vicinity include:

- Webster Street provides Class 2 bike lanes in the southbound direction only adjacent to the Project and in both directions between 23rd Street and Grand Avenue, and a Class 2 buffered southbound bike lane south of Grand Avenue.
- Broadway, one block west of the Project site, is a designated Class 3 bike route between Grand Avenue and Webster Street and provides Class 2 bike lanes in both directions north of Webster Street.
- Grand Avenue, one block south of the Project site, is a designated Class 3 arterial bike route west of Webster Street and provides Class 2 bike lanes in both directions east of Webster Street.

Currently, no short-term bicycle parking is provided along the Project frontages. The nearest Bay Wheels bikeshare station is located one block south of the Project site (about 0.1 mile) on the south side of Grand Avenue east of Webster Street.

The City's 2019 Oakland Bike Plan (*Let's Bike Oakland*, May 2019) proposes the following in the vicinity of the Project:

- Protected Class 4 bike lanes on Broadway



- Protected Class 4 bike lanes on Grand Avenue
- Neighborhood bike route on 24th Street

The Project would not make major modifications to the public right-of-way and would not adversely affect installation of future bicycle facilities.

*Project Bicycle Parking*

The Project would provide a secure bicycle room that would accommodate 99 long-term bicycle storage spaces located on the west side of the ground level of the building. All bicyclists, including ones with cargo bikes, would be able to access the bicycle room through either the garage driveway or through the residential lobby on Webster Street. The Project would also provide a bicycle repair station adjacent to the bicycle storage room with the garage. The Project would accommodate short-term bicycle parking in the form of bicycle racks that accommodate 14 bicycles on the sidewalks along the Project’s frontages on Webster and 23rd Streets.

**Table 6** compares the required and provided quantity of bicycle parking spaces for the Project. The City of Oakland Planning Code Sections 17.117.90 and 17.117.110 require the Project to provide a minimum of 101 long-term and 15 short-term bicycle parking spaces. The Project would not meet the minimum required long-term or short-term bicycle parking.

**Table 6: Bicycle Parking Requirements**

Land Use	Size <sup>1</sup>	Long-Term Bicycle Parking		Short-Term Bicycle Parking	
		Spaces per Unit <sup>2</sup>	Spaces	Spaces per Unit <sup>2</sup>	Spaces
Residential	197 DU	1:2 DU	99	1:15 DU	13
Retail	1.9 KSF	1:8 KSF <sup>3</sup>	2	1:2 KSF <sup>3</sup>	2
<b>Minimum Required Bicycle Parking</b>			<b>101</b>		<b>15</b>
<b>Proposed Parking Spaces</b>			<b>99</b>		<b>14</b>
<b>Meets Minimum Parking Requirement?</b>			<b>No</b>		<b>No</b>

Notes:

1. DU = dwelling units, KSF = 1,000 square-feet
2. Per Oakland Planning Code Section 17.117.090 and 17.117.110 for D-BV zones
3. Minimum two spaces.

Source: Fehr & Peers, 2023.



**Recommendation 5:** While not required to address a CEQA impact, and at the discretion of City of Oakland staff, the following shall be considered as part of the final design for the Project:

- Ensure that the Project provides the minimum bicycle long-term and short-term parking required by the City Oakland Planning Code.

### **Pedestrian Access and Circulation**

The residential lobby for the Project would be on the east side of the building along Webster Street. Elevators and stairs at the residential lobby would connect to the upper levels of the building. Secondary stairs would be located near the southwest corner of the building and connect to 23rd Street. The retail component of the Project would be at the southeast corner of the building fronting both Webster and 23rd Streets. After the completion of the Project, the sidewalks along the project would continue to be a minimum of 10 feet along Broadway and nine feet along 23rd Street.

The Webster Street/23rd Street intersection is currently controlled by stop signs on the 23rd Street approaches. Each intersection approach provides one inbound and one outbound travel lane. The intersection provides curb extensions on the northwest and northeast corners of the intersection. The northeast corner provides dual directional curb ramps while the other three corners provide one diagonal curb ramp each. All curb ramps at the intersection provide truncated domes. The north crosswalk across Webster Street and the east crosswalk across 23rd Street provide high-visibility crosswalks; the south crosswalk across Webster Street is marked by white lines; the west approach across 23rd Street provides no marked crosswalks.

**Recommendation 6:** While not required to address a CEQA impact, and at the discretion of City of Oakland staff, the following shall be considered as part of the final design for the Project at the Webster Street/23rd Street intersection:

- Provide dual directional curb ramps at the northwest corner of the intersection
- Provide curb extensions at the southwest and southeast corners of the intersection with dual directional curb ramps
- Provide high visibility/continental crosswalks across all four intersection approaches

### **Transit Access**

Transit service providers in the Project vicinity include BART and AC Transit. BART provides regional rail service throughout the East Bay and across the Bay. The Project is located about 0.3 miles from the 19th Street BART Station. The nearest station portal is on the north side of Thomas L Berkeley Way, just east of Broadway.



AC Transit is the primary bus service provider in the City of Oakland. **Table 7** summarizes the AC Transit service in the Project vicinity. No bus service is provided adjacent to the Project site. The nearest bus stops to the Project site are on Broadway at Grand Avenue and on Grand Avenue at Webster and Valdez Streets.

**Table 7: AC Transit Stops**

Stop Location	Distance to Project Site <sup>1</sup>	Lines Served	Stop Amenities
Northbound Broadway north of Grand Avenue	0.1 miles	51A, 851	Shelter and bench
Southbound Broadway south of Grand Avenue	0.2 miles	12, 33, 51A, 851	Bench and trash receptacle
Westbound Grand Avenue west of Valdez Street	0.1 miles	12, 33, 805	No amenities
Eastbound Grand Avenue east of Webster Street	<0.1 miles	12, 33, 805	Bench

Notes:

1. Distance shown is walking distance between bus stop and the Project.

Source: Fehr & Peers, 2023.

## 5. Conclusion and Summary of Recommendations

Based on our review of the Project site plan and conditions on the surrounding streets, the Project would have adequate automobile, bicycle, pedestrian, and transit access and circulation with the inclusion of the following recommendations:

**Recommendation 1:** While not required to address a CEQA impact, and at the discretion of City of Oakland staff, the following shall be considered as part of the final design for the Project:

- Ensure the design of the Project driveway provides adequate sight distance, defined as a clear line-of-sight between a motorist ten feet back from the sidewalk and a pedestrian ten feet away on each side of the driveway. If adequate sight distance cannot be provided, provide an audio/visual warning device to alert pedestrians on the adjacent sidewalk of vehicles exiting the driveway and warning devices to alert motorists exiting the garage driveway of pedestrians on both sides of the adjacent sidewalk.

**Recommendation 2:** While not required to address a CEQA impact, and at the discretion of City of Oakland staff, the following shall be considered as part of the final design for the Project to ensure adequate sight distance between vehicles exiting the Project garage and cyclists or motorists in both directions of Webster Street:



- Provide red curb on the east side of Webster Street between the Project driveway and the YMCA Garage driveway.
- Provide red curb on the east side of Webster Street for about 20 feet on the south side of the driveway.

**Recommendation 3:** While not required to address a CEQA impact, and at the discretion of City of Oakland staff, the following shall be considered as part of the final design for the Project:

- Designate 25 feet of passenger loading space (white curb) along the frontage of the building on Webster Street near the lobby for passenger pick-up/drop-off.
- Designate the remaining parking spaces along the frontage of the building on Webster Street as metered parking spaces.

**Recommendation 4:** While not required to address a CEQA impact, and at the discretion of City of Oakland staff, the following shall be considered as part of the final design for the Project:

- Provide PEV-ready and PEV-capable parking spaces as required by the City of Oakland *Municipal Code* Section 15.04.2.11.130.

**Recommendation 5:** While not required to address a CEQA impact, and at the discretion of City of Oakland staff, the following shall be considered as part of the final design for the Project:

- Ensure that the Project provides the minimum bicycle long-term and short-term parking required by the City Oakland Planning Code.

**Recommendation 6:** While not required to address a CEQA impact, and at the discretion of City of Oakland staff, the following shall be considered as part of the final design for the Project at the Webster Street/23rd Street intersection:

- Provide dual directional curb ramps at the northwest corner of the intersection
- Provide curb extensions at the southwest and southeast corners of the intersection with dual directional curb ramps
- Provide high visibility/continental crosswalks across all four intersection approaches

Please contact Sam Tabibnia ([stabibnia@fehrandpeers.com](mailto:stabibnia@fehrandpeers.com) or 510-835-1943) with questions or comments.

## ATTACHMENTS

Appendix A – Summary of Developments in the Broadway Valdez District Specific Plan

Appendix B – Project Site Plan

Appendix A:  
Summary of Developments  
in the Broadway Valdez  
District Specific Plan

**Appendix A**  
**Summary of Developments in the Broadway Valdez District Specific Plan**

Development	BVDSP Subdistrict	Status	Proposed Development <sup>1</sup>				Active Existing Uses <sup>2</sup>	Net Development <sup>1,3</sup>				
			Residential (DU)	Retail (KSF)	Office (KSF)	Hotel (Room)		Residential (DU)	Retail (KSF)	Office (KSF)	Hotel (Room)	Other (KSF)
3001 Broadway (Sprouts)	5	Constructed	0	36	0	0	Parking Lot	0	36	0	0	0
2345 Broadway (HIVE)	1	Constructed	105	30.3	64	0	11.4 KSF Auto Repair and 30.2 KSF Warehouse	105	30.3	64	0	-41.6
2425 Valdez St.	3	Constructed	71	1.5	0	0	Parking Lot	71	1.5	0	0	0
3093 Broadway	5	Constructed	423	20	0	0	40.2 KSF Auto Dealership	423	-20.2	0	0	0
2302 Valdez St.	2	Constructed	196	31.5	0	0	3.6 KSF Auto Repair	196	31.5	0	0	-3.6
2315 Valdez/2330 Webster St.	1	Constructed	235	16	0	0	Parking Lot	235	16	0	0	0
2630 Broadway	3	Constructed	255	37.5	0	0	Parking Lot/ Vacant	255	37.5	0	0	0
3416 Piedmont Ave.	5	Constructed	9	1.5	0	0	Vacant Lot	9	1.5	0	0	0
2400 Valdez St.	2	Constructed	224	23.5	0	0	Parking Lot	224	23.5	0	0	0
3000 Broadway	5	Constructed	127	8	0	0	3 Dwelling Units, 8.8 KSF Restaurant, and 10.2 KSF Auto Repair	124	-0.8	0	0	-10.2
2820/2855 Broadway	4	Constructed	171	18	0	0	42.2 KSF Auto Dealership	171	-24.2	0	0	0
24th and Harrison	2	Constructed	437	65	0	0	55.2 KSF Auto Dealership, 5.3 KSF Auto Repair, and 3.25 KSF Fitness Center	437	6.55	0	0	-5.3
2401 Broadway	3	Constructed	72	17.5	0	159	15.5 KSF Auto Dealership, and 7.1 KSF Retail	72	-5.1	0	159	0
2500 Webster	3	Constructed	30	6.4	0		6.3 KSF Auto Dealership	30	0.1	0		0
295 29th St	4	Constructed	91	0	0	0	13.9 KSF Auto Repair	91	0			-13.9
2415 Valdez	3	Constructed	89	0.9			Parking Lot	89	0.9			



**Appendix A**  
**Summary of Developments in the Broadway Valdez District Specific Plan**

Development	BVDSP Subdistrict	Status	Proposed Development <sup>1</sup>				Active Existing Uses <sup>2</sup>	Net Development <sup>1,3</sup>				
			Residential (DU)	Retail (KSF)	Office (KSF)	Hotel (Room)		Residential (DU)	Retail (KSF)	Office (KSF)	Hotel (Room)	Other (KSF)
290 27th St	2	Proposed	198	3.7			1.0 KSF Retail, and 22.3 KSF Office	198	-7.3	-22.3		
24th & Waverly	2	Under Construction	330	13	0		11.1 KSF Auto Repair, and 9 du	315	13			-11.1
2929 Broadway	4	Approved	220	4.0	0		24.1 KSF auto Dealership	220	-20.1			0
2305 Webster St	1	Proposed	197	1.9	0	0	Parking Lot	197	1.9	0	0	0
<b>Total</b>			<b>3,480</b>	<b>336.2</b>	<b>64</b>	<b>159</b>		<b>3,462</b>	<b>122.55</b>	<b>41.7</b>	<b>159</b>	<b>-85.7</b>

Notes

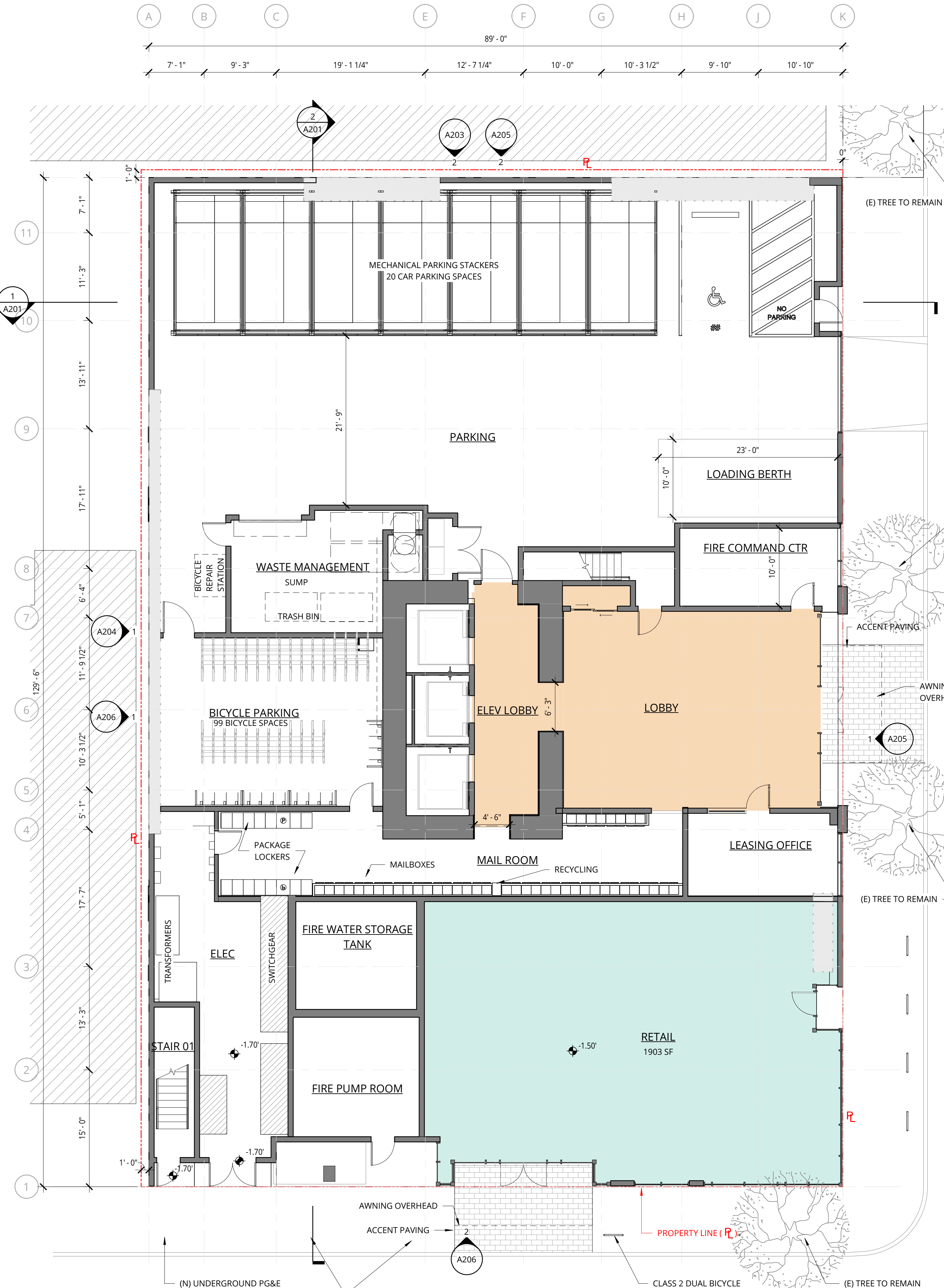
1. DU = dwelling units, ksf = 1,000 square feet, RM = room
2. Consists of active uses at the time the 2014 BVDSP EIR was prepared.
3. Retail and non-retail uses (such as auto repair and warehouses) are presented separately because the non-retail uses generate fewer trips than typical retail uses.

Source: City of Oakland and Fehr & Peers, 2023.

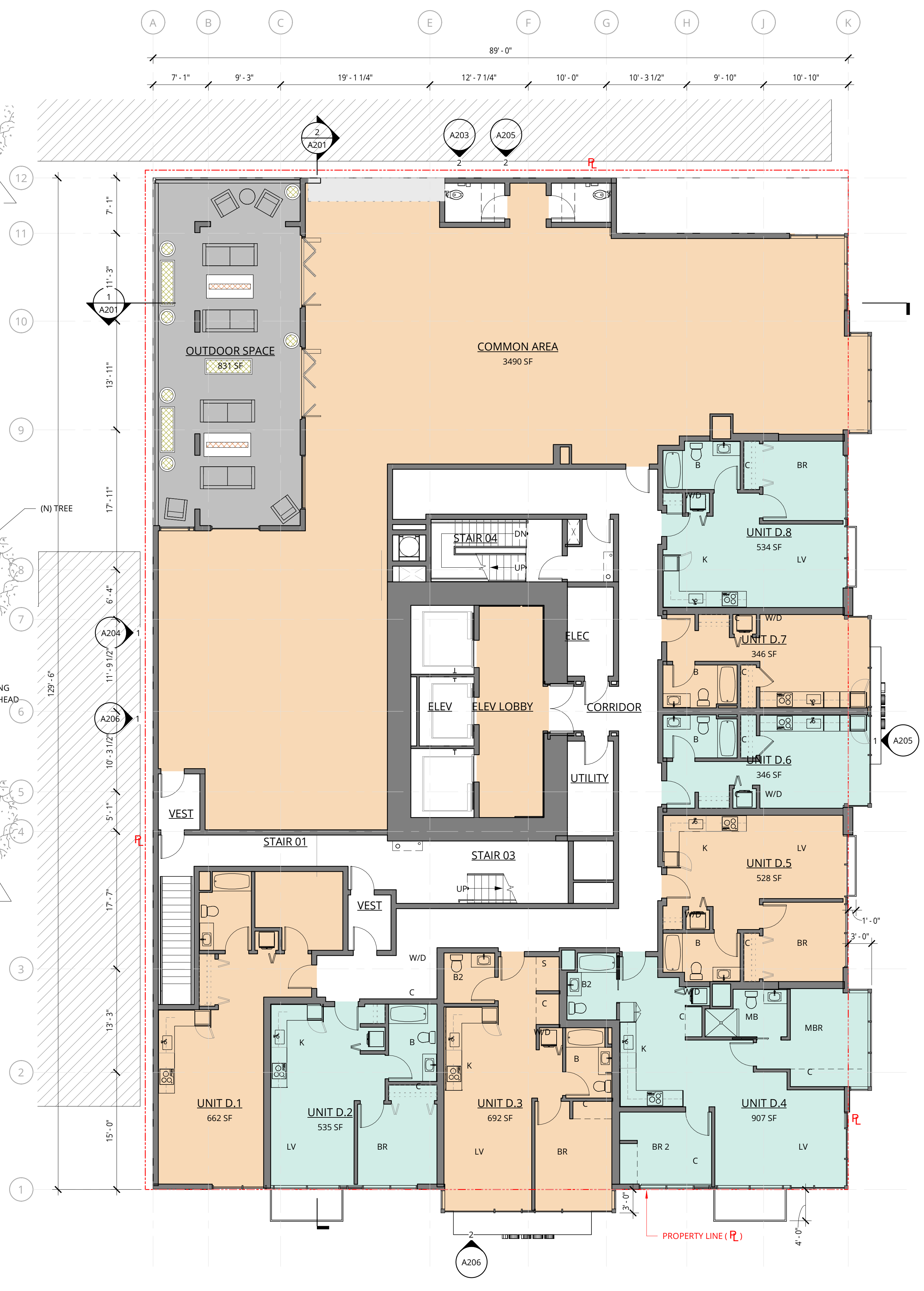
# Appendix B: Project Site Plan

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**1 LEVEL 1 - GROUND FLOOR PLAN**  
1/8" = 1'-0"



**2 LEVEL 2 - AMENITY LEVEL FLOOR PLAN**  
1/8" = 1'-0"

**NOT FOR CONSTRUCTION**



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**2305 WEBSTER**  
2305 WEBSTER STREET, OAKLAND, CA 94612

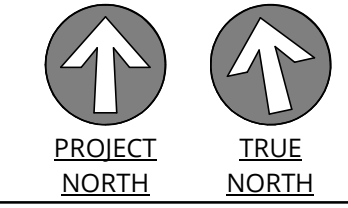
SEGULA INVESTMENTS, INC.

REVISION	DATE	REASON FOR ISSUE
	03/01/23	ENTITLEMENTS SUBMITTAL

**FLOOR PLANS - GROUND LEVEL & LEVEL 2**  
**ENTITLEMENTS APPLICATION**

FORMAT ARCH D	DRAWN BY OE, TSB
DATE 3/1/2023	PROJECT NUMBER 180231

SHEET NUMBER  
**A100**



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**Attachment O: Construction Noise Workbook**

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# Construction Noise Impact Worksheet: 2305 Webster Street

Noise Source:

Two Excavators - 1/3-acre parcel [1]

No.	Receptor [2]	Noise Level at Receptor (dBA Leq)	Noise Barrier Shielding Attenuation (dBA) [3]	Exterior to Interior Transmission Loss (dBA) [4]	Construction Noise Level (dBA Leq)
1	2300 Broadway - Ground Level	76.4	10	30	36.4
2	2300 Broadway - Upper Floors	75.5	0	30	45.5
3	The Grand Apartments - Ground Level	66.7	10	20	36.7
4	The Grand Apartments - Upper Floors	66.7	0	20	46.7
5	Alexan Webster - Ground Level	68.6	10	20	38.6
6	Alexan Webster - Upper Floors	68.6	0	20	48.6
7					
8					
9					
10					

Notes:

[1] Noise level calculated based on two excavators operating over a 1/3-acre parcel of land. Reference noise levels and usage factors based on FTA data.

[2] Upper floor calculations assume a receptor height of 15 feet. Construction noise levels at higher elevations would be reduced.

[3] Shielding due to temporary construction noise barriers. No attenuation assumed for upper floor receptors.

[4] Transmission loss due to exterior-to-interior (building envelope). 30 dBA assumption for 2300 Broadway based on masonry façade facing construction area with no glazing. 20 dBA assumption for other receptors based on mixed facades containing glazing. Both assumptions are conservative values that are likely at least approximately 10 dBA below actual transmission loss values.

Sources:

Federal Transit Administration. 2018. Transit Noise and Vibration Impact Assessment Manual.

Federal Highway Administration. Roadway Construction Noise Model (RCNM) Version 2.0.

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