2315 Valdez – 2330 Webster

CEQA Analysis

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

Date:	June 24, 2015
Project Address:	2315 Valdez Street – 2330 Webster Street
Project Number:	PLN 15-040
Zoning:	D-BV-2 (Retail Commercial Zone 2)
General Plan:	Central Business District
APNs:	008-0668-004; 008-0668-009-07
Lot Size:	1.42 acres
Plan Area:	Broadway Valdez District Specific Plan area
Applicant:	TDP Webster, LLC 39 Forrest Street, Suite 201 Mill Valley, CA 94941 Attn: Stephanie Hill (415) 381-3001
Staff Contact:	Peterson Z. Vollmann – (510) 238-6167 pvollmann@oaklandnet.com

EXECUTIVE SUMMARY

The proposed 2315 Valdez Street – 2330 Webster Street project (proposed project) would be on an approximately 1.42-acre site in Subdistrict 1 of the Valdez Triangle Subarea of the Broadway Valdez District Specific Plan (BVDSP)[1] area (Plan Area). The proposed project would construct a mixed-use residential building of up to 428,000 square feet, with seven above-ground levels and one basement level, up to 75 feet in height. The project would include up to 259,000 square feet of residential space (up to 265 residential units) and amenities, and up to 18,000 square feet of ground-floor commercial space along Valdez Street. The project would provide up to 51,000 square feet of parking in the podium structure, consisting of one basement level and two above-ground levels with as many as 350 parking spaces and 164 bicycle parking spaces. Apartment-style residential units would be above the podium parking on levels three through seven. Two courtyards would provide open space for the residential units.

Of the total 350 parking spaces provided in the garage, 242 parking spaces may be purchased by the City of Oakland and operated as a public parking garage. The remainder of the parking spaces would be provided as unbundled parking available for residents.

The BVDSP Environmental Impact Report (EIR)[2] analyzed the environmental impacts of adoption and implementation of the BVDSP and, where the level of detail available was sufficient to adequately

[1] City of Oakland, 2014. Broadway Valdez District Specific Plan. Adopted June.

[2] ESA (Environmental Science Associates), 2013. Broadway Valdez District Specific Plan, Draft Environmental Impact Report. SCH No. 2012052008. September.
ESA (Environmental Science Associates), 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/DOWD008194.)

analyze the potential environmental effects, provided a project-level California Environmental Quality Act (CEQA) review for reasonably foreseeable development. This project-level analysis allows the use of CEQA streamlining and/or tiering provisions for projects developed under the BVDSP.

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

1. **Community Plan Exemption.** Public Resources Code Section 21083.3 and 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 which are peculiar to the project or its site." Section 15183(c) specifies that "if an impact is not peculiar to the parcel or to the 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 CEQA Guidelines Section 15183.3 allow streamlining for certain qualified infill projects by limiting the topics subject to review at the project level, if the effects of infill development have been addressed in a planning-level decision, or by uniformly applicable development policies. Infill projects are eligible if they are 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; satisfy the performance standards provided in CEQA Guidelines Appendix M; and are consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy. No additional environmental review is required if the infill project would not cause any new specific effects or more significant effects; or if uniformly applicable development policies or standards would substantially mitigate such effects.

3. **Addendum.** Public Resources Code Section 21166 and CEQA Guidelines Section 15164 state that an addendum to a certified EIR is allowed when minor changes or additions are necessary, and none of the conditions for preparation of a subsequent EIR or Negative Declaration per Section 15162 are satisfied.

The CEQA Checklist provided below evaluates the potential project-specific environmental effects of the proposed project, and evaluates 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, and with applicable City of Oakland 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, staff and decision-makers use the BVDSP as a guide for project review. Projects will be evaluated for consistency with the intent of BVDSP policies, and for 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 CEQA Guidelines Section 15183, this CEQA Analysis satisfies the requirements of a community plan exemption, based on the analysis conducted in this document. The proposed project is permitted in the zoning district where the project site is located, and is consistent with the bulk, density, and land uses envisioned in the BVDSP. The CEQA Checklist included below concludes that the proposed project would not result in significant impacts that (1) are peculiar to the project or project site; (2) were not identified as significant project-level, cumulative, or offsite effects in the BVDSP EIR; or (3) were previously identified as significant effects but are determined to have a more severe adverse impact than 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 also indicates that the proposed project is eligible for a qualified infill exemption, pursuant to 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 in this document also 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. The BVDSP EIR analyzed the Broadway Valdez Development Program (Development Program), which represents the maximum feasible development that can reasonably be expected to occur in the Plan Area over a 25-year planning period, according to the City of Oakland's projections.[3] The BVDSP allows for flexibility in 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, and the Development Program is not intended as a cap that would restrict development.

  Although the proposed project would include more dwelling units than set forth for the site in the Development Program, as shown in Table 1 (up to 265 units, instead of 234 units under the program), and additional gross square feet of commercial uses (up to 18,000 square feet, instead of 10,000 square feet under the program), these represent minor changes from the Development Program. As described below in Section 13, Transportation and Circulation, the proposed project would generate 86 a.m. and 131 p.m. peak-hour vehicle trips. Together with the trips generated by other projects that are currently under construction, approved, and proposed for development in the Plan Area, this would represent approximately 32 percent of the a.m. peak-hour trips and 30 percent of the p.m. peak-hour trips anticipated in the BVDSP EIR; 37 percent of the a.m. peak-hour trips and 27 percent of the p.m. peak-hour trips anticipated in the BVDSP EIR for the Valdez Triangle Subarea; and 83 percent of the a.m. peak-hour trips and 73 percent of the p.m. peak-hour trips anticipated in the BVDSP EIR for Subdistrict 1. Because the trip generation from the proposed project combined with other projects currently being developed under the BVDSP would be within the program analyzed under the BVDSP EIR for the Plan Area, the Valdez Triangle, and Subdistrict 1, the traffic impact

[3] 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, approximately 6,500 parking spaces provided by the development program, and approximately 4,500 new jobs.

analysis in the EIR remains valid. Therefore, the proposed project meets the requirements for preparation of an addendum, as evidenced in Attachment D to this document.

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

Table 1
Comparison of BVDSP Development Program and Proposed Project

Development Characteristics	Development Program[1]	Proposed Project
Height	250 feet	75 feet (7 above-ground levels)
Residential Units	234	up to 265
Retail Square Feet (net square feet)	10,000	up to 18,000

Notes:

[1] Development Program for Project Site #5 listed in Table D.1: Illustrative Development Plan Program by Subdistrict.

Sources:

City of Oakland, 2014. Broadway Valdez District Specific Plan. Adopted June.

KTGY Group, Inc., Architecture + Planning, 2015. The Webster, Oakland, California. Planning Submittal. February 20.

PROJECT DESCRIPTION

Project Location

The project site is at 2315 Valdez Street and 2330 Webster Street, and consists of two parcels (Assessor's Parcel Numbers 008-0668-04 and 008-0668-009-07) in the block bounded by Webster Street to the west, 23rd Street to the south, Valdez Street to the east, and 24th Street to the north, as shown in Figure 1. The project site is in Subdistrict 1 of the Valdez Triangle Subarea of the Broadway Valdez District Specific Plan (BVDSP) area, and is just north of the Uptown Entertainment District.

The project site is accessible from Interstate 580, approximately 0.7 mile to the north; and I-980, approximately 0.4 mile to the west. Multiple transit routes serve the project site, including Alameda-Contra Costa County Transit District Routes 1, 1R, 11, 12, 51A, 58L, 800, 805, 851, and NL. The 19th Street Bay Area Rapid Transit District station is approximately 0.4 mile south of the site.

Existing Conditions

The 1.42-acre site is a City-owned parcel. It is predominately flat and occupied by a surface parking lot with approximately 200 parking spaces. An approximately 24-foot-wide curb cut along Webster Street provides access to the parking lot. There are no structures on the site, other than a small parking kiosk near the parking lot entrance. The site is entirely covered with impervious pavement, and does not contain any landscaping; no street trees are present along the perimeter of the site.

The General Plan land use classification 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 business, communications, office, government, high technology, retail, entertainment, and transportation. The project site is zoned as D-BV-2 (Retail Commercial Zone 2). The intent of the D-BV-2 zone is to create, maintain, and enhance areas of the Specific Plan Area for ground-level retail, restaurants, entertainment, and art activities with pedestrian-oriented, active storefront uses; and a wide range of residential and office uses above the first floor. The project site is in a height district that allows a maximum height of up to 250 feet.

Adjoining properties in the same block include several restaurants (326 23rd Street), three automobile repair shops (320 23rd Street, 2350 Webster Street, and 2344 Webster Street), an art studio (355 23rd Street), and a multiple-story residential building (367 24th Street). Surrounding land uses to the south of 23rd Street include multi-story office buildings, retail and food establishments serving the Central Business District, and entertainment venues such as bars and clubs. Immediately to the south of the project across 23rd Street is The Grand, a 23–story residential tower with ground-floor retail uses. Land uses to the north of 23rd Street are characterized by one- to two-story restaurants, automobile sales and repair shops, large parking lots, and residences. Several two-story residences and single-story commercial establishments are north of the site along 24th Street, and an eight-story parking garage and a parking lot are west of the site along Webster Street. Several large parking lots are east of the site along Valdez Street, as well as several two- to three-story residential buildings.

Project Characteristics

The project applicant would purchase the project site from the City under the terms specified in a Disposition and Development Agreement between the City and applicant, and construct a mixed-use

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Sources: Esri, DeLorme, NAVTEQ, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), and the GIS User Community

BART Station

0 700 1,400 FEET

PROJECT LOCATION

2315 Valdez-2330 Webster Street Project
Oakland, California

FIGURE 1

residential building of up to 428,000 square feet and up to 75 feet in height, with seven above-ground levels and one basement level. The project would include approximately 18,000 square feet of ground-floor commercial space along Valdez Street, and up to 259,000 square feet of residential uses (up to 265 residential units), including amenities. The project would provide up to 151,000 square feet of parking in the podium structure, consisting of one basement level and two podium levels, with up to 350 parking spaces and 164 bicycle parking spaces. Apartment-style residential units would be above the podium parking on levels three through seven. Two courtyards would provide open space for the residential units. Typical floor plans and building section, as well as a building perspective, are shown in Figures 2 through 4.

Along Valdez Street, the ground floor of the proposed new building would provide space for multiple retail/commercial tenants. Along Webster Street, the ground floor would consistent of the residential lobby, retail space, and garage. Floors three through seven would be residential units, consisting of approximately 56 studio units, 141 one-bedroom units, and 68 two-bedroom units. Approximately 15 percent of the housing units would be below-market-rate units, affordable to very-low- and moderate-income households, although the number of affordable units and range of affordability have yet to be determined.

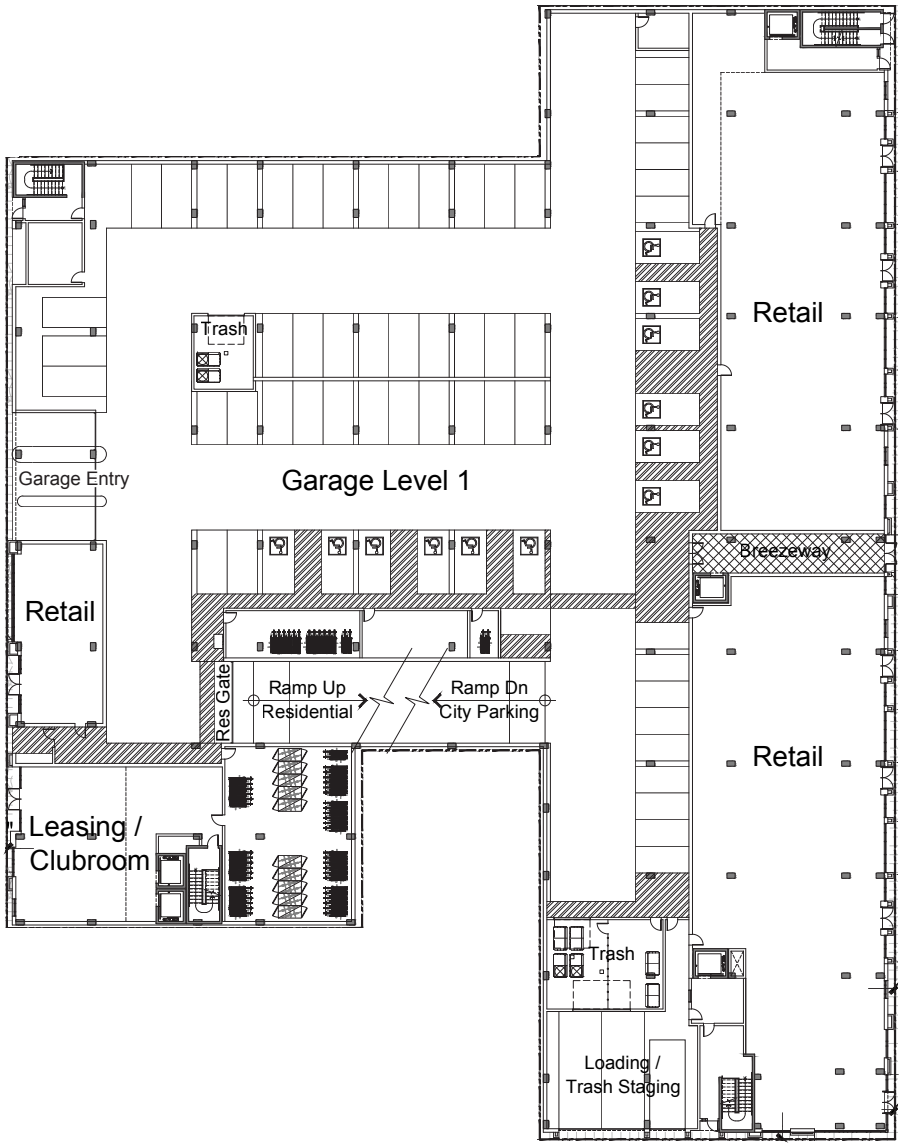
The main residential entrance and lobby would be on Webster Street; additional pedestrian egress for the project would be on Webster Street and 23rd Street. The parking garage would be accessed from a 24-foot curb cut on Webster Street. Two residential loading spaces and one commercial loading space would be accessed from 23rd Street, requiring a new curb cut and removal of up to four on-street parking spaces on the northern side of 23rd Street. Of the total 350 parking spaces provided in the garage, 242 parking spaces may be purchased by the City of Oakland and operated as a public parking garage. The remainder of the parking spaces would be provided as unbundled parking available for residents.

The proposed project would be required to provide a minimum of 75 square feet of usable open space per dwelling unit, per Planning Code 17.101C.050.B. The project would provide the required open space through 17,625 square feet of common open space, provided in two courtyards on the third floor. This space may include amenities such as a pool and deck, outdoor food preparation area, and a courtyard with multi-use artificial turf. Private open space would also be provided in decks for individual units.

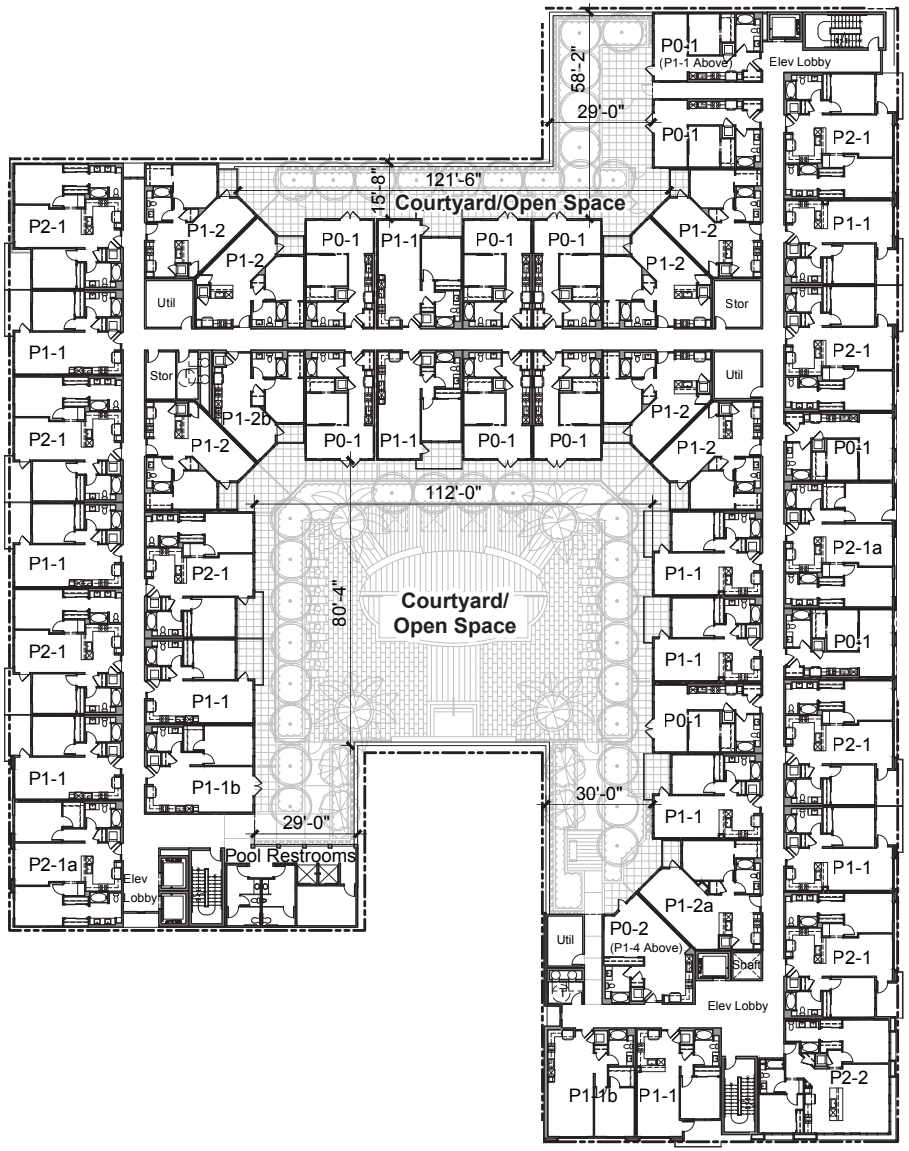
Sidewalk/streetscape improvements would be installed as part of the project, consistent with the BVDSP Public Realm Design Guidelines for Streetscape Design. Improvements would include street lights, street furniture, and street trees. The project would also install corner bulbouts at the northeastern and northwestern corners of the 23rd Street/Webster Street intersection, two high-visibility crosswalks at this intersection, and corner bulbouts at the northwestern corner of the 23rd Street/Valdez Street intersection. Improvements may also include corner bulbouts at the southeastern corner of the 23rd Street/Valdez Street intersection, in collaboration with the Project Sponsor of the development at 2302 Valdez Street.

Project Construction

Construction activities would consist of demolition of the surface parking lot, excavation and shoring, foundation and below-grade construction, and construction of the building and finishing interiors. Project construction is expected to occur over approximately 30 months, with construction scheduled to commence in spring 2016, and be completed by fall 2018. Approximately 20 to 30 workers would be present in the early stages, with 200 workers present at the peak of construction.



Ground Floor



Typical, Residential Floors 3–7

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Source: KTGY Group, Inc. Architecture+Planning, 2015.

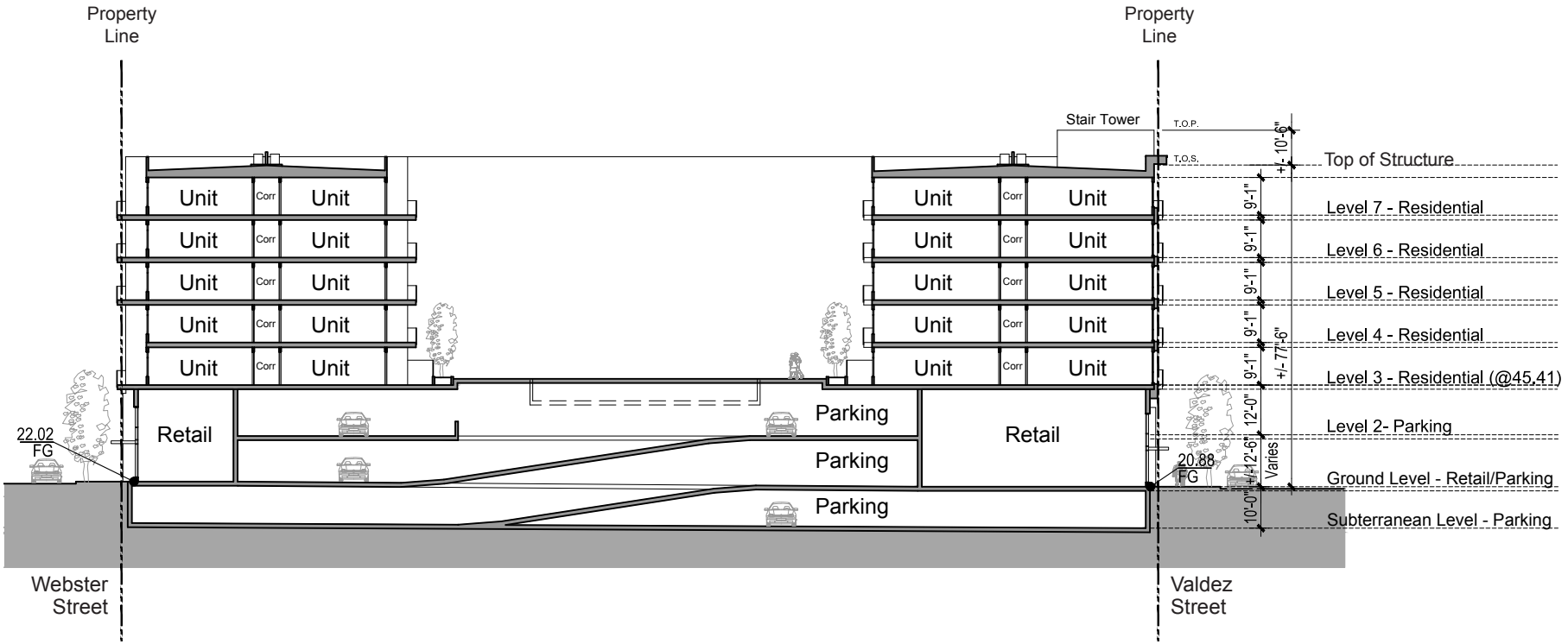
P0-1, P0-2:	Studio
P1-1, P1-1a, P1-2, P1-2a, P1-3:	One Bedroom
P2-1, P2-2:	Two Bedroom

0 40 80 FEET

TYPICAL FLOOR PLANS

2315 Valdez–2330 Webster Street Project
Oakland, California

FIGURE 2



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Source: KTGY Group, Inc. Architecture+Planning, 2015.

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PROPOSED SECTION

2315 Valdez–2330 Webster Street Project
Oakland, California

FIGURE 3

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Source: KTGY Group, Inc. Architecture+Planning, 2015.

PROPOSED BUILDING PERSPECTIVE – VIEW FROM VALDEZ AND 23RD STREETS

2315 Valdez–2330 Webster Street Project
Oakland, California

FIGURE 4

The site would be excavated up to 15 feet below grade. Up to 30,000 cubic yards of soil would be excavated and off-hauled from the site. No soils are anticipated to be imported to the site.

A shoring system would be installed in areas of excavation on Valdez Street and Webster Street with H-piles and wood lag. Groundwater is anticipated to be approximately 15 feet below the ground surface at the site;[4] depending on the actual depth of groundwater at the time of construction, dewatering during construction may be required. The foundation design would depend on the depth of excavation required; shallow spread-footing foundations would likely be installed. As indicated in the geotechnical report prepared for the project, the building can be supported on a mat foundation bearing on native soil. Where undocumented fill is present below the foundation level, the fill should be over-excavated to competent native soil, and replaced with engineered fill, lean concrete, or controlled density fill.[5]

Project Approvals

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

Actions by the City of Oakland

- Planning Director – Regular Design Review; approval of parcel merger; condominium map; and minor variances.
- City Council – Disposition and Development Agreement specifying the price and terms of payment for project site and development obligations, including the rights to develop the project site, as set forth under the terms of that agreement.
- Building Bureau – Grading permit and other related onsite and offsite work permits and 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 Storm Water Permit, and Notice of Termination after construction is complete. Granting of required clearances to confirm that all applicable standards, regulations, and conditions for all previous contamination at the site have been met.
- East Bay Municipal Utility District (EBMUD) – Approval of new service requests and new water meter installations.

[4] Ninyo & Moore, 2010. Phase II Environmental Site Assessment, 2330 Webster Street and 2315 Valdez Street, Oakland, California. Prepared for City of Oakland, Public Works. March 4.

[5] Langan Treadwell Rollo, 2015. Geotechnical Consultation, 2315 Valdez/2330 Webster Streets, Oakland, California, Project No. 750627901. April.

BVDSP and EIR

The BVDSP provides a framework for future growth and development in an approximately 95.5-acre area along Oakland's Broadway corridor between Grand Avenue and Interstate 580. Although it does not propose specific private developments, the BVDSP established a Development Program to project the maximum feasible development reasonably expected during the 25-year planning period, which included 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 Environmental Impact Report (EIR) analyzed the environmental impacts of adoption and implementation of the BVDSP, and where the level of detail available was sufficient to adequately analyze the potential environmental effects, the EIR provided a project-level California Environmental Quality Act (CEQA) review for foreseeable and anticipated development.

On September 20, 2013, the City of Oakland released for public review a Draft EIR for the BVDSP. The public review and comment period on the Draft EIR 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, and confirmed by the City Council on June 17, 2014.

The Final EIR determined that impacts to the following resources would be less than significant, or would be reduced to a less-than-significant level with the implementation of mitigation measures or compliance with City of Oakland Standard Conditions of Approval (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 effects on the following environmental resources: wind and shadow; air quality; cultural resources; greenhouse gases (GHGs) and climate change; noise; and transportation. Due to the potential for significant unavoidable impacts, a Statement of Overriding Considerations with findings was adopted as part of the BVDSP approval on May 21, 2014, and confirmed by City Council on June 17, 2014.

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. It is consistent with the development density and land use characteristics established by the City of Oakland in the BVDSP, and any potential environmental impacts associated with its development were adequately analyzed and covered by the analysis in the BVDSP EIR. The proposed project will be required to comply with the applicable mitigation measures identified in the BVDSP EIR, and 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 previously identified significant impacts in the BVDSP EIR, or in any new significant impacts that were not previously identified in the BVDSP EIR.

In accordance with California Public Resources Code Sections 21083.3, 21094.5, and 21166; and CEQA Guidelines Sections 15183, 15183.3, and 15164, 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) are peculiar to the project or project site; (2) were not previously identified as significant project-level, cumulative, or offsite effects in the BVDSP EIR; or (3) were previously identified as significant effects, but which—as a result of substantial new information not known at the time the BVDSP EIR was certified—would increase in severity above that described in the EIR. Therefore, the proposed project is exempt from further environmental review in accordance with Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183.

- The proposed project would not cause any new specific effects on the environment that were not already analyzed in the BVDSP EIR or are more significant than 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 CEQA Guidelines Section 15183.3.

- The analyses conducted and the conclusions reached in the BVDSP EIR 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 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 significant impacts. No changes have occurred with respect to 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 CEQA Guidelines Section 15164.

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

6/22/15

Darin Ranelletti

Environmental Review Officer **Date**

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 Standard Conditions of Approval (SCAs)[6] 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 project or project site (per CEQA Guidelines Sections 15183 or 15183.3);
- Not identified in the previous EIR (BVDSP EIR) (per CEQA Guidelines Sections 15183 or 15183.3), including offsite and cumulative impacts (per CEQA Guidelines Section 15183);
- Due to substantial changes in the project (per CEQA Guidelines Section 15162);
- Due to substantial changes in circumstances under which the project will be undertaken (per CEQA Guidelines Section 15162); or
- Due to substantial new information not known at the time the BVDSP EIR was certified (per 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 sponsor 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.

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

A 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.

Attachments

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

A. Standard Conditions of Approval and Mitigation Monitoring and Reporting Program;
B. Project Consistency with Community Plans or Zoning, per CEQA Guidelines Section 15183;
C. Infill Performance Standards, per CEQA Guidelines Section 15183.3;
D. Criteria for Use of Addendum, per CEQA Guidelines Sections 15164 and 15162;
E. Air Quality Screening Analysis for 2315 Valdez Street-2330 Webster Street Project, per the Broadway Valdez District Specific Plan Environmental Impact Report;
F. Greenhouse Gases and Climate Change Screening Analysis for 2315 Valdez Street-2330 Webster Street Project, per the Broadway Valdez District Specific Plan Environmental Impact Report; and
G. Transportation Assessment for 2315 Valdez Street-2330 Webster Street Project.

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

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[7] 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 Physical Height Model accounted for 200-foot building heights at the project site (18 stories). 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 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 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 Plan Area as a whole, and compatible with the distinctive visual character of individual areas. Development in the 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.

Shadow (Criteria 1b through 1d)

The 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 28th Street near the intersection with Webster Street. Under the BVDSP EIR, Mitigation Measure 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 Mitigation Measure AES-4, impacts would conservatively 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, Mitigation Measure AES-6, which requires implementation of Mitigation Measures AES-4 and AES-5 (described below), applies to projects bounded by the streets listed above to address significant cumulative aesthetics and wind impacts. The EIR concluded that, even with implementation of Mitigation Measure AES-6, cumulative impacts would conservatively remain significant and unavoidable.

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 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, Mitigation Measure AES-5: Wind Analysis, applies to those projects in the Central Business District portion of the Plan Area that are over 100 feet in height. Even with implementation of Mitigation Measure AES-5, impacts would conservatively remain significant and unavoidable. To address potential cumulative impacts, under the BVDSP EIR, Mitigation Measure AES-6, which requires implementation of Mitigation Measures AES-4 and AES-5, applies to those same projects and addresses significant cumulative wind

[7] The Broadway Valdez Development Program represents the maximum feasible development that the City has projected can reasonably be expected to occur in the 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 inform the Physical Height Model, which provides the basis for analysis in the BVDSP EIR.

and aesthetics impacts. Even with implementation of Mitigation Measure AES-6, cumulative impacts would conservatively remain significant and unavoidable.

Project Analysis and Conclusion

The proposed project's massing would be in the building envelope modeled in the EIR. The proposed project's height of up to 75 feet would be well under the 200-foot height analyzed for the project area in the Physical Height Model. In addition, the proposed project is outside the area identified in the BVDSP EIR as having potential shading impacts on Temple Sinai. Although the proposed project is in the Central Business District, it is not over 100 feet in height, and therefore would not contribute to potential wind impacts. For these reasons, Mitigation Measures AES-4, AES-5, and AES-6, identified in the BVDSP EIR, would **not** apply.

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 aesthetics, shadow, and wind that were not identified in the BVDSP EIR. In addition, no mitigation measures from the BVDSP EIR related to aesthetics, shadow, and wind are applicable to the proposed project. The proposed project would be required to implement SCAs related to landscaping, street frontages, landscape maintenance, utility undergrounding, public right-of-way improvements, and lighting plans, as identified in Attachment A (for reference, these are SCA-AES-1 through SCA-AES-9).

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**
a. During project construction result in average daily emissions of 54 pounds per day of ROG, NO_x, or $PM_{2.5}$ or 82 pounds per day of PM_{10}; during project operation result in average daily emissions of 54 pounds per day of ROG, NO_x, or $PM_{2.5}$, or 82 pounds per day of PM_{10}; result in maximum annual emissions of 10 tons per year of ROG, NO_x, or $PM_{2.5}$, or 15 tons per year of PM_{10}; or	☒	☐	☐
b. For new sources of Toxic Air Contaminants (TACs), during either project construction or project operation expose sensitive receptors to substantial levels of TACs under project conditions resulting in (a) an increase in cancer risk level greater than 10 in one million, (b) a noncancer risk (chronic or acute) hazard index greater than 1.0, or (c) an increase of annual average $PM_{2.5}$ of greater than 0.3 microgram per cubic meter; or, under	☒	☐	☐

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
cumulative conditions, resulting in (a) a cancer risk level greater than 100 in a million, (b) a noncancer risk (chronic or acute) hazard index greater than 10.0, or (c) annual average $PM_{2.5}$ of greater than 0.8 microgram per cubic meter; or expose new sensitive receptors to substantial ambient levels of Toxic Air Contaminants (TACs) resulting in (a) a cancer risk level greater than 100 in a million, (b) a noncancer risk (chronic or acute) hazard index greater than 10.0, or (c) annual average $PM_{2.5}$ of greater than 0.8 microgram per cubic meter.			

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, 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 and Recommended Measure AIR-1, regional emissions were conservatively estimated to 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 Plan Area would result in an increase in criteria air pollutant and precursor emissions from mobile on-road sources and onsite 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_X), and particulate matter less than or equal to 10 microns in diameter (PM_{10}) would exceed significance thresholds. An SCA that requires the implementation of Parking and Transportation Demand Management (TDM) would reduce vehicular trips and operational emissions. Even with implementation of the SCA, this impact would conservatively remain significant and unavoidable for emissions of ROG, NO_X, and PM_{10}.

Toxic Air Contaminants (Criterion 2b)

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. 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 of surrounding offsite sources on new onsite sensitive receptors. The EIR also identified Mitigation Measure AIR-4: Risk Reduction Plan, which would reduce the impacts associated with new operational sources on existing sensitive receptors. Even with the SCA and Mitigation Measure AIR-4, the EIR determined that these impacts conservatively would remain significant and unavoidable.

Project Analysis and Conclusion

Construction of the proposed project would occur over approximately 30 months, and would include excavation and off-haul of up to 30,000 cubic yards of soil. The proposed project would be up to 428,000 square feet in size, including up to 265 residential units and up to 18,000 square feet of retail. This represents up to 31 residential units and up to 8,000 more square feet of retail than what was analyzed in the BVDSP EIR — generating approximately 86 net new vehicle trips during the weekday a.m. peak hour (24 inbound and 62 outbound), and approximately 131 net new vehicle trips during the weekday p.m. peak hour (67 inbound and 64 outbound), as described in the Transportation and Circulation section of this CEQA Checklist. As described above in the Executive Summary and below in Section 13, Transportation and Circulation, the proposed project's trips are within the number of trips analyzed in the BVDSP EIR for Subdistrict 1 and the Valdez Triangle Subarea. Therefore, the emissions associated with the proposed project's trips were accounted for in the BVDSP EIR. The proposed project would be required to comply with applicable SCAs related to parking demand, and construction and operation source emissions. Recommended Measure AIR-1 from the BVDSP EIR could also apply as a condition of approval, as described below.

The proposed project would introduce new sensitive receptors (residents) to the project site, and is within 1,000 feet of several roadways with significant traffic (at least 10,000 vehicles per day) and other sources of TACs. It also would have an emergency generator, thereby introducing new sources of TACs. A screening-level analysis was completed, assessing the impacts of nearby sources of TACs on the proposed project's new residential sensitive receptors, and the proposed project's emissions of TACs on adjacent sensitive receptors (see Attachment E).

Based on conservative assumptions, the cumulative cancer risk to the project's sensitive receptors would be less than 100 in one million; and the risk to existing sensitive receptors from the project sources, when combined with local cancer risks from cumulative sources within 1,000 feet, would be less than 100 in one million. As a result, the SCA related to preparation of a Health Risk Assessment and development and adoption of further risk reduction strategies under Mitigation Measure AIR-4 are not required.

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 TDM, as identified in Attachment A at the end of the CEQA Checklist (for reference, these are SCA-AIR-1 and SCA-TRANS-2). In addition, Recommended Measure AIR-1 from the BVDSP EIR could apply to the proposed project.

> **Recommended Measure AIR-1:** During construction, the project applicant shall require the construction contractor to use prefinished materials and colored stucco, as feasible.

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**
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service; Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service; 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; 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;	☒	☐	☐
b. Fundamentally conflict with the City of Oakland Tree Protection Ordinance (Oakland Municipal Code [OMC] Chapter 12.36) by removal of protected trees under certain circumstances; or Fundamentally conflict with the City of Oakland Creek Protection Ordinance (OMC Chapter 13.16) intended to protect biological resources.	☒	☐	☐

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 Plan Area is in and 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 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 Plan Area. The nearest riparian habitat is at Glen Echo Creek near Adams Park, where the stream daylights 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 Plan Area as potential nursery sites for nesting birds. In addition, projects developed under the BVDSP could cause harm to birds by increasing bird collisions with buildings.

Development in the Plan Area will be required to comply with SCAs related to removal and replacement of trees, including trees on creekside 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 Plan Area. An SCA pertaining to reducing bird collisions with buildings would reduce potential impacts to birds by constructing features in compliance with Best Management Practice strategies to limit bird strikes. SCAs pertaining to landscaping and vegetation management on creekside properties; protection of creeks from construction vibration and dewatering; hazardous materials management; and stormwater and erosion control would 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 1.42-acre project site is occupied by a surface parking lot, and is completely covered with impervious pavement. No trees are present either within the project site or along the proposed project's perimeter; therefore, no SCAs related to tree removal would need to be implemented. Street trees would be planted as part of the project, consistent with the BVDSP Public Realm Design Guidelines for Streetscape Design.

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 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. SCAs related to bird protection, erosion control, stormwater management, and hazardous materials, identified in Attachment A at the end of the CEQA Checklist, would apply to the project (for reference, these are SCA-HAZ-11 and SCA-HYD-4 through SCA-HYD-7).

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

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 Plan Area contains 20 individual properties, including two in an Area of Primary Importance,[8] 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)[9] or standing alone, that contribute to the variety and texture of the Plan Area.

[8] Area of Primary Importance is an area or district that appears eligible for the National Register of Historic Places, and is considered a historical resource under CEQA.

[9] Area of Secondary Importance 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.

The EIR identified Mitigation Measure CUL-1 to reduce the impacts to historical resources throughout the 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 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 Mitigation Measure AES-4, Shadow Analysis, described in Section 1 above, Aesthetics, Shadow and Wind, impacts would conservatively 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 Mitigation Measure CUL-5, which would require implementation of Mitigation Measure CUL-1. However, even with implementation of Mitigation Measure 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 Plan Area; however, the EIR revealed that the Plan Area is potentially sensitive for archaeological and buried sites that are not visible due to urban development. The EIR determined that implementation of an SCA, 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 Plan Area was also identified as having low to moderate paleontological sensitivity, and it is possible that fossils would be discovered during excavation in the Plan Area. Implementation of an SCA, which would require a qualified paleontologist to document a discovery, and monitor that appropriate procedures be followed in the event of a discovery, would ensure that the potential impact to fossils discovered in the rock units would be less than significant.

Human Remains (Criterion 4d)

Although the BVDSP EIR did not identify any locations of buried human remains in the 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 an SCA, 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

There are no structures designated as CEQA historic resources on the site, or immediately adjacent to the site. In addition, the project site is not in an Area of Primary Importance or in an ASI. Although the

Waverly Street Residential District ASI is to the east of the site, the district is not immediately adjacent to the project site; in addition, ASIs are not eligible for the National Register, and are not considered historic resources under CEQA. The closest building in the district is the Newsom Apartments at 2346 Valdez Street, across Valdez Street to the northeast of the project site; this building is considered a CEQA historic resource. However, this historic resource is not immediately adjacent to the project site, and is separated from it by at least the width of a city street. In addition, implementation of Plan Policy LU-10.7, described in the BVDSP EIR, would encourage sensitive integration of the proposed project with historic buildings in the vicinity, consistent with regulations that provide appropriate transitions in scale and building heights, create a consistent street frontage, and respect historic buildings and open spaces.

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 cultural resources that were not identified in the BVDSP EIR. None of the mitigation measures from the BVDSP EIR related to cultural resources are applicable to the proposed project. The project would be required to implement SCAs related to accidental discovery of archeological and paleontological resources and human remains, as identified in Attachment A at the end of the Checklist (for reference, these are SCA-CUL-1 through SCA-CUL-3).

5. Geology, Soils, and Geohazards 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. Expose people or structures to substantial risk of loss, injury, or death involving: • 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; • Strong seismic ground shaking; • Seismic-related ground failure, including liquefaction, lateral spreading, subsidence, collapse; or • Landslides;	☒	☐	☐
b. Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007, as it may be revised), creating substantial risks to life or property; result in substantial soil erosion or loss of topsoil, creating substantial risks to life, property, or creeks/waterways.	☒	☐	☐

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

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 northern half of the Plan Area is primarily underlain by streambed deposits. The BVDSP identified the artificial fills and expansive soils underlying the 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 California Building Code. 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 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 proposed project would require excavation of up to 30,000 cubic yards of soil; because the proposed project would entail excavation of more than 500 cubic yards of soil, a grading permit would be required. The proposed project would be required to comply with local and state construction requirements in the design and building of the proposed project.

Although the site is not located within a liquefaction hazard zone, as designated on a map prepared by the California Geological Survey, it could, according to the preliminary geotechnical study prepared for the proposed project, have the potential to liquefy and settle during a major earthquake on a nearby fault.[10]

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. SCAs related to erosion, grading, and sedimentation control would apply, as identified in Attachment A at the end of the CEQA Checklist (for reference, these are SCA-GEO-1, SCA-GEO-2, and SCA-HYD-4).

[10] Langan Treadwell Rollo, 2015. Geotechnical Consultation, 2315 Valdez/2330 Webster Streets, Oakland, California. Project No. 750627901. April 9.

6. Greenhouse Gas and Climate Change 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. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, specifically: • For a project involving a land use development, produce total emissions of more than 1,100 metric tons of CO_2e annually AND more than 4.6 metric tons of CO_2e per service population annually. The service population includes both the residents and the employees of the project. The project's impact would be considered significant if the emissions exceed BOTH the 1,100 metric tons threshold and the 4.6 metric tons threshold. Accordingly, the impact would be considered less than significant if the project's emissions are below EITHER of these thresholds.	☒	☐	☐
b. Fundamentally conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing greenhouse gas emissions.	☒	☐	☐

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 Energy and 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 determined that GHG impacts would conservatively remain significant and avoidable.

Project Analysis and Conclusion

A GHG screening analysis was prepared for the proposed project to determine whether the SCA requiring a GHG reduction plan applies to the project. The GHG reduction plan SCA applies to projects of a certain minimum size that produce total GHG emissions exceeding one or both of the BAAQMD CEQA Thresholds, and that would potentially result in a significant impact. The screening analysis determined that the proposed project would not fall under any of the three scenarios that would require development of a GHG reduction plan under the SCA (see Attachment F). The proposed project would therefore be consistent with the City of Oakland's Energy and Climate Action Plan, as well as the BVDSP; and a GHG reduction plan is not required.

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.

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**
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; 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; Create a significant hazard to the public through the storage or use of acutely hazardous materials near sensitive receptors; 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;	☒	☐	☐
b. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;	☒	☐	☐
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 specific instances due to climatic, geographic, topographic, or other conditions; or Fundamentally impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	☒	☐	☐

Exposure to Hazards, Hazardous Materials Use, Storage and Disposal (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. In addition, the EIR determined that demolition under the BVDSP could result in disturbance of hazardous building materials, such as lead-based paint, asbestos, and polychlorinated biphenyls (PCBs). 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 general public. In addition, development under the BVDSP would be subject to the City of Oakland's SCAs pertaining to best management practices for hazardous materials; removal of asbestos and lead-based paint; and other hazardous materials and wastes, including those found in the soil and groundwater, which would reduce impacts to less-than-significant levels.

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

There are no schools in the Plan Area; however, there are five schools or daycare facilities within 0.25 mile of the Plan Area. 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 of these plans would reduce impacts to less-than-significant levels.

Emergency Access Routes (Criteria 7c)

The EIR determined that construction under the BVDSP that would result in temporary road closures, which would require traffic control plans to ensure at least two emergency access routes are available for streets exceeding 600 feet in length, per City of Oakland's Ordinances and General Plan Policies. Compliance with all applicable requirements would reduce potential impacts to a less-than-significant level.

Project Analysis and Conclusion

A Phase I Environmental Site Assessment prepared for the proposed project indicated that hazardous materials stored and used on site included paints, oils, gasoline, and petroleum-hydrocarbon–based lubricants and solvents relating to machine shop activities. The Environmental Site Assessment also indicated that previous subsurface investigations at the site revealed the presence of total petroleum hydrocarbons as gasoline and volatile organic compounds (VOCs) in soil and/or groundwater.[11] The site was previously listed on the San Francisco Bay RWQCB Spills, Leaks, Investigations, and Cleanups list. However, in 1996 a risk evaluation was conducted for the site, and in conjunction with review by the RWQCB, the Alameda County Health Care Services issued a No Further Action (NFA) status for the site with the stipulation that if, in the future, buildings or other structures are constructed on the site that could result in more significant exposures, then appropriate worker protection requirements be developed and implemented. Additionally, the NFA indicated that groundwater could not be used as a drinking water source.

A subsequent Phase II Environmental Site Assessment was conducted in 2010 that analyzed soil and groundwater samples from the site. The results were similar to previous investigations, and petroleum

[11] Ninyo & Moore, 2010. Phase I Environmental Site Assessment, 2330 Webster Street and 2315 Valdez Street, Oakland, California. Prepared for City of Oakland, Public Works. January 11.

hydrocarbons and VOCs were again detected in site soil and/or groundwater. The 2010 assessment also indicated the potential for soil to be classified as hazardous waste based on concentrations of soluble lead, and recommended that soil excavated from a portion of the site be stockpiled and resampled for waste classification purposes.[12] The proposed project would be required to comply with all state and local requirements for the handling and disposal of hazardous soils.

The proposed project is located within 0.25 mile of Westlake Middle School and St. Paul's Episcopal School; no other schools are within 0.25 mile of the project site. 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.

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. SCAs related to asbestos removal; lead-based paint/coatings; PCBs; Environmental Site Assessment reports and remediation; health and safety plans; groundwater and soil contamination; hazardous materials business plans; and site review by the Fire Services Division would apply to the proposed project, as identified in Attachment A at the end of the CEQA Checklist (for reference, these are SCA-HAZ-1 through SCA-HAZ-11).

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**
a. Violate any water quality standards or waste discharge requirements; Result in substantial erosion or siltation on or off site that would affect the quality of receiving waters; Create or contribute substantial runoff which would be an additional source of polluted runoff; Otherwise substantially degrade water quality; Fundamentally conflict with the City of Oakland Creek Protection Ordinance (OMC Chapter 13.16) intended to protect hydrologic resources.	☒	☐	☐

[12] Ninyo & Moore, 2010. Phase II Environmental Site Assessment, 2330 Webster Street and 2315 Valdez Street, Oakland, California. Prepared for City of Oakland, Public Works. March 4.

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**
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);	☒	☐	☐
c. Create or contribute substantial runoff which would exceed the capacity of existing or planned stormwater drainage systems; 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; or Expose people or structures to a substantial risk of loss, injury, or death involving flooding.	☒	☐	☐

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

The BVDSP EIR determined that development in the 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.

Use of Groundwater (Criterion 8b)

Potable water is supplied to the Plan Area through imported surface water by EBMUD, and groundwater is generally not used in the Plan Area. The Plan Area is primarily developed and covered in impervious surfaces, and the amount of water able to infiltrate the aquifer in the East Bay Plain 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 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 Plan Area along Glen Echo Creek as being situated in the 100-year flood zone, with the rest of the Plan Area lying outside of the 100-year flood zone. 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.

Project Analysis and Conclusion

The project site would be outside of the 100-year flood zone. The project site is entirely covered with impervious surfaces, and does not contain any landscaping or street trees. The proposed project would install landscaping along the project site, and would incorporate stormwater treatment measures in compliance with the C.3 requirements.

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 (for reference, these are SCA-HYD-1 through SCA-HYD-7).

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;	☒	☐	☐
b. Result in a fundamental conflict between adjacent or nearby land uses; or	☒	☐	☐
c. Fundamentally conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect and actually result in a physical change in the environment.	☒	☐	☐

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 Plan Area is in Oakland's Downtown Showcase District, an area intended to promote a mixture of vibrant and unique uses with around-the-clock activity, continued expansion of job opportunities, and growing residential population.

Project Analysis and Conclusion

The project site is zoned as D-BV-2 (Retail Commercial Zone 2). The intent of the D-BV-2 zone is to create, maintain, and enhance areas of the Specific Plan Area for ground-level retail, restaurants, entertainment, and art activities with pedestrian-oriented, active storefront uses; and a wide range of residential and office uses above the first floor. The project site is in a height district that allows a maximum height of 250 feet. The proposed project would be consistent with the land use regulations in the BVDSP; would have ground-floor retail uses along Valdez Street and residential uses above the first floor; and would have a maximum height of 75 feet.

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 land use, plans, and 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 necessary for the proposed project.

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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**
a. Generate noise in violation of the City of Oakland Noise Ordinance (Oakland Planning Code Section 17.120.050) regarding construction noise, except if an acoustical analysis is performed that identifies recommend measures to reduce potential impacts. During the hours of 7 p.m. to 7 a.m. on weekdays and 8 p.m. to 9 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; Generate noise in violation of the City of Oakland nuisance standards (Oakland Municipal Code Section 8.18.020) regarding persistent construction-related noise;	☒	☐	☐
b. Generate noise in violation of the City of Oakland Noise Ordinance (Oakland Planning Code Section 17.120.050) regarding operational noise;	☒	☐	☐

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
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 3-dBA permanent increase is attributable to the project (i.e., the cumulative condition including the project compared to the cumulative baseline condition without the project);	☒	☐	☐
d. Expose persons to interior L_{dn} or CNEL greater than 45 dBA for multi-family dwellings, hotels, motels, dormitories and long-term care facilities (and may be extended by local legislative action to include single-family dwellings) per California Noise Insulation Standards (CCR Part 2, Title 24); Expose the project to community noise in conflict with the land use compatibility guidelines of the Oakland General Plan after incorporation of all applicable Standard Conditions of Approval (see Figure 1); 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	☒	☐	☐
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).	☒	☐	☐

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 Plan Area indicate that the ambient noise environment in the 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 Brooks Street in the 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 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 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 4.9 dBA along 26th Street east of Broadway. The cumulative increases in traffic-generated noise could also combine with stationary noise sources, such as rooftop mechanical equipment and back-up generators, to result in significant cumulative impacts. The 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 30 months, and would entail demolition of the surface parking lot; excavation and shoring; foundation and below-grade construction; and construction of the building and finishing interiors. In addition, project operations would use mechanical equipment, including an emergency generator. The proposed project would not be located along 24th Street or 26th Street east of Broadway, and would not be anticipated to experience significant impacts related to traffic noise.

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 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 to reduce construction noise and vibration, achieve interior noise standards, and require mechanical equipment to meet applicable noise performance standards, as identified in Attachment A at the end of the CEQA Checklist (for reference, these are SCA-NOI-1 through SCA-NOI-6).

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;	☒	☐	☐
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.	☒	☐	☐

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 Plan Area. This would represent approximately 2 percent of the total population growth projected for Oakland through 2035, 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 (Government Code Sections 7060 through 7060.7), and the City of Oakland's Ellis Act Ordinance (Oakland Municipal Code Sections 8.22.400 through 8.22.480) would prevent significant impacts.

Project Analysis and Conclusion

The proposed project would not demolish or displace any existing housing units. The proposed project would demolish the existing surface parking lot, and replace it with a mixed-use residential building with up to 265 residential units and up to 18,000 square feet of retail space. This increase in residential units was addressed in 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 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.

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: • Fire protection; • Police protection; • Schools; or • Other public facilities.	☒	☐	☐
b. Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or 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 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 Element policies 3.1, 3.3, and 3.10 would reduce potential impacts to recreational facilities. In addition, any increases in 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 is within the envelope of the Development Program analyzed in the BVDSP EIR. The slight increase in units and retail square footage proposed for the project site was captured in the

BVDSP EIR analysis, and the proposed project's increase in demand for public services is consistent with that analysis. In addition, the proposed project would provide private open space for the residential units, as described in the Project Description, above.

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 the provision of public services and parks and recreation facilities that were not identified in the BVDSP EIR. The BVDSP EIR did not identify any mitigation measures related to population and housing, and none would be required for the proposed project.

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**
Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit, specifically:			
Traffic Load and Capacity Thresholds a. At a study, signalized intersection which is located **outside the Downtown area and that does not provide direct access to Downtown**, the project would cause the motor vehicle level of service (LOS) to degrade to worse than LOS D (i.e., LOS E or F) and cause the total intersection average vehicle delay to increase by four (4) or more seconds;	☒	☐	☐
b. At a study, signalized intersection which is located **within the Downtown area or that provides direct access to Downtown**, the project would cause the motor vehicle LOS to degrade to worse than LOS E (i.e., LOS F) and cause the total intersection average vehicle delay to increase by four (4) or more seconds;	☒	☐	☐
c. At a study, signalized intersection **outside the Downtown area and that does not provide direct access to Downtown** where the motor vehicle level of service is LOS E, the project would cause the total intersection average vehicle delay to increase by four (4) or more seconds;	☒	☐	☐

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**
d. At a study, signalized intersection **outside the Downtown area and that does not provide direct access to Downtown** where the motor vehicle level of service is LOS E, the project would cause an increase in the average delay for any of the critical movements of six (6) seconds or more;	☒	☐	☐
e. At a study, signalized intersection for all areas where the level of service is LOS F, the project would cause (a) the overall volume-to-capacity ("V/C") ratio to increase 0.03 or more or (b) the critical movement V/C ratio to increase 0.05 or more;	☒	☐	☐
f. At a study, unsignalized intersection the project would add ten (10) or more vehicles to the critical movement and after project completion satisfy the California Manual on Uniform Traffic Control Devices (MUTCD) peak-hour volume traffic signal warrant;	☒	☐	☐
g. For a roadway segment of the Congestion Management Program (CMP) Network, the project would cause (a) the LOS to degrade from LOS E or better to LOS F or (b) the V/C ratio to increase 0.03 or more for a roadway segment that would operate at LOS F without the project; or	☒	☐	☐
h. Cause congestion of regional significance on a roadway segment on the Metropolitan Transportation System (MTS) evaluated per the requirements of the Land Use Analysis Program of the CMP.	☒	☐	☐

Criteria 13a through 13h

This section of the CEQA Checklist summarizes the findings of the transportation analysis completed for the proposed project (see Attachment G). 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 additional analysis of project study intersections to supplement the analysis in the EIR, and identifies EIR impacts and mitigation measures 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 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, and 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 Plan Area. The Specific Plan and the EIR intend to provide flexibility in the location, amount, and type of development. Therefore, 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 Plan Area. Thus, as long as the trip generation for each subdistrict and the overall 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 Level of Service (LOS) at intersections serving the Plan Area. For each impact and associated mitigation measure(s), the EIR identified specific triggers based on the level of development in the entire Plan Area or specific subdistrict(s). As determined in the transportation assessment prepared for the proposed project, several of these impacts and mitigation measures would be triggered by the proposed project combined with other planned developments, and are further described in the Project Analysis and Conclusion.

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

As described in the transportation analysis completed for the proposed project (see Attachment G) and shown in Table 2, the proposed project would generate approximately 86 net new vehicle trips during the weekday a.m. peak hour (24 inbound and 62 outbound), and approximately 131 net new vehicle trips during the weekday p.m. peak hour (67 inbound and 64 outbound).[13]

Analysis of Proposed Project and Other Projects under Development with the Development Program Analyzed in the BVDSP EIR

Table 3 lists the development projects within BVDSP Plan Area that are currently under construction, approved, and/or proposed, including the proposed project.

[13] The number of net new vehicle trips generated by the proposed project is an estimate of the number of person-automobile trips, based on the proposed uses for the site. This number conservatively does not account for the existing vehicle trips entering and exiting the parking lot, because it is not standard transportation planning practice to account for trips associated with parking facilities when calculating net new trips.

Table 2
Project Vehicle Trip Generation

Land Use	ITE Code	Daily	Weekday a.m. Peak Hour			Weekday p.m. Peak Hour		
			In	Out	Total	In	Out	Total
Multi-Family Residential								
265 Units	220[1]	1,729	27	107	134	106	57	163
Retail								
18,000 square feet	820[2]	769	15	2	17	11	56	67
Subtotal		**2,498**	**42**	**109**	**151**	**117**	**113**	**230**
Non-Auto Reduction (-43%)[3]		-1,074	-18	-47	-65	-50	-49	-99
Net New Project Vehicle Trips		**1,424**	**24**	**62**	**86**	**67**	**64**	**131**

Notes:

1 Weekday Daily rate = 6.06(X)+123.56; a.m. peak rate = 0.49(X)+3.73 (20 percent in, 80 percent out); p.m. peak rate = 0.55(X)+17.65 (65 percent in, 35 percent out).

2 Weekday Daily rate = 42.7(X); AM peak rate = 0.96(X) (88 percent in, 12 percent out); PM peak rate = 3.71(X) (17 percent in, 83 percent out).

3 Reduction of 43.0 percent assumed. Based on City of Oakland *Transportation Impact Study Guidelines* using BATS 2000 data for development in an urban environment within 0.5 miles of a BART Station.

Source: CHS Consulting Group, April 2015.

Table 3
Developments in the Broadway Valdez District Specific Plan[1]

Development	BVDSP Subdistrict	Status	Amount of Development		Vehicle Trip Generation	
			Residential (DU)	Commercial (ksf)	a.m. Peak	p.m. Peak
3001 Broadway (Sprouts)	Subdistrict 5	Under Construction	0	36.0	135	246
2345 Broadway (HIVE)	Subdistrict 1	Under Construction	105	94.3	81	146
2425 Valdez Street[2]	Subdistrict 3	Approved	70	0	22	34
3093 Broadway	Subdistrict 5	Approved	435	24.0	174	332
2302 Valdez Street	Subdistrict 2	Approved	196	31.5	74	138
2270 Broadway	Subdistrict 1	Approved	223	5.0	67	91
2315 Valdez/2330 Webster (Proposed Project)	Subdistrict 1	Proposed	265	18.0	86	131
		Total	**1,294**	**208.8**	**639**	**1,118**

Notes:

1 Information from City of Oakland, January 2015.

2 Trip generation estimates were calculated by CHS based on the proposed 70 micro-unit/1,250 square feet of retail development for 2425 Valdez Street based on the same methodology as 2315 Valdez project. No formal trip generation or related transportation documentation was available.

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

Source: CHS Consulting Group, April, 2015.

The project site is in Subdistrict 1 of the Valdez Triangle subarea of the Plan Area. Comparisons of the trip generation of the proposed project to the trip generation of the Plan Area (Subdistricts 1 through 5), the Valdez Triangle subarea (Subdistricts 1 through 3), and Subdistrict 1 are provided below in Table 4.

Table 4
Trip Generation Comparison

	Weekday a.m. Peak Hour			Weekday p.m. Peak Hour		
	In	**Out**	**Total**	**In**	**Out**	**Total**
Plan Area (Subdistricts 1 through 5)						
Development Projects Approved, Proposed, or Under Construction [1]	224	415	639	634	484	1,118
Development Program Buildout[2]	1,152	829	1,981	1,702	2,007	3,709
% Completed	19%	50%	32%	37%	24%	30%
Valdez Triangle (Subdistricts 1 through 3)						
Development Projects Approved, Proposed, or Under Construction [1]	106	224	330	307	233	540
Development Program Buildout[2]	457	442	899	1,013	993	2,006
% Completed	23%	51%	37%	30%	23%	27%
Subdistrict 1						
Development Projects Approved, Proposed, or Under Construction	79	155	234	208	160	368
Development Program Buildout[2]	118	165	283	273	233	506
% Completed	67%	94%	83%	76%	69%	73%

Notes:

[1] Based on application of the BVDSP trip generation model with the developments shown in Table 3.

[2] Based on Table 4.13-10 on page 4.13-43 of BVDSP Draft EIR.

Source: CHS Consulting Group, April 2015.

Trips generated by the proposed project, together with the trips generated by other projects that are currently under construction, approved, and proposed for development in the Plan Area, would represent approximately 32 percent of the a.m. peak-hour trips and 30 percent of the p.m. peak-hour trips anticipated in the BVDSP EIR for the entire Plan Area; 37 percent of the a.m. peak-hour trips and 27 percent of the p.m. peak-hour trips anticipated in the BVDSP EIR for the Valdez Triangle Subarea; and 83 percent of the a.m. peak-hour trips and 73 percent of the p.m. peak-hour trips anticipated in the BVDSP EIR for Subdistrict 1.

These trip generation numbers are under the BVDSP EIR estimates for the Development Program. Given that the BVDSP EIR analyzed the impacts of the BVDSP Development Program at signalized intersections along Broadway, Telegraph Avenue, 27th Street, Harrison Street, and Grand Avenue that provide direct access to the project site, the project would not cause additional impacts beyond those analyzed in the BVDSP EIR; nor would the project increase the magnitude of the impacts identified in the BVDSP EIR.

Traffic Impacts at BVDSP EIR Intersections

The BVDSP EIR identifies 28 significant impacts at 16 different intersections serving the Plan Area. The EIR identifies the specific levels of development in the entire Plan Area and/or each subdistrict that would trigger each impact and its associated mitigation measure(s). Impacts are triggered when a certain percentage of overall project build out is met. Based on the proposed project, combined with other planned developments in the BVDSP (cited above in Table 3), the proposed project would contribute to 14 of the 28 identified impacts at seven of the 16 intersections. The impacts, the reason for triggering the impacts, and the mitigation measures at the seven intersections are described below:

1. The proposed project combined with other project under construction, approved, and proposed for development in the Plan Area would trigger **Impact TRANS-4** under Existing Plus Project Conditions (and also **Impact TRANS-9** under 2020 Plus Project and **Impact TRANS-23** under 2035 Plus Project Conditions) at the 24th Street/Broadway intersection, because these projects combined would generate more than 75 percent of the total traffic generated by the Development Program.

   Mitigation Measure TRANS-4 in the EIR includes the following improvements at this intersection:

   - Signalize the intersection, providing actuated operations with permitted left turns on all movements; and
   - Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.

   The BVDSP EIR determined that if implemented, the mitigation measure would mitigate the significant impact at this intersection.

2. The proposed project combined with other projects under construction, approved, and proposed for development in the Plan Area would trigger **Impact TRANS-5** under Existing Plus Project Conditions (and also **Impact TRANS-11** under 2020 Plus Project and **Impact TRANS-25** under 2035 Plus Project Conditions) at the 23rd Street/Broadway intersection, because these projects combined would generate more than 65 percent of the total traffic generated by the Development Program.

   Mitigation Measure TRANS-5 in the EIR includes the following improvements at this intersection:

   - Signalize the intersection, providing actuated operations with permitted left turns on all movements; and
   - Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.

   The BVDSP EIR determined that if implemented, the mitigation measure would mitigate the significant impact at this intersection.

3. The proposed project combined with other projects under construction, approved, and proposed for development in the Plan Area would trigger **Impact TRANS-6** under Existing Plus Project Conditions (and also **Impact TRANS-12** under 2020 Plus Project and **Impact TRANS-26** under 2035 Plus Project Conditions) at the 23rd Street/Harrison intersection, because these projects combined would generate more than 85 percent of the total traffic generated by the Development Program.

Mitigation Measure TRANS-6 in the EIR generally states the following:

- This impact can be mitigated to a less-than-significant level by signalizing the intersection. Signalizing the 23rd Street/Harrison Street intersection would also improve pedestrian and bicyclist access and circulation, by providing a protected crossing of Harrison Street. However, the signalization may result in secondary impacts.

  This intersection is about 150 feet north of the Grand Avenue/Harrison Street intersection. Considering the proximity of the two intersections, signalization of the 23rd Street/Harrison Street intersection may adversely affect traffic operations and pedestrian and bicycle circulation at the Grand Avenue/Harrison Street intersection. Therefore, installing a signal at this intersection may not be desirable. Depending on the specific location, type, and amount of development that would have vehicular and pedestrian access at this intersection, and timing of other mitigation measures in the area (such as Mitigation Measure TRANS-5 at the 23rd Street/Broadway intersection and Mitigation Measure TRANS-10 at the 27th Street/ 24th Street/Bay Place/Harrison Street intersection), other improvements, such as prohibiting turns at this intersection, may mitigate the impact without degrading overall access in the area.

The BVDSP EIR determined that if implemented, the mitigation measure would not mitigate the impact at this intersection to a less-than-significant level, because the specific improvements to be implemented, according to City standards, must be finalized after a detailed intersection/ signalization engineering design study is performed, and a preferred, detailed design is selected by the City; and because the improvement may result in potential secondary impacts at Grand Avenue/Harrison Street intersection. Therefore, BVDSP EIR conservatively identifies the impact as significant and unavoidable.

4. The proposed project combined with other projects under construction, approved, and proposed for development in the Plan Area would trigger **Impact TRANS-10** under 2020 Plus Project and **Impact TRANS-24** under 2035 Plus Project Conditions) at the 27th Street/24th Street/Bay Place/ Harrison Street intersection, because these projects combined would generate more than 10 percent of the total traffic generated by the Development Program.

   Mitigation Measure TRANS-10 in the EIR includes the following improvements at this intersection:

   - Reconfigure the 24th Street approach at the intersection to restrict access to 24th Street to right turns only from 27th Street, and create a pedestrian plaza at the intersection approach;

   - Convert 24th Street between Valdez and Harrison Streets to two-way circulation, and allow right turns from 24th Street to southbound Harrison Street south of the intersection, which would require acquisition of private property in the southwestern corner of the intersection;

   - Modify the eastbound 27th Street approach from the current configuration (one right-turn lane, two through lanes, and one left-turn lane) to provide one right-turn lane, one through lane, and two left-turn lanes;

   - Realign pedestrian crosswalks to shorten pedestrian crossing distances;

   - Reduce signal cycle length from 160 to 120 seconds, and optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection); and

- Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.

The BVDSP EIR determined that if implemented, the mitigation measure would not mitigate the impact at this intersection to a less-than-significant level. Because no other feasible mitigation measures are available that would mitigate the impact at the intersection, the BVDSP EIR considered the impact significant and unavoidable.

5. The proposed project combined with other projects under construction, approved, and proposed for development in the Plan Area would trigger **Impact TRANS-21** under 2035 Plus Project Conditions) at the 27th Street/Telegraph Avenue intersection, because these projects combined would generate more than 60 percent of the total traffic generated by the Development Program.

   Mitigation Measure TRANS-21 in the EIR includes the following improvements at this intersection:

   - Provide protected left-turn phases for the northbound and southbound approaches;
   - Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection); and
   - Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.

   The BVDSP EIR determined that if implemented, the mitigation measure would not mitigate the impact at this intersection to a less-than-significant level. Because no other feasible mitigation measures are available that would mitigate the impact at the intersection, the BVDSP EIR considered the impact significant and unavoidable.

6. The proposed project combined with other projects under construction, approved, and proposed for development in the Plan Area would trigger **Impact TRANS-22** under 2035 Plus Project Conditions) at the 27th Street/Broadway intersection, because these projects combined would generate more than 30 percent of the total traffic generated by the Development Program.

   Mitigation Measure TRANS-22 in the EIR includes the following improvements at this intersection:

   - Upgrade traffic signal operations at the intersection to actuated-coordinated operations;
   - Reconfigure the westbound 27th Street approach to provide a 150-foot left-turn pocket, one through lane, and one shared through/right-turn lane;
   - Provide protected left-turn phase(s) for the northbound and southbound approaches;
   - Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection); and
   - Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.

The BVDSP EIR determined that if implemented, the mitigation measure would not mitigate the impact at this intersection to a less-than-significant level. Because no other feasible mitigation measures are available that would mitigate the impact at the intersection, the BVDSP EIR considered the impact significant and unavoidable.

7. The proposed project combined with other projects under construction, approved, and proposed for development in the Plan Area would trigger **Impact TRANS-28** under 2035 Plus Project Conditions) at the Grand Avenue/Broadway intersection, because these projects combined would generate more than 70 percent of the total traffic generated by the Development Program.

   Mitigation Measure TRANS-28 in the EIR includes the following improvements at this intersection:

   - Provide permitted-protected left-turn phasing for the northbound and southbound approaches;
   - Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection); and
   - Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.

   The BVDSP EIR determined that if implemented, the mitigation measure would not mitigate the impact at this intersection to a less-than-significant level. Because no other feasible mitigation measures are available that would mitigate the impact at the intersection, the BVDSP EIR considered the impact significant and unavoidable.

According to the BVDSP EIR, the project sponsor will fund the cost of preparing and funding these mitigation measures. Alternatively, if the City of Oakland adopts the BVDSP Transportation Impact Fee (TIF) program, the applicant may pay the TIF to mitigate the project impacts, as identified above.

Additional Study Intersections

The City's *TIS Guidelines* state that all intersections adjacent to the project site shall be analyzed, and all unsignalized intersections (e.g., all-way stop-controlled) where 50 or more peak-hour trips are added by the project shall also be analyzed to evaluate traffic-related effects with implementation of the proposed project. Four unsignalized intersections are adjacent to the project site, none of which were previously analyzed in the BVDSP EIR:

- 23rd Street/Valdez Street (Two-Way Stop-Controlled Intersection);
- 23rd Street/Webster Street (Two-Way Stop-Controlled Intersection);
- 24th Street/Valdez Street (All-Way Stop-Controlled Intersection); and
- 24th Street/Webster Street (All-Way Stop-Controlled Intersection).

The four intersections listed above operate at satisfactory conditions (at LOS B or better) under existing conditions during the weekday a.m. and p.m. peak hours. As shown in Table 5, the proposed project would result in minor changes to the average delay per vehicle at these three intersections. However, all of the study intersections would continue to operate at the same LOS under existing plus proposed project conditions.

Table 5
Existing and Existing Plus Project
Weekday a.m. and p.m. Peak Hour – Intersection LOS Summary

Intersection	Traffic Control	a.m. Peak Hour			p.m. Peak Hour		
		Delay[1]	LOS[1]	Satisfy Signal Warrant?[2]	Delay[1]	LOS[1]	Satisfy Signal Warrant?[2]
23rd Street/Valdez Street	TWSC						
Existing conditions		11.1 (WB)	B	No	11.5 (WB)	B	No
Existing plus project		11.3 (EB)	B	No	11.9 (WB)	B	No
23rd Street/Webster Street	TWSC						
Existing conditions		11.9 (EB/WB)	B	No	12.6 (WB)	B	No
Existing plus project		13.2 (EB)	B	No	14.6 (EB)	B	No
24th Street/Valdez Street	AWSC						
Existing conditions		8.1	A	No	8.2	A	No
Existing plus project		8.1	A	No	8.2	A	No
24th Street/Webster Street	AWSC						
Existing conditions		9.1	A	No	9.2	A	No
Existing plus project		9.2	A	No	9.5	A	No

Notes:

1 For TWSC intersections, delays for worst movement average intersection delay are shown: intersection average (worst approach). For AWSC intersections, delays for total average intersection delay are shown.

2 Peak Hour Signal Warrant (Warrant #3) per California MUTCD.

AWSC = All-Way Stop-Control intersection;
EB = Eastbound
TWSC = Two-Way Stop-Controlled intersection
WB = Westbound

Source: CHS Consulting Group, April 2015.

Therefore, the proposed project would not result in significant impacts to unsignalized project study intersections under the existing plus proposed project conditions.

Conclusion

The project trip generation for projects that are currently approved, proposed, or under construction in the Plan Area, the Valdez Triangle, and Subdistrict 1, including the proposed project, remains lower than the estimated trip generation in the BVDSP EIR under the Development Program for those areas. Additionally, the proposed project would not result in significant impacts to the four unsignalized project study intersections not analyzed in the BVDSP EIR. Therefore, the project would not cause additional impacts beyond the locations analyzed in the EIR; nor would the project increase the magnitude of the impacts identified in the EIR. In addition, the transportation analysis completed for the proposed project determined that the project would not result in any significant impacts to vehicle queuing at the parking garages, transit, pedestrian, bicycle, and loading, consistent with the findings of 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 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 Plan Area, would trigger and be required to implement **Mitigation Measures TRANS-4, TRANS-5, TRANS-6, TRANS-10, TRANS-21, TRANS-22, and TRANS-28,** as described in the EIR. The proposed project would also 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 identified in Attachment A, at the end of the CEQA Checklist (for reference, these are SCA-TRANS-1, SCA-TRANS-2, SCA-AES-7, and SCA-AES-8).

In addition, although not required to address CEQA impacts, the proposed project would implement recommended improvement measures identified in the transportation analysis (Attachment G) related to bicycle parking, pedestrian circulation, and TDM, as listed below.

Recommended Improvement #1: Although not required to address a CEQA impact, the following should be considered as part of the final design of the project:

- Provide bicycle racks on sidewalks that are easily accessible, and ensure that sidewalks would continue to provide adequate width for pedestrians; and
- Allow retail employees to use the long-term bicycle spaces.

Recommended Improvement #2: To enhance sight distances and reduce and/or eliminate potential vehicle-pedestrian conflicts at project driveways, the final design of the project shall ensure that the project driveway on Webster Street and 23rd Street provides adequate sight distance between motorists exiting the driveways and pedestrians on adjacent sidewalks. For the Webster Street driveway, it is recommended that a mirror be installed on the north side of the driveway so that motorists on the ramp from the basement and pedestrians on the sidewalk south of the driveway can see each other. For the 23rd Street driveway, it is recommended that a mirror be installed on the west side of the driveway so that motorists exiting the off-street parking space and pedestrians on the sidewalk east of the driveway can see each other. To maintain adequate sight distances and visual clearance for pedestrians walking along the east-side sidewalk of Webster Street and the north-side sidewalk of 23rd Street and vehicles entering/exiting the project driveways, the Project Sponsor shall not install street trees at or near the driveways. Such measures would reduce and/or eliminate potential conflicts between vehicles and pedestrians along Webster and 23rd streets.

Recommended Improvement #3: To reduce and/or eliminate potential pedestrian-vehicle conflicts, it is recommended that the Project Sponsor install traffic calming devices along the exit lanes of the garage driveway and off-street loading driveway. The Project Sponsor shall install signage at the egress driveway to notify drivers to slow, stop, and yield to any pedestrians walking along the sidewalk on Webster Street (e.g., "Caution: Pedestrian Crossings," "Watch for Pedestrians," "Exit Slowly," "STOP," etc.). The Project Sponsor shall also install rumble strips or similar devices to maintain slow speeds for vehicles exiting the parking garage.

Recommended Improvement #4: The project shall ensure that pedestrians maintain the right-of-way along all sidewalks adjacent to the project site. Therefore, to maintain an even path of travel for pedestrians crossing the planned driveway curb cuts adjacent to the project site, the final design of the project shall ensure that the driveway curb cuts in the Webster Street and 23rd Street sidewalks

are constructed in such a way that the sidewalks continue to be at grade, and are not depressed across the driveway threshold. Constructing at-grade sidewalks at the driveway locations would also serve as a traffic calming measure, by requiring vehicles entering or exiting the driveways to considerably reduce their vehicle speeds and yield to any crossing pedestrians before entering the sidewalk space.

Recommended Improvement #5: Consistent with the BVDSP, consider implementing the following strategies as part of the TDM program for the proposed project:

- Consistent with Planning Code Section 17.116.110.D, the project shall unbundle the cost of parking from the cost of housing where residents pay separately for their parking spaces (Policy C-6.8).
- Consistent with Planning Code Section 17.116.110.D, explore allowing nonresidents to use the parking level designated for residents for a fee during typical weekday business hours when residential demand is the lowest. At a minimum, consider allowing retail employees to use the residential parking during weekday business hours (Policies C-6.4 and C-6.5).
- Designate dedicated onsite parking spaces for car-sharing.
- Provide long-term and short-term bicycle parking beyond the minimum required by City of Oakland Planning Code.
- Cooperate with City of Oakland and/or other regional agencies to allow installation of a potential bicycle share station along the project frontage.
- Designate a TDM coordinator for the project.
- Provide all new residents and retail employees with information on the various transportation options available.
- Participate in AC Transit EasyPass Program, and/or provide other transit fare subsidies to future residents and employees at retail uses.

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**
a. Exceed wastewater treatment requirements of the San Francisco Bay Regional Water Quality Control Board; Require or result in construction of new storm water drainage facilities or expansion of existing facilities, construction of which could cause significant environmental effects; 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;	☒	☐	☐
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;	☒	☐	☐
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; Violate applicable federal, state, and local statutes and regulations related to solid waste;	☒	☐	☐
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.	☒	☐	☐

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 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 through landscaping, 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 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 proposed project is within the envelope of the Development Program analyzed in the BVDSP EIR. The slight increase in units and retail square footage proposed for the project site was captured in the BVDSP EIR analysis, and the water and sanitary sewer demand and stormwater facilities, as well as solid waste and energy associated with the proposed project, are consistent with that analysis.

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 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 required for the proposed project. The proposed project would be required to implement SCAs related to sewer capacity, stormwater drainage facilities, solid waste services, and energy, as identified in Attachment A at the end of the CEQA Checklist (for reference, these are SCA-UTIL-1 through SCA-UTIL-3, SCA-HYD-5, and SCA-HYD-6).

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 2315 Valdez Street-2330 Webster Street mixed-use residential development.

This SCAMMRP is in compliance with Section 15097 of the CEQA Guidelines, which requires that the Lead Agency "adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects." The SCAMMRP lists mitigation measures ("MM") recommended in the EIR and identifies mitigation monitoring requirements, as well as the City's Standard Conditions of Approval ("SCA") identified in the EIR as measures that would minimize potential adverse effects that could result from implementation of the project, to ensure the conditions are implemented and monitored.

All MMs and SCAs identified in the CEQA Analysis, which is consistent with the measures and conditions presented in the Broadway Valdez District Specific Plan Environmental Impact Report (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 MM 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 MM 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 Project.

The project sponsor is responsible for compliance with any recommendations in approved technical reports, all applicable mitigation measures adopted and with all conditions of approval 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 sponsor 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	
	Schedule	**Responsibility**
Aesthetics, Shadow and Wind		
SCA-AES-1 (Standard Condition of Approval 12): *Required Landscape Plan for New Construction and Certain Additions to Residential Facilities: Prior to issuance of a building permit.* Submittal and approval of a landscape plan for the entire site is required for the establishment of a new residential unit (excluding secondary units of five hundred (500) square feet or less), and for additions to Residential Facilities of over five hundred (500) square feet. The landscape plan and the plant materials installed pursuant to the approved plan shall conform to all provisions of Chapter 17.124 of the Oakland Planning Code, including the following: a) Landscape plan shall include a detailed planting schedule showing the proposed location, sizes, quantities, and specific common botanical names of plant species. b) Landscape plans for projects involving grading, rear walls on downslope lots requiring conformity with the screening requirements in Section 17.124.040, or vegetation management prescriptions in the S-11 zone, shall show proposed landscape treatments for all graded areas, rear wall treatments, and vegetation management prescriptions. c) Landscape plan shall incorporate pest-resistant and drought-tolerant landscaping practices. Within the portions of Oakland northeast of the line formed by State Highway 13 and continued southerly by Interstate 580, south of its intersection with State Highway 13, all plant materials on submitted landscape plans shall be fire-resistant. The City Planning and Zoning Division shall maintain lists of plant materials and landscaping practices considered pest-resistant, fire-resistant, and drought-tolerant. d) All landscape plans shall show proposed methods of irrigation. The methods shall ensure adequate irrigation of all plant materials for at least one growing season.	Prior to issuance of a building permit.	City of Oakland Planning and Building Department City of Oakland – Building Services Division, Zoning Inspections City of Oakland, Public Works, Environmental Services
SCA-AES-2 (Standard Condition of Approval 13): *Landscape Requirements for Street Frontages:* *Prior to issuance of a final inspection of the building permit:* a) All areas between a primary Residential Facility and abutting street lines shall be fully landscaped, plus any unpaved areas of abutting rights-of-way of improved streets or alleys, provided, however, on streets without sidewalks, an unplanted strip of land five (5) feet in width shall be provided within the right-of-way along the edge of the pavement or face of curb, whichever is applicable. Existing plant materials may be incorporated into the proposed landscaping if approved by the Director of City Planning. b) In addition to the general landscaping requirements set forth in Chapter 17.124, a minimum of one (1) fifteen-gallon tree, or substantially equivalent landscaping consistent with city policy and as approved by the Director of City Planning, shall be provided for every twenty-five (25) feet of street frontage. On streets with sidewalks where the distance from the face of the curb to the outer edge of the sidewalk is at least six and one-half (6 ½) feet, the trees to be provided shall include street trees to the satisfaction of the Director of Parks and Recreation.	Prior to issuance of a final inspection of the building permit.	City of Oakland Planning and Building Department City of Oakland – Building Services Division, Zoning Inspections City of Oakland, Public Works, Environmental Services
SCA-AES-3 (Standard Condition of Approval 15): *Landscape Maintenance (residential): Ongoing.* 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. All required fences, walls and irrigation systems shall be permanently maintained in good condition and, whenever necessary, repaired or replaced.	Ongoing.	City of Oakland – Building Services Division, Zoning Inspections City of Oakland, Public Works, Environmental Services

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring	
	Schedule	**Responsibility**
SCA-AES-4 (Standard Condition of Approval 17): *Landscape Requirements for Street Frontages: Prior to issuance of a final inspection of the building permit,* on streets with sidewalks where the distance from the face of the curb to the outer edge of the sidewalk is at least six and one-half (6 ½) feet and does not interfere with access requirements, a minimum of one (1) twenty-four (24) inch box tree shall be provided for every twenty-five (25) feet of street frontage, unless a smaller size is recommended by the City arborist. The trees to be provided shall include species acceptable to the Tree Services Division.	Prior to issuance of a final inspection of the building permit.	City of Oakland Planning and Building Department City of Oakland – Building Services Division, Zoning Inspections City of Oakland, Public Works, Environmental Services
SCA-AES-5 (Standard Condition of Approval 18): *Landscape Maintenance (new commercial and manufacturing): Ongoing.* 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. All required irrigation systems shall be permanently maintained in good condition and, whenever necessary, repaired or replaced.	Ongoing.	City of Oakland Planning and Building Department City of Oakland – Building Services Division, Zoning Inspections
SCA-AES-6 (Standard Condition of Approval 19): *Underground Utilities:* Prior to issuance of a building permit, the project applicant for projects under the Specific Plan shall submit plans for review and approval by the Building Services Division and the Public Works Agency, and other relevant agencies as appropriate, that show all new electric and telephone facilities; fire alarm conduits; street light wiring; and other wiring, conduits, and similar facilities placed underground. The new facilities shall be placed underground along the project applicant's street frontage and from the project applicant's structures to the point of service. The plans shall show all electric, telephone, water service, fire water service, cable, and fire alarm facilities installed in accordance with standard specifications of the serving utilities.	Prior to issuance of a building permit.	City of Oakland Planning and Building Department City of Oakland – Building Services Division, Zoning Inspections City of Oakland, Public Works, Environmental Services
SCA-AES-7 (Standard Condition of Approval 20): *Improvements in the Public Right-of-Way (General).* Approved prior to the issuance of a P-job or building permit. a) The project applicant shall submit Public Improvement Plans to Building Services Division for adjacent public rights-of-way (ROW) showing all proposed improvements and compliance with the conditions and/or mitigations and City requirements including but not limited to curbs, gutters, sewer laterals, storm drains, street trees, paving details, locations of transformers and other above ground utility structures, the design specifications and locations of facilities required by the East Bay Municipal Utility District (EBMUD), street lighting, on-street parking and accessibility improvements compliant with applicable standards and any other improvements or requirements for the project as provided for in this Approval. Encroachment permits shall be obtained as necessary for any applicable improvements- located within the public ROW. b) Review and confirmation of the street trees by the City's Tree Services Division is required as part of this condition and/or mitigations. c) The Planning and Zoning Division and the Public Works Agency will review and approve designs and specifications for the improvements. Improvements shall be completed prior to the issuance of the final building permit. d) The Fire Services Division will review and approve fire crew and apparatus access, water supply availability and distribution to current codes and standards.	Prior to the issuance of a P-job or building permit.	City of Oakland Planning and Building Department City of Oakland – Building Services Division, Zoning Inspections City of Oakland, Public Works, Environmental Services

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring	
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SCA-AES-8 (Standard Condition of Approval 21): *Improvements in the Public Right-of-Way (Specific).* Approved prior to the issuance of a grading or building permit. Final building and public improvement plans submitted to the Building Services Division shall include the following components: a) Install additional standard City of Oakland streetlights. b) Remove and replace any existing driveway that will not be used for access to the property with new concrete sidewalk, curb and gutter. c) Reconstruct drainage facility to current City standard. d) Provide separation between sanitary sewer and water lines to comply with current City of Oakland and Alameda Health Department standards. e) Construct wheelchair ramps that comply with Americans with Disabilities Act requirements and current City Standards. f) Remove and replace deficient concrete sidewalk, curb and gutter within property frontage. g) Provide adequate fire department access and water supply, including, but not limited to currently adopted fire codes and standards.	Prior to the issuance of a grading or building permit.	City of Oakland Planning and Building Department City of Oakland – Building Services Division, Zoning Inspections City of Oakland, Public Works, Environmental Services
SCA-AES-9 (Standard Condition of Approval 40): *Lighting* Plan. The proposed lighting fixtures shall be adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties. Plans shall be submitted to the Planning and Zoning Division and the Electrical Services Division of the Public Works Department for review and approval. All lighting shall be architecturally integrated into the site.	Prior to the issuance of an electrical or building permit.	City of Oakland Planning and Building Department City of Oakland – Building Services Division, Zoning Inspection City of Oakland Public Works Department, Electrical Services Division
Air Quality		
SCA-AIR-1 (Standard Condition of Approval A): *Construction-Related Air Pollution Controls (Dust and Equipment Emissions): Ongoing throughout demolition, grading, and/or construction.* During construction, the project applicant shall require the construction contractor to implement all of the following applicable measures recommended by the BAAQMD: BASIC (Applies to ALL construction sites) a) Water all exposed surfaces of active construction areas at least twice daily (using reclaimed water if possible). Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible. b) Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer). c) All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. d) Pave all roadways, driveways, sidewalks, etc., as soon as feasible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.	Ongoing throughout demolition, grading, and/or construction. Prior to starting operations.	City of Oakland Planning and Building Department City of Oakland – Building Services Division, Zoning Inspection.

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e) Enclose, cover, water twice daily or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.).		
f) Limit vehicle speeds on unpaved roads to 15 miles per hour.		
g) Idling times on all diesel-fueled commercial vehicles over 10,000 lbs. shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five 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.		
h) 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 five minutes and fleet operators must develop a written idling policy (as required by Title 13, Section 2449 of the California Code of Regulations.)		
i) 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.		
j) Post a publicly visible sign that includes the contractor's name and telephone number to contact regarding dust complaints. When contacted, the contractor shall respond and take corrective action within 48 hours. The telephone numbers of contacts at the City and the BAAQMD shall also be visible. This information may be posted on other required on-site signage. ENHANCED: All "Basic" controls listed above plus the following controls if the project involves: i) 114 or more single-family dwelling units; ii) 240 or more multi-family units; iii) Nonresidential uses that exceed the applicable screening size listed in the Bay Area Air Quality Management District's CEQA Guidelines; iv) Demolition permit; v) Simultaneous occurrence of more than two construction phases (e.g., grading and building construction occurring simultaneously); vi) Extensive site preparation (i.e., the construction site is four acres or more in size); or vii) Extensive soil transport (i.e., 10,000 or more cubic yards of soil import/export).		
k) Portable equipment shall be powered by electricity if available. If electricity is not available, propane or natural gas shall be used if feasible. Diesel engines shall only be used if electricity is not available and it is not feasible to use propane or natural gas.		
l) All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe.		
m) All excavation, grading, and demolition activities shall be suspended when average wind speeds exceed 20 mph.		
n) Install sandbags or other erosion control measures to prevent silt runoff to public roadways.		
o) Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for one month or more).		
p) Designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress.		
q) Install appropriate wind breaks (e.g., trees, fences) on the windward side(s) of actively disturbed areas of the construction site to minimize wind-blown dust. Wind breaks must have a maximum 50 percent air porosity.		

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r) Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established. s) The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time. t) All trucks and equipment, including tires, shall be washed off prior to leaving the site. u) Site accesses to a distance of 100 feet from the paved road shall be treated with a 6 to 12 inch compacted layer of wood chips, mulch, or gravel. v) Minimize the idling time of diesel-powered construction equipment to two minutes. w) All equipment to be used on the construction site and subject to the requirements of Title 13, Section 2449 of the California Code of Regulations ("California Air Resources Board Off-Road Diesel Regulations") must meet Emissions and Performance Requirements one year in advance of any fleet deadlines. The project applicant shall provide written documentation that the fleet requirements have been met. x) Use low VOC (i.e., ROG) coatings beyond the local requirements (i.e., BAAQMD Regulation 8, Rule 3: Architectural Coatings). y) All construction equipment, diesel trucks, and generators shall be equipped with Best Available Control Technology for emission reductions of NOX and PM. z) Off-road heavy diesel engines shall meet the CARB's most recent certification standard.		
SCA-TRANS-2 (Standard Condition of Approval 25): *Parking and Transportation Demand Management*: Refer to SCA-TRANS-2 under Transportation.	See below.	See below.
Biological Resources		
SCA-HAZ-11 (Standard Condition of Approval 35): Hazards Best Management Practices: Refer to SCA-HAZ-11, Hazardous Materials, below.	See below.	See below.
SCA-HYD-4 (Standard Condition of Approval 55): *Erosion and Sedimentation Control Plan:* Refer to SCA-HYD-4, Hydrology and Water Quality, below.	See below.	See below.
SCA-HYD-5 (Standard Condition of Approval 75): *Stormwater Pollution Prevention Plan:* Refer to SCA-HYD-5, Hydrology and Water Quality, below.	See below.	See below.
SCA-HYD-6 (Standard Condition of Approval 80): *Post-construction Stormwater Management Plan:* Refer to SCA-HYD-6, Hydrology and Water Quality, below.	See below.	See below.
SCA-HYD-7 (Standard Condition of Approval 82): *Erosion, Sedimentation, and Debris Control Measures:* Refer to SCA-HYD-7, Hydrology and Water Quality, below.	See below.	See below.

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Cultural Resources		
SCA-CUL-1 (Standard Condition of Approval 52): *Archaeological Resource: Ongoing throughout demolition, grading, and/or construction* a. Pursuant to CEQA Guidelines section 15064.5 (f), "provisions for historical or unique archaeological resources accidentally discovered during construction" should be instituted. Therefore, in the event that any prehistoric or historic subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the project applicant and/or lead agency shall consult with a qualified archaeologist or paleontologist to assess the significance of the find. If any find is determined to be significant, representatives of the project proponent and/or lead agency and the qualified archaeologist would meet to determine the appropriate avoidance measures or other appropriate measure, with the ultimate determination to be made by the City of Oakland. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and a report prepared by the qualified archaeologist according to current professional standards. b. In considering any suggested measure proposed by the consulting archaeologist in order to mitigate impacts to historical resources or unique archaeological resources, the project applicant shall determine whether avoidance is necessary and feasible in light 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) shall be instituted. Work may proceed on other parts of the project site while measure for historical resources or unique archaeological resources is carried out. c. Should an archaeological artifact or feature be discovered on-site during project construction, all activities within a 50-foot radius of the find would be halted until the findings can be fully investigated by a qualified archaeologist to evaluate the find and assess the significance of the find according to the CEQA definition of a historical or unique archaeological resource. If the deposit is determined to be significant, the project applicant and the qualified archaeologist shall meet to determine the appropriate avoidance measures or other appropriate measure, subject to approval by the City of Oakland, which shall assure implementation of appropriate measures recommended by the archaeologist. Should archaeologically-significant materials be recovered, the qualified archaeologist shall recommend appropriate analysis and treatment, and shall prepare a report on the findings for submittal to the Northwest Information Center. d. Archaeological Resources – Sensitive Areas. Prior to issuance of a demolition, grading, or building permit, the project applicant shall implement either Provision A (Intensive Pre-Construction Study) or Provision D (Construction ALERT Sheet). However, if in either case a high potential presence of historic-period archaeological resources on the project site is indicated, or a potential resource is discovered, the project applicant shall also implement all of the following provisions: • Provision B (Construction-Period Monitoring), • Provision C (Avoidance and/or Find Recovery), and • Provision D (to establish a Construction ALERT Sheet if the Intensive Pre-Construction Study was originally implemented per Provision A, or to update and provide more specificity to the initial Construction ALERT Sheet if a Construction ALERT Sheet was originally implemented per Provision D). Provision A through Provision D are detailed as follows: • *Provision A: Intensive Pre-Construction Study* – The project applicant, upon approval from the City Planning and Zoning Division, may choose to complete a site-specific, intensive archaeological resources study prior to soil-disturbing activities occurring on the project site. The purpose of the site-specific, intensive archaeological resources	Ongoing throughout demolition, grading, and/or construction.	City of Oakland Planning and Building Department City of Oakland – Building Services Division, Zoning Inspection

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study is to identify early the potential presence of history-period archaeological resources on the project site. If that approach is selected, the study shall be conducted by a qualified archaeologist approved by the City Planning and Zoning Division. If prepared, at a minimum, the study shall include: - An intensive cultural resources study of the project site, including subsurface presence/absence studies, of the project site. Field studies conducted by the approved archaeologist(s) may include, but are not limited to, auguring and other common methods used to identify the presence of archaeological resources; - A report disseminating the results of this research; - Recommendations for any additional measures that could be necessary to mitigate any adverse impacts to recorded and/or inadvertently discovered cultural resources. If the results of the study indicate a high potential presence of historic-period archaeological resources on the project site, or a potential resource is discovered, the project applicant shall hire a qualified archaeologist to monitor any ground disturbing activities on the project site during construction (see Provision B, Construction-Period Monitoring, below), implement avoidance and/or find recovery measures (see Provision C, Avoidance and/or Find Recovery, below), and prepare an ALERT Sheet that details what could potentially be found at the project site (see Provision D, Construction ALERT Sheet, below). • *Provision B: Construction-Period Monitoring* – Archaeological monitoring would include briefing construction personnel about the type of artifacts that may be present (as referenced in the ALERT Sheet, require per Provision D, Construction ALERT Sheet, below) and the procedures to follow if any are encountered, field recording and sampling in accordance with the Secretary of Interior's Standards and Guidelines for Archaeological Documentation, notifying the appropriate officials if human remains or cultural resources are discovered, or preparing a report to document negative findings after construction is completed. If a significant archaeological resource is discovered during the monitoring activities, adherence to Provision C, Avoidance and/or Find Recovery, discussed below), would be required to reduce the impact to less than significant. The project applicant shall hire a qualified archaeologist to monitor all ground-disturbing activities on the project site throughout construction. • *Provision C: Avoidance and/or Find Recovery* – If a significant archaeological resource is present that could be adversely impacted by the proposed project, the project applicant of the specific project site shall either: - Stop work and redesign the proposed project to avoid any adverse impacts on significant archaeological resource(s); or, - If avoidance is determined infeasible by the City, design and implement an Archaeological Research Design and Treatment Plan (ARDTP). The project applicant shall hire a qualified archaeologist who shall prepare a draft ARDTP that shall be submitted to the City Planning and Zoning Division for review and approval. 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 practical. The project applicant shall implement the ARDTP. Because the intent of the ARDTP is to save as much of the archaeological resource as possible, including		

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moving the resource, if feasible, preparation and implementation of the ARDTP would reduce the potential adverse impact to less than significant. • *Provision D: Construction ALERT Sheet* – The project applicant, upon approval from the City Planning and Zoning Division, may choose to prepare a construction ALERT sheet prior to soil-disturbing activities occurring on the project site, instead of conducting site-specific, intensive archaeological resources pursuant to Provision A, above. The project applicant shall submit for review and approval by the City prior to subsurface construction activity an "ALERT" sheet prepared by a qualified archaeologist with visuals that depict each type of artifact that could be encountered on the project site. Training by the qualified archaeologist shall be provided to the project's prime contractor; any project subcontractor firms (including demolition, excavation, grading, foundation, and pile driving); and/or utilities firm involved in soil-disturbing activities within the project site. The ALERT sheet shall state, in addition to the basic archaeological resource protection measures contained in other standard conditions of approval, that in the event of discovery of the following cultural materials, all work must be stopped in the area and the City's Environmental Review Officer contacted to evaluate the find: concentrations of shellfish remains; evidence of fire (ashes, charcoal, burnt earth, fire-cracked rocks); concentrations of bones; recognizable Native American artifacts (arrowheads, shell beads, stone mortars [bowls], humanly shaped rock); building foundation remains; trash pits, privies (outhouse holes); floor remains; wells; concentrations of bottles, broken dishes, shoes, buttons, cut animal bones, hardware, household items, barrels, etc.; thick layers of burned building debris (charcoal, nails, fused glass, burned plaster, burned dishes); wood structural remains (building, ship, wharf); clay roof/floor tiles; stone walls or footings; or gravestones. Prior to any soil-disturbing activities, each contractor shall be responsible for ensuring that the ALERT sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, and supervisory personnel. If the project applicant chooses to implement Provision D, Construction ALERT Sheet, and a potential resource is discovered on the project site during ground disturbing activities during construction, the project applicant shall hire a qualified archaeologist to monitor any ground disturbing activities on the project site during construction (see Provision B, Construction-Period Monitoring, above), implement avoidance and/or find recovery measures (see Provision C, Avoidance and/or Find Recovery, above), and prepare an updated ALERT Sheet that addresses the potential resource(s) and other possible resources based on the discovered find found on the project site.		
SCA-CUL-2 (Standard Condition of Approval 53): *Human Remains: Ongoing throughout demolition, grading, and/or construction.* In the event that human skeletal remains are uncovered at the project site during construction or ground-breaking activities, all work shall immediately halt and the Alameda County Coroner shall be contacted to evaluate the remains, and following the procedures and protocols pursuant to Section 15064.5 (e)(1) of the CEQA Guidelines. If the County Coroner determines 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 Health and Safety Code, and all excavation and site preparation activities shall cease within a 50-foot radius of the find until appropriate arrangements are made. 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.	Ongoing throughout demolition, grading, and/or construction.	City of Oakland Planning and Building Department City of Oakland – Building Services Division, Zoning Inspection

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SCA-CUL-3 (Standard Condition of Approval 54): *Paleontological Resources: Ongoing throughout demolition, grading, and/or construction.* In the event of an unanticipated discovery of a paleontological resource during construction, excavations within 50 feet of the find shall be temporarily halted or diverted until the discovery is examined by a qualified paleontologist (per Society of Vertebrate Paleontology standards [SVP 1995,1996]). The qualified paleontologist shall document the discovery as needed, evaluate the potential resource, and assess the significance of the find. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find. If the City determines that avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of the project on the qualities that make the resource important, and such plan shall be implemented. The plan shall be submitted to the City for review and approval.	Ongoing throughout demolition, grading, and/or construction.	City of Oakland Planning and Building Department City of Oakland – Building Services Division, Zoning Inspection
Geology, Soils and Geohazards		
SCA-GEO-1 (Standard Condition of Approval 58): *Soils Report: Required as part of the submittal of a Tentative Tract or Tentative Parcel Map.* A preliminary soils report for each construction site within the project area shall be required as part of this project and submitted for review and approval by the Building Services Division. The soils reports shall be based, at least in part, on information obtained from on-site testing. Specifically the minimum contents of the report should include: a) Logs of borings and/or profiles of test pits and trenches: 1) The minimum number of borings acceptable, when not used in combination with test pits or trenches, shall be two (2), when in the opinion of the Soils Engineer such borings shall be sufficient to establish a soils profile suitable for the design of all the footings, foundations, and retaining structures. 2) The depth of each boring shall be sufficient to provide adequate design criteria for all proposed structures. 3) All boring logs shall be included in the soils report. b) Test pits and trenches 1) Test pits and trenches shall be of sufficient length and depth to establish a suitable soils profile for the design of all proposed structures. 2) Soils profiles of all test pits and trenches shall be included in the soils report. c) A plat shall be included which shows the relationship of all the borings, test pits, and trenches to the exterior boundary of the site. The plat shall also show the location of all proposed site improvements. All proposed improvements shall be labeled. d) Copies of all data generated by the field and/or laboratory testing to determine allowable soil bearing pressures, sheer strength, active and passive pressures, maximum allowable slopes where applicable and any other information which may be required for the proper design of foundations, retaining walls, and other structures to be erected subsequent to or concurrent with work done under the grading permit. e) A written Soils Report shall be submitted which shall include but is not limited to the following: 1) Site description 2) Local and site geology 3) Review of previous field and laboratory investigations for the site 4) Review of information on or in the vicinity of the site on file at the Information Counter, City of Oakland, Office of Planning and Building. 5) Site stability shall be addressed with particular attention to existing conditions and proposed corrective attention to existing conditions and proposed corrective actions at locations where land stability problems exist.	Required as part of the submittal of a Tentative Tract or Tentative Parcel Map.	City of Oakland, Building Services Division

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6) Conclusions and recommendations for foundations and retaining structures, resistance to lateral loading, slopes, and specifications, for fills, and pavement design as required. 7) Conclusions and recommendations for temporary and permanent erosion control and drainage. If not provided in a separate report they shall be appended to the required soils report. 8) All other items which a Soils Engineer deems necessary. 9) The signature and registration number of the Civil Engineer preparing the report. f) The Director of Planning and Building may reject a report that she/he believes is not sufficient. The Director of Planning and Building may refuse to accept a soils report if the certification date of the responsible soils engineer on said document is more than three years old. In this instance, the Director may be require that the old soils report be recertified, that an addendum to the soils report be submitted, or that a new soils report be provided.		
SCA-GEO-2 (Standard Condition of Approval 60): *Geotechnical Report: Required as part of the submittal of a tentative Tract Map or tentative Parcel Map.* a) A site-specific, design level, Landslide or Liquefaction geotechnical investigation for each construction site within the project area shall be required as part of this project and submitted for review and approval by the Building Services Division. Specifically: 1) Each investigation shall include an analysis of expected ground motions at the site from identified faults. The analyses shall be accordance with applicable City ordinances and polices, and consistent with the most recent version of the California Building Code, which requires structural design that can accommodate ground accelerations expected from identified faults. 2) The investigations shall determine final design parameters for the walls, foundations, foundation slabs, surrounding related improvements, and infrastructure (utilities, roadways, parking lots, and sidewalks). 3) The investigations shall be reviewed and approved by a registered geotechnical engineer. All recommendations by the project engineer, geotechnical engineer, shall be included in the final design, as approved by the City of Oakland. 4) The geotechnical report shall include a map prepared by a land surveyor or civil engineer that shows all field work and location of the "No Build" zone. The map shall include a statement that the locations and limitations of the geologic features are accurate representations of said features as they exist on the ground, were placed on this map by the surveyor, the civil engineer or under their supervision, and are accurate to the best of their knowledge. 5) Recommendations that are applicable to foundation design, earthwork, and site preparation that were prepared prior to or during the projects design phase, shall be incorporated in the project. 6) Final seismic considerations for the site shall be submitted to and approved by the City of Oakland Building Services Division prior to commencement of the project. 7) A peer review is required for the Geotechnical Report. Personnel reviewing the geologic report shall approve the report, reject it, or withhold approval pending the submission by the applicant or subdivider of further geologic and engineering studies to more adequately define active fault traces. b) Tentative Tract or Parcel Map approvals shall require, but not be limited to, approval of the Geotechnical Report.	Required as part of the submittal of a tentative Tract Map or tentative Parcel Map.	City of Oakland, Building Services Division
SCA-HYD-4 (Standard Condition of Approval 55): *Erosion and Sedimentation Control Plan:* Refer to SCA-HYD-4 under Hydrology and Water Quality.	See below	See below.

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Hazards and Hazardous Materials		
SCA-HAZ-1 (Standard Condition of Approval 61): *Site Review by Fire Services Division: Prior to the issuance of demolition, grading or building permit.* The project applicant shall submit plans for site review and approval to the Fire Prevention Bureau Hazardous Materials Unit. Property owner may be required to obtain or perform a Phase II hazard assessment.	Prior to issuance of any demolition, grading or building permit.	Oakland Fire Prevention Bureau, Hazardous Materials Unit
SCA-HAZ-2 (Standard Condition of Approval 62): *Phase I and/or Phase II Reports: Prior to issuance of demolition, grading, or building permits.* The project applicant shall submit to the Fire Prevention Bureau, Hazardous Materials Unit, a Phase I Environmental Site Assessment report, and a Phase II report if warranted by the Phase I report for the project site. The reports shall make recommendations for remedial action, if appropriate, and should be signed by a Registered Environmental Assessor, Professional Geologist, or Professional Engineer.	Prior to issuance of demolition, grading, or building permits..	Oakland Fire Prevention Bureau, Hazardous Materials Unit
SCA-HAZ-3 (Standard Condition of Approval 63): *Lead-Based Paint/Coatings, Asbestos, or PCB Occurrence Assessment: Prior to issuance of any demolition, grading or building permit.* The project applicant shall submit a comprehensive assessment report to the Fire Prevention Bureau, Hazardous Materials Unit, signed by a qualified environmental professional, documenting the presence or lack thereof of asbestos-containing materials (ACM), lead-based paint, and any other building materials or stored materials classified as hazardous waste by State or federal law.	Prior to issuance of any demolition, grading or building permit.	City of Oakland Planning and Building Department City of Oakland – Building Services Division, Zoning Inspections Oakland Fire Prevention Bureau, Hazardous Materials Unit
SCA-HAZ-4 (Standard Condition of Approval 64) *Environmental Site Assessment Reports Remediation*: *Prior to issuance of any demolition, grading or building permit.* If the environmental site assessment reports recommend remedial action, the project applicant shall: a) Consult with the appropriate local, State, and federal environmental regulatory agencies to ensure sufficient minimization of risk to human health and environmental resources, both during and after construction, posed by soil contamination, groundwater contamination, or other surface hazards including, but not limited to, underground storage tanks, fuel distribution lines, waste pits and sumps. b) Obtain and submit written evidence of approval for any remedial action if required by a local, State, or federal environmental regulatory agency. Submit a copy of all applicable documentation required by local, State, and federal environmental regulatory agencies, including but not limited to: permit applications, Phase I and II environmental site assessments, human health and ecological risk assessments, remedial action plans, risk management plans, soil management plans, and groundwater management plans.	Prior to issuance of any demolition, grading or building permit.	City of Oakland Planning and Building Department City of Oakland – Building Services Division, Zoning Inspections Oakland Fire Prevention Bureau, Hazardous Materials Unit
SCA-HAZ-5 (Standard Condition of Approval 65): *Lead-based Paint Remediation: Prior to issuance of any demolition, grading or building permit.* If lead-based paint is present, the project applicant shall submit specifications to the Fire Prevention Bureau, Hazardous Materials Unit signed by a certified Lead Supervisor, Project Monitor, or Project Designer for the stabilization and/or removal of the identified lead paint in accordance with all applicable laws and regulations, including but not necessarily limited to: Cal/OSHA's Construction Lead Standard, 8 CCR1532.1 and DHS regulation 17 CCR Sections 35001 through 36100, as may be amended.	Prior to issuance of any demolition, grading or building permit.	City of Oakland Planning and Building Department City of Oakland – Building Services Division, Zoning Inspection Oakland Fire Prevention Bureau, Hazardous Materials Unit

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SCA-HAZ-6 (Standard Condition of Approval 66): *Other Materials Classified as Hazardous Waste: Prior to issuance of any demolition, grading or building permit.* If other materials classified as hazardous waste by State or federal law are present, the project applicant shall submit written confirmation to Fire Prevention Bureau, Hazardous Materials Unit that all State and federal laws and regulations shall be followed when profiling, handling, treating, transporting and/or disposing of such materials.	Prior to issuance of any demolition, grading or building permit.	City of Oakland Planning and Building Department City of Oakland – Building Services Division, Zoning Inspection Oakland Fire Prevention Bureau, Hazardous Materials Unit
SCA-HAZ-7 (Standard Condition of Approval 67): *Health and Safety Plan per Assessment: Prior to issuance of any demolition, grading or building permit.* If the required lead-based paint/coatings, asbestos, or PCB assessment finds presence of such materials, the project applicant shall create and implement a health and safety plan to protect workers from risks associated with hazardous materials during demolition, renovation of affected structures, and transport and disposal.	Prior to issuance of any demolition, grading or building permit.	City of Oakland Planning and Building Department City of Oakland – Building Services Division, Zoning Inspection
SCA-HAZ-8 (Standard Condition of Approval 68): *Best Management Practices for Soil and Groundwater Hazards:* The project applicant shall implement all of the following Best Management Practices (BMPs) regarding potential soil and groundwater hazards: a) Soil generated by construction activities shall be stockpiled onsite in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Specific sampling and handling and transport procedures for reuse or disposal shall be in accordance with applicable local, state and federal agencies laws, in particular, the Regional Water Quality Control Board (RWQCB) and/or the Alameda County Department of Environmental Health (ACDEH) and policies of the City of Oakland. b) Groundwater pumped from the subsurface shall be contained onsite 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 of the City of Oakland, the RWQCB and/or the ACDEH. Engineering controls shall be utilized, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building (pursuant to the Standard Condition of Approval regarding Radon or Vapor Intrusion from Soil and Groundwater Sources); c) Prior to issuance of any demolition, grading, or building permit, the applicant shall submit for review and approval by the City of Oakland, written verification that the appropriate federal, state or county oversight authorities, including but not limited to the RWQCB and/or the ACDEH, have granted all required clearances and confirmed that the all applicable standards, regulations and conditions for all previous contamination at the site. The applicant also shall provide evidence from the City's Fire Department, Office of Emergency Services, indicating compliance with the Standard Condition of Approval requiring a Site Review by the Fire Services Division pursuant to City Ordinance No. 12323, and compliance with the Standard Condition of Approval requiring a Phase I and/or Phase II Reports.	Prior to issuance of any demolition, grading, or building permit, and ongoing.	City of Oakland Planning and Building Department City of Oakland – Building Services Division, Zoning Inspection Oakland Fire Prevention Bureau, Office of Emergency Services

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SCA-HAZ-9 (Standard Condition of Approval 69): *Radon or Vapor Intrusion from Soil or Groundwater Sources: Ongoing.* The project applicant shall submit documentation to determine whether radon or vapor intrusion from the groundwater and soil is located on-site as part of the Phase I documents. The Phase I analysis shall be submitted to the Fire Prevention Bureau, Hazardous Materials Unit, for review and approval, along with a Phase II report if warranted by the Phase I report for the project site. The reports shall make recommendations for remedial action, if appropriate, and should be signed by a Registered Environmental Assessor, Professional Geologist, or Professional Engineer. Applicant shall implement the approved recommendations.	Submittal with Phase I and/or Phase II documents, prior to issuance of a demolition, grading or building permit. Ongoing if remediation actions are recommended.	City of Oakland Planning and Building Department City of Oakland – Building Services Division, Zoning Inspection Oakland Fire Prevention Bureau, Hazardous Materials Unit
SCA-HAZ-10 (Standard Condition of Approval 74): *Hazardous Materials Business Plan: Prior to issuance of a business license.* The project applicant shall submit a Hazardous Materials Business Plan for review and approval by Fire Prevention Bureau, Hazardous Materials Unit. Once approved this plan shall be kept on file with the City and will be updated as applicable. The purpose of the Hazardous Business Plan is to ensure that employees are adequately trained to handle the materials and provides information to the Fire Services Division should emergency response be required. The Hazardous Materials Business Plan shall include the following: a) The types of hazardous materials or chemicals stored and/or used on site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids. b) The location of such hazardous materials. c) An emergency response plan including employee training information. d) A plan that describes the manner in which these materials are handled, transported and disposed.	Prior to issuance of a business license	City of Oakland Planning and Building Department City of Oakland – Building Services Division, Zoning Inspection Oakland Fire Prevention Bureau, Hazardous Materials Unit
SCA-HAZ-11 (Standard Condition of Approval 35): Hazards Best Management Practices: *Prior to the commencement of demolition, grading, or construction.* The project applicant and construction contractor shall ensure that construction of Best Management Practices (BMPs) is implemented as part of construction to minimize the potential negative effects to groundwater and soils. These shall include the following: a) Follow manufacturers' recommendations on use, storage, and disposal of chemical products used in construction; b) Avoid overtopping construction equipment fuel gas tanks; c) During routine maintenance of construction equipment, properly contain and remove grease and oils; d) Properly dispose of discarded containers of fuels and other chemicals. e) Ensure that construction would not have a significant impact on the environment or pose a substantial health risk to construction workers and the occupants of the proposed development. Soil sampling and chemical analyses of samples shall be performed to determine the extent of potential contamination beneath all UST's, elevator shafts, clarifiers, and subsurface hydraulic lifts when on-site demolition, or construction activities would potentially affect a particular development or building. 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 underground storage tanks, abandoned drums or other hazardous materials or wastes are encountered), the 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 notification of 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.	Prior to the commencement of demolition, grading, or construction.	City of Oakland Planning and Building Department City of Oakland – Building Services Division, Zoning Inspection

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Hydrology and Water Quality		
SCA-HYD-1 (Standard Condition of Approval 78): *Site Design Measures for Post-Construction Stormwater Management*: *Prior to issuance of building permit (or other construction-related permit).* The project drawings submitted for a building permit (or other construction-related permit) shall contain a final site plan to be reviewed and approved by Planning and Zoning. The final site plan shall incorporate appropriate site design measures to manage stormwater runoff and minimize impacts to water quality after the construction of the project. These measures may include, but are not limited to, the following: a) Minimize impervious surfaces, especially directly connected impervious surfaces; b) Utilize permeable paving in place of impervious paving where appropriate; c) Cluster buildings; d) Preserve quality open space; and e) Establish vegetated buffer areas. *Ongoing.* The approved plan shall be implemented and the site design measures shown on the plan shall be permanently maintained.	Prior to issuance of building permit (or other construction-related permit). Implementation: Ongoing.	City of Oakland Planning and Building Department City of Oakland – Building Services Division, Zoning Inspection
SCA-HYD-2 (Standard Condition of Approval 79): *Source Control Measures to Limit Stormwater Pollution*: *Prior to issuance of building permit (or other construction-related permit).* The applicant shall implement and maintain all structural source control measures imposed by the Chief of Building Services to limit the generation, discharge, and runoff of stormwater pollution. *Ongoing.* The applicant, or his or her successor, shall implement all operational Best Management Practices (BMPs) imposed by the Chief of Building Services to limit the generation, discharge, and runoff of stormwater pollution.	Prior to issuance of building permit (or other construction-related permit).	City of Oakland Planning and Building Department City of Oakland – Building Services Division, Zoning Inspection
SCA-HYD-3 (Standard Condition of Approval 81): *Maintenance Agreement for Stormwater Treatment Measures: Prior to final zoning inspection.* For projects incorporating stormwater treatment measures, the applicant shall enter into the "Standard City of Oakland Stormwater Treatment Measures Maintenance Agreement," in accordance with Provision C.3.e of the NPDES permit, which provides, in part, for the following: The applicant accepting responsibility for the adequate installation/construction, operation, maintenance, inspection, and reporting of any on-site stormwater treatment measures being incorporated into the project until the responsibility is legally transferred to another entity; and Legal access to the on-site stormwater treatment measures for representatives of the City, the local vector control district, and staff of the Regional Water Quality Control Board, San Francisco Region, for the purpose of verifying the implementation, operation, and maintenance of the on-site stormwater treatment measures and to take corrective action if necessary. The agreement shall be recorded at the County Recorder's Office at the applicant's expense.	Prior to final zoning inspection.	City of Oakland Planning and Building Department City of Oakland – Building Services Division, Zoning Inspection City of Oakland – Public Works Department, Sewer and Stormwater Division
SCA-HYD-4 (Standard Condition of Approval 55): *Erosion and Sedimentation Control Plan: Prior to any grading activities.* The project applicant shall obtain a grading permit if required by the Oakland Grading Regulations pursuant to Section 15.04.780 of the Oakland Municipal Code. The grading permit application shall include an erosion and sedimentation control plan for review and approval by the Building Services Division. 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 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 Director of	Prior to any grading activities. Implementation: Ongoing throughout grading and construction activities.	City of Oakland Planning and Building Department City of Oakland – Building Services Division, Zoning Inspection

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Development or designee. 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. *Ongoing throughout grading and construction activities.* The project applicant shall implement the approved erosion and sedimentation plan. No grading shall occur during the wet weather season (October 15 through April 15) unless specifically authorized in writing by the Building Services Division.		
SCA-HYD-5 (Standard Condition of Approval 75): *Stormwater Pollution Prevention Plan: Prior to and ongoing throughout demolition, grading, and/or construction activities.* The project applicant must obtain coverage under the General Construction Activity Storm Water Permit (General Construction Permit) issued by the State Water Resources Control Board (SWRCB). The project applicant must file a notice of intent (NOI) with the SWRCB. The project applicant will be required to prepare a stormwater pollution prevention plan (SWPPP) and submit the plan for review and approval by the Building Services Division. At a minimum, the SWPPP shall include a description of construction materials, practices, and equipment storage and maintenance; a list of pollutants likely to contact stormwater; site-specific erosion and sedimentation control practices; a list of provisions to eliminate or reduce discharge of materials to stormwater; Best Management Practices (BMPs), and an inspection and monitoring program. Prior to the issuance of any construction-related permits, the project applicant shall submit to the Building Services Division a copy of the SWPPP and evidence of submittal of the NOI to the SWRCB. Implementation of the SWPPP shall start with the commencement of construction and continue through the completion of the project. After construction is completed, the project applicant shall submit a notice of termination to the SWRCB.	Prior to and ongoing throughout demolition, grading, and/or construction activities.	City of Oakland Planning and Building Department City of Oakland – Building Services Division, Zoning Inspection
SCA-HYD-6 (Standard Condition of Approval 80): *Post-construction Stormwater Management Plan: Prior to issuance of building permit (or other construction-related permit).* The applicant shall comply with the requirements of Provision C.3 of the National Pollutant Discharge Elimination System (NPDES) permit issued to the Alameda Countywide Clean Water Program. The applicant shall submit with the application for a building permit (or other construction-related permit) a completed Construction-Permit-Phase Stormwater Supplemental Form to the Building Services Division. The project drawings submitted for the building permit (or other construction-related permit) shall contain a stormwater management plan, for review and approval by the City, to manage stormwater run-off and to limit the discharge of pollutants in stormwater after construction of the project to the maximum extent practicable. a) The post-construction stormwater management plan shall include and identify the following: 1) All proposed impervious surface on the site; 2) Anticipated directional flows of on-site stormwater runoff; and 3) Site design measures to reduce the amount of impervious surface area and directly connected impervious surfaces; and 4) Source control measures to limit the potential for stormwater pollution; 5) Stormwater treatment measures to remove pollutants from stormwater runoff; and 6) Hydromodification management measures so that post-project stormwater runoff does not exceed the flow and duration of pre-project runoff, if required under the NPDES permit. b) The following additional information shall be submitted with the post-construction stormwater management plan: 1) Detailed hydraulic sizing calculations for each stormwater treatment measure proposed; and 2) Pollutant removal information demonstrating that any proposed manufactured/ mechanical (i.e., non-landscape-based) stormwater treatment measure, when not used in combination with a landscape-based treatment measure, is capable or	Construction-Permit-Phase Stormwater Supplemental Form Submittal: Prior to issuance of building permit (or other construction-related permit). Implement SWP: Prior to final permit inspection.	City of Oakland Planning and Building Department City of Oakland – Building Services Division, Zoning Inspection

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removing the range of pollutants typically removed by landscape-based treatment measures and/or the range of pollutants expected to be generated by the project. All proposed stormwater treatment measures shall incorporate appropriate planting materials for stormwater treatment (for landscape-based treatment measures) and shall be designed with considerations for vector/mosquito control. Proposed planting materials for all proposed landscape-based stormwater treatment measures shall be included on the landscape and irrigation plan for the project. The applicant is not required to include on-site stormwater treatment measures in the post-construction stormwater management plan if he or she secures approval from Planning and Zoning of a proposal that demonstrates compliance with the requirements of the City's Alternative Compliance Program. *Prior to final permit inspection.* The applicant shall implement the approved stormwater management plan.		
SCA-HYD-7 (Standard Condition of Approval 82): *Erosion, Sedimentation, and Debris Control Measures: Prior to issuance of demolition, grading, or construction-related permit:* The project applicant shall submit an erosion and sedimentation control plan for review and approval by the Building Services Division. All work shall incorporate all applicable "Best Management Practices (BMPs) for the construction industry, and as outlined in the Alameda Countywide Clean Water Program pamphlets, including BMP's for dust, erosion and sedimentation abatement per Chapter Section 15.04 of the Oakland Municipal Code. The measures shall include, but are not limited to, the following: a) On sloped properties, the downhill end of the construction area must be protected with silt fencing (such as sandbags, filter fabric, silt curtains, etc.) and hay bales oriented parallel to the contours of the slope (at a constant elevation) to prevent erosion into the creek. b) In accordance with an approved erosion control plan, the project applicant shall implement mechanical and vegetative measures to reduce erosion and sedimentation, including appropriate seasonal maintenance. One hundred (100) percent degradable erosion control fabric shall be installed on all graded slopes to protect and stabilize the slopes during construction and before permanent vegetation gets established. All graded areas shall be temporarily protected from erosion by seeding with fast growing annual species. All bare slopes must be covered with staked tarps when rain is occurring or is expected. c) Minimize the removal of natural vegetation or ground cover from the site in order to minimize the potential for erosion and sedimentation problems. Maximize the replanting of the area with native vegetation as soon as possible. d) All work in or near creek channels must be performed with hand tools and by a minimum number of people. Immediately upon completion of this work, soil must be repacked and native vegetation planted. e) Install filter materials (such as sandbags, filter fabric, etc.) acceptable to the Engineering Division at the storm drain inlets nearest to the project site prior to the start of the wet weather season (October 15); site dewatering activities; street washing activities; saw cutting asphalt or concrete; and in order to retain any debris flowing into the City storm drain system. Filter materials shall be maintained and/or replaced as necessary to ensure effectiveness and prevent street flooding. f) Ensure that concrete/granite supply trucks or concrete/plaster finishing operations do not discharge wash water into the creek, street gutters, or storm drains. g) Direct and locate tool and equipment cleaning so that wash water does not discharge into the creek. h) Create a contained and covered area on the site for storage of bags of cement, paints, flammables, oils, fertilizers, pesticides, or any other materials used on the project site that have the potential for being discharged to the storm drain system by the wind or in the event of a material spill. No hazardous waste material shall be stored on site.	Prior to issuance of demolition, grading, or construction-related permit.	City of Oakland Planning and Building Department City of Oakland – Building Services Division, Zoning Inspection

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i) Gather all construction debris on a regular basis and place them in a dumpster or other container which is emptied or removed on a weekly basis. When appropriate, use tarps on the ground to collect fallen debris or splatters that could contribute to stormwater pollution. j) Remove all dirt, gravel, refuse, and green waste from the sidewalk, street pavement, and storm drain system adjoining the project site. During wet weather, avoid driving vehicles off paved areas and other outdoor work. k) Broom sweep the street pavement adjoining the project site on a daily basis. Caked-on mud or dirt shall be scraped from these areas before sweeping. At the end of each workday, the entire site must be cleaned and secured against potential erosion, dumping, or discharge to the creek, street, gutter, stormdrains. l) All erosion and sedimentation control measures implemented during construction activities, as well as construction site and materials management shall be in strict accordance with the control standards listed in the latest edition of the Erosion and Sediment Control Field Manual published by the RWQCB. m) Temporary fencing is required for sites without existing fencing between the creek and the construction site and shall be placed along the side adjacent to construction (or both sides of the creek if applicable) at the maximum practical distance from the creek centerline. This area shall not be disturbed during construction without prior approval of Planning and Zoning. lf erosion and sedimentation control measures shall be monitored regularly by the project applicant. The City may require erosion and sedimentation control measures to be inspected by a qualified environmental consultant (paid for by the project applicant) during or after rain events. If measures are insufficient to control sedimentation and erosion then the project applicant shall develop and implement additional and more effective measures immediately.		
Noise		
SCA-NOI-1 (Standard Condition of Approval 28): *Days/Hours of Construction Operation*: *Ongoing throughout demolition, grading, and/or construction.* The project applicant shall require construction contractors to limit standard construction activities as follows: a) Construction activities are limited to between 7:00 a.m. and 7:00 p.m., day through Friday, except that pile driving 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., day through Friday. b) Any construction activity proposed to occur outside of the standard hours of 7:00 a.m. to 7:00 p.m., day through Friday for special activities (such as concrete pouring which may require more continuous amounts of time) shall be evaluated on a case by case basis, with criteria including the proximity of residential uses and a consideration of resident's preferences for whether the activity is acceptable if the overall duration of construction is shortened and such construction activities shall only be allowed with the prior written authorization of the Building Services Division. c) Construction activity shall not occur on Saturdays, with the following possible exceptions: i. Prior to the building being enclosed, requests for Saturday construction for special activities (such as concrete pouring which may require more continuous amounts of time), shall be evaluated on a case by case basis, with criteria including the proximity of residential uses and a consideration of resident's preferences for whether the activity is acceptable if the overall duration of construction is shortened. Such construction activities shall only be allowed on Saturdays with the prior written authorization of the Building Services Division.	Ongoing throughout demolition, grading, and/or construction.	City of Oakland Planning and Building Department City of Oakland – Building Services Division, Zoning Inspection

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ii. After the building is enclosed, requests for Saturday construction activities shall only be allowed on Saturdays with the prior written authorization of the Building Services Division, and only then within the interior of the building with the doors and windows closed. d) No extreme noise generating activities (greater than 90 dBA) shall be allowed on Saturdays, with no exceptions. e) No construction activity shall take place on Sundays or federal holidays. f) 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. g) Applicant shall use temporary power poles instead of generators where feasible.		
SCA-NOI-2 (Standard Condition of Approval 29): *Noise Control: Ongoing throughout demolition, grading, and/or construction.* To reduce noise impacts due to construction, the project applicant shall require construction contractors to implement a site-specific noise reduction program, subject to the Planning and Zoning Division and the Building Services Division review and approval, which includes the following measures: a) Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds, wherever feasible). b) **Except as provided herein,** impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered wherever possible 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, is such jackets are commercially available and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures. c) Stationary noise sources shall be located as far from adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or other measures as determined by the City to provide equivalent noise reduction. d) The noisiest phases of construction shall be limited to less than 10 days at a time. Exceptions may be allowed if the City determined an extension is necessary and all available noise reduction controls are implemented.	Control: Ongoing throughout demolition, grading, and/or construction.	City of Oakland Planning and Building Department City of Oakland – Building Services Division, Zoning Inspection
SCA-NOI-3 (Standard Condition of Approval 30): *Noise Complaint Procedures: Ongoing throughout demolition, grading, and/or construction.* Prior to the issuance of each building permit, along with the submission of construction documents, the project applicant shall submit to the Building Services Division a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include: a) A procedure and phone numbers for notifying the Building Services Division staff and Oakland Police Department; (during regular construction hours and off-hours); b) A sign posted on-site pertaining with permitted construction days and hours and complaint procedures and who to notify in the event of a problem. The sign shall also include a listing of both the City and construction contractor's telephone numbers (during regular construction hours and off-hours); c) The designation of an on-site construction complaint and enforcement manager for the project; d) Notification of neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of extreme noise generating activities about the estimated duration of the activity; and	Ongoing throughout demolition, grading, and/or construction.	City of Oakland Planning and Building Department City of Oakland – Building Services Division, Zoning Inspection

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e) A preconstruction meeting shall be held with the job inspectors and the general contractor/on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed.		
SCA-NOI-4 (Standard Condition of Approval 31): *Interior Noise: Prior to issuance of a building permit.* If necessary to comply with the interior noise requirements of the City of Oakland's General Plan Noise Element and achieve an acceptable interior noise level, noise reduction in the form of sound-rated assemblies (i.e., windows, exterior doors, and walls) shall be incorporated into project building design, based upon recommendations of a qualified acoustical engineer and submitted to the Building Services Division for review and approval. Final recommendations for sound-rated assemblies would depend on the specific building designs and layout of buildings on the site and shall be determined during the design phases. Written confirmation by the acoustical consultant, HVAC or HERS specialist, shall be submitted for City review and approval, prior to Certificate of Occupancy (or equivalent) that: a) Quality control was exercised during construction to ensure all air-gaps and penetrations of the building shell are controlled and sealed; and b) Demonstrates compliance with interior noise standards based upon performance testing of a sample unit. c) Inclusion of a Statement of Disclosure Notice in the CC&R's on the lease or title to all new tenants or owners of the units acknowledging the noise generating activity and the single event noise occurrences. Potential features/measures to reduce interior noise could include, but are not limited to, the following: i. Installation of an alternative form of ventilation in all units identified in the acoustical analysis as not being able to meet the interior noise requirements due to adjacency to a noise generating activity, filtration of ambient make-up air in each unit and analysis of ventilation noise if ventilation is included in the recommendations by the acoustical analysis. ii. Prohibition of Z-duct construction.	Prior to issuance of a building permit.	City of Oakland Planning and Building Department City of Oakland – Building Services Division, Zoning Inspection
SCA-NOI-5 (Standard Condition of Approval 32): *Operational Noise (General): Ongoing.* Noise levels from the activity, property, or any mechanical equipment on site shall comply with the performance standards of Section 17.120 of the Oakland Planning Code and Section 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 Planning and Zoning Division and Building Services.	Ongoing during Project operations.	City of Oakland Planning and Building Department City of Oakland – Building Services Division, Zoning Inspection
SCA-NOI-6 (Standard Condition of Approval 39): *Pile Driving and Other Extreme Noise Generators: Ongoing throughout demolition, grading, and/or construction.* To further reduce potential pier drilling, pile driving and/or other extreme noise generating construction impacts greater than 90 dBA, a set of site-specific noise attenuation measures shall be completed under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted for review and approval by the Planning and Zoning Division and the Building Services Division to ensure that maximum feasible noise attenuation will be achieved. This plan shall be based on the final design of the project. A third-party peer review, paid for by the project applicant, may be required to assist the City in evaluating the feasibility and effectiveness of the noise reduction plan submitted by the project applicant. A special inspection deposit is required to ensure compliance with the noise reduction plan. The amount of the deposit shall be determined by the Building Official, and the deposit shall be submitted by the project applicant concurrent with submittal of the noise reduction plan. The noise reduction plan shall include, but not be limited to, an evaluation of the following measures. These attenuation measures shall include as many of the following control strategies as **applicable to the site and construction activity**:	Ongoing throughout demolition, grading, and/or construction.	City of Oakland Planning and Building Department City of Oakland – Building Services Division, Zoning Inspection

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a) Erect temporary plywood noise barriers around the construction site, particularly along on sites adjacent to residential buildings; b) Implement "quiet" pile driving technology (such as pre-drilling of piles, the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions; c) Utilize noise control blankets on the building structure as the building is erected to reduce noise emission from the site; d) Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings by the use of sound blankets for example; and e) Monitor the effectiveness of noise attenuation measures by taking noise measurements.		
Transportation and Circulation		
Mitigation Measure TRANS-4: Implement the following measures at the 24th Street/ Broadway intersection: • Signalize the intersection providing actuated operations, with permitted left turns on all movements, • Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group. To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval: • PS&E to modify intersection as detailed in Mitigation Measure TRANS-2. • Signal timing plans for the signals in the coordination group. The project sponsor shall fund the cost of preparing and implementing these plans. However, if the City adopts a transportation impact fee program prior to implementation of this mitigation measure, the project sponsor shall have the option to pay the applicable fee in lieu of implementing this mitigation measure and payment of the fee shall mitigate the impact to less than significant. A straight line interpolation of intersection traffic volume between Existing and Existing Plus Project conditions indicates that mitigation at this intersection may be required when about 75 percent of the Development Program in Subdistrict 1, 2, and 3 are developed. Investigation of the need for this mitigation shall be studied at the time when this threshold is reached and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.	Investigation of the need for this mitigation shall be studied and submitted for review and approval to the City of Oakland when 75 percent of the Development Program in Subdistrict 1,2, and 3 are developed, and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first. If investigations at the time when 75 percent of the Development Program in Subdistrict 1,2, and 3 are developed , or in subsequent years, as stipulated above, show this mitigation is still required, submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for implementation of this mitigation. This requirement may be requested at an earlier date than listed if the improvements are needed as reasonably determined by the City.	City of Oakland Planning and Building Department City of Oakland – Building Services Division, Zoning Inspection City of Oakland Transportation Services Division

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	Schedule	**Responsibility**
Mitigation Measure TRANS-5: Implement the following measures at the 23rd Street/ Broadway intersection. • Signalize the intersection providing actuated operations, with permitted left turns on all movements, • Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group. To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval: • PS&E to modify intersection as detailed in Mitigation Measure TRANS-2. • Signal timing plans for the signals in the coordination group. The project sponsor shall fund the cost of preparing and implementing these plans. However, if the City adopts a transportation impact fee program prior to implementation of this mitigation measure, the project sponsor shall have the option to pay the applicable fee in lieu of implementing this mitigation measure and payment of the fee shall mitigate the impact to less than significant. A straight line interpolation of intersection traffic volume between Existing and Existing Plus Project conditions indicates that mitigation at this intersection may be required when about 65 percent of the Development Program in Subdistrict 1, 2, and 3 are developed. Investigation of the need for this mitigation shall be studied at the time when this threshold is reached and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.	Investigation of the need for this mitigation shall be studied and submitted for review and approval to the City of Oakland when 65 percent of the Development Program in Subdistrict 1,2, and 3 are developed, and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first. If investigations at the time when 65 percent of the Development Program in Subdistrict 1,2, and 3 are developed , or in subsequent years, as stipulated above, show this mitigation is still required, submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for implementation of this mitigation. This requirement may be requested at an earlier date than listed if the improvements are needed as reasonably determined by the City.	City of Oakland Planning and Building Department City of Oakland – Building Services Division, Zoning Inspection City of Oakland Transportation Services Division
Mitigation Measure TRANS-6: This impact can be mitigated to less than significant level by signalizing the intersection. Signalizing the 23rd Street/Harrison Street intersection would also improve pedestrian and bicyclist access and circulation by providing a protected crossing of Harrison Street. However, the signalization may result in secondary impacts. This intersection is about 150 feet north of the Grand Avenue/Harrison Street intersection (Intersection #52). Considering the proximity of the two intersections, signalization of the 23rd Street/Harrison Street intersection may adversely affect traffic operations and pedestrian and bicycle circulation at the Grand Avenue/Harrison Street intersection (As shown in Table 4.13-24, Queuing Summary, later in this chapter, signalization of 23rd Street/Harrison Street intersection would result in queues on northbound Harrison Street at 23rd Street to spill back to Grand Avenue during the weekday PM peak hour). Thus, installing a signal at this intersection may not be desirable. Depending on the specific location, type, and amount of development that would have vehicular and pedestrian access at this intersection and timing of other mitigation measures in the	Investigation of the need for this mitigation shall be studied and submitted for review and approval to the City of Oakland when 85 percent of the Development Program in Subdistrict 2 is developed, and every three years thereafter until 2035 or until the mitigation measure is implemented,	City of Oakland Planning and Building Department City of Oakland – Building Services Division, Zoning Inspection City of Oakland Transportation Services Division

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring	
	Schedule	**Responsibility**
area (such as Mitigation Measure TRANS-5 at the 23rd Street/Broadway intersection and Mitigation Measure TRANS-10 at the 27th Street/24th Street/Bay Place/Harrison Street intersection), other improvements, such as prohibiting turns at this intersection, may mitigate the impact without degrading overall access in the area. Specifically, to implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval: – A Traffic Study Report providing detailed analysis of signalizing the intersection and potential impacts on traffic operations and pedestrian and bicycle circulation at the Grand Avenue/Harrison Street intersection. The report shall study various design options such as turn prohibitions, various signal timing and phasing, signal cycle lengths, and signal coordination to determine the feasibility of signalizing the intersection. In addition to traffic operations, the report shall also address safety, access, and circulation for motorists, bicyclists, and pedestrians under different options explored. If the Traffic Study Report recommends signalization of the study, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval: – PS&E to modify intersection as detailed in Mitigation Measure TRANS-2. – Signal timing plans for the signals in the coordination group. – Design plans for other intersection improvements, if recommended by the Traffic Study Report. The project sponsor shall fund the cost of preparing and implementing these plans. However, if the City adopts a transportation impact fee program prior to implementation of this mitigation measure, the project sponsor shall have the option to pay the applicable fee in lieu of implementing this mitigation measure and payment of the fee shall be considered the equivalent of implementing the mitigation measure, which would still result in significant unavoidable impacts. A straight line interpolation of intersection traffic volume between Existing and Existing Plus Project conditions indicates that mitigation at this intersection may be required when about 85 percent of the Development Program in Subdistrict 2 is developed. Investigation of the need for this mitigation shall be studied at the time when this threshold is reached and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.	whichever occurs first. If investigations at the time when 85 percent of the Development Program in Subdistrict 2 is developed , or in subsequent years, as stipulated above, show this mitigation is still required, submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for implementation of this mitigation. This requirement may be requested at an earlier date than listed if the improvements are needed as reasonably determined by the City.	

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring	
	Schedule	**Responsibility**
Mitigation Measure TRANS-10: Implement the following measures at the 27th Street/ 24th Street/Bay Place/Harrison Street intersection: • Reconfigure the 24th Street approach at the intersection to restrict access to 24th Street to right turns only from 27th Street and create a pedestrian plaza at the intersection approach. • Convert 24th Street between Valdez and Harrison Streets to two-way circulation and allow right turns from 24th Street to southbound Harrison Street south of the intersection, which would require acquisition of private property in the southwest corner of the intersection. • Modify eastbound 27th Street approach from the current configuration (one right-turn lane, two through lanes, and one left-turn lane) to provide one right-turn lane, one through lane, and two left-turn lanes. • Realign pedestrian crosswalks to shorten pedestrian crossing distances. • Reduce signal cycle length from 160 to 120 seconds, and optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection). • Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group. To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval: • PS&E to modify intersection as detailed in Mitigation Measure TRANS-2. • Signal timing plans for the signals in the coordination group. The project sponsor shall fund the cost of preparing and implementing these plans. However, if the City adopts a transportation impact fee program prior to implementation of this mitigation measure, the project sponsor shall have the option to pay the applicable fee in lieu of implementing this mitigation measure and payment of the fee shall be considered the equivalent of implementing the mitigation measure, which would still result in significant unavoidable impacts. A straight line interpolation of intersection traffic volume between Existing and 2020 Plus Project conditions indicates that mitigation at this intersection may be required by 2017. Investigation of the need for this mitigation shall be studied at that time and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.	Investigation of the need for this mitigation shall be studied and submitted for review and approval to the City of Oakland, in 2016 (one year prior to the horizon date) and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first. If investigations in 2016, or subsequent years, as stipulated above, show this mitigation is still required, submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for implementation of this mitigation. This requirement may be requested at an earlier date than listed if the improvements are needed as reasonably determined by the City.	City of Oakland Planning and Building Department City of Oakland – Building Services Division, Zoning Inspection City of Oakland Transportation Services Division
Mitigation Measure TRANS-21: Implement the following measures at the 27th Street/ Telegraph Avenue intersection: • Provide protected left-turn phases for the northbound and southbound approaches. • Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection). • Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group. To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval: • PS&E to modify intersection as detailed in Mitigation Measure TRANS-2. • Signal timing plans for the signals in the coordination group. The project sponsor shall fund the cost of preparing and implementing these plans. However, if the City adopts a transportation impact fee program prior to implementation of this mitigation measure, the project sponsor shall have the option to pay the applicable fee in lieu of implementing this mitigation measure and payment of the fee shall be considered the equivalent of implementing the mitigation measure, which would still result in significant unavoidable impacts.	Investigation of the need for this mitigation shall be studied and submitted for review and approval to the City of Oakland, in 2028 (one year prior to the horizon date),and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first. If investigations in 2028, or subsequent years as stipulated above, show this	City of Oakland Planning and Building Department City of Oakland – Building Services Division, Zoning Inspection City of Oakland Transportation Services Division

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring	
	Schedule	**Responsibility**
A straight line interpolation of intersection traffic volume between Existing and 2035 Plus Project conditions indicates that mitigation at this intersection may be required by 2029. Investigation of the need for this mitigation shall be studied at that time and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.	mitigation is still required, submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for implementation of this mitigation. This requirement may be requested at an earlier date than listed if the improvements are needed as reasonably determined by the City.	
Mitigation Measure TRANS-22: Implement the following measures at the 27th Street/ Broadway intersection: • Upgrade traffic signal operations at the intersection to actuated-coordinated operations • Reconfigure westbound 27th Street approach to provide a 150-foot left-turn pocket, one through lane, and one shared through/right-turn lane. • Provide protected left-turn phase(s) for the northbound and southbound approaches. • Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection). • Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group. To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval: • PS&E to modify intersection as detailed in Mitigation Measure TRANS-2. Signal timing plans for the signals in the coordination group. The project sponsor shall fund the cost of preparing and implementing these plans. However, if the City adopts a transportation impact fee program prior to implementation of this mitigation measure, the project sponsor shall have the option to pay the applicable fee in lieu of implementing this mitigation measure and payment of the fee shall be considered the equivalent of implementing the mitigation measure, which would still result in significant unavoidable impacts. A straight line interpolation of intersection traffic volume between Existing and 2035 Plus Project conditions indicates that mitigation at this intersection may be required by 2024. Investigation of the need for this mitigation shall be studied at that time and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.	Investigation of the need for this mitigation shall be studied and submitted for review and approval to the City of Oakland, in 2023 (one year prior to the horizon date),and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first. If investigations in 2023, or subsequent years as stipulated above, show this mitigation is still required, submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for implementation of this mitigation. This requirement may be requested at an earlier date than listed if the improvements are needed as reasonably determined by the City.	City of Oakland Planning and Building Department City of Oakland – Building Services Division, Zoning Inspection City of Oakland Transportation Services Division

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring	
	Schedule	**Responsibility**
Mitigation Measure TRANS-28: Implement the following measures at the Grand Avenue/Broadway intersection: • Provide permitted-protected left-turn phasing for the northbound and southbound approaches. • Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection). • Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group. To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval: • PS&E to modify intersection as detailed in Mitigation Measure TRANS-2. Signal timing plans for the signals in the coordination group. The project sponsor shall fund the cost of preparing and implementing these plans. However, if the City adopts a transportation impact fee program prior to implementation of this mitigation measure, the project sponsor shall have the option to pay the applicable fee in lieu of implementing this mitigation measure and payment of the fee shall be considered the equivalent of implementing the mitigation measure, which would still result in significant unavoidable impacts. A straight line interpolation of intersection traffic volume between Existing and 2035 Plus Project conditions indicates that mitigation at this intersection may be required by 2031. Investigation of the need for this mitigation shall be studied at that time and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first.	Investigation of the need for this mitigation shall be studied and submitted for review and approval to the City of Oakland, in 2030 (one year prior to the horizon date),and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first. If investigations in 2030, or subsequent years as stipulated above, show this mitigation is still required, submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for implementation of this mitigation. This requirement may be requested at an earlier date than listed if the improvements are needed as reasonably determined by the City.	City of Oakland Planning and Building Department City of Oakland – Building Services Division, Zoning Inspection City of Oakland Transportation Services Division
SCA-TRANS-1: (Standard Condition of Approval 33): *Construction Traffic and Parking. Prior to the issuance of a demolition, grading or building permit.* The project sponsor and construction contractor shall meet with appropriate City of Oakland agencies to determine traffic management strategies to reduce, to the maximum extent feasible, traffic congestion and the effects of parking demand by construction workers during construction of this project and other nearby projects that could be simultaneously under construction. The project sponsor shall develop a construction management plan for review and approval by the Planning and Zoning Division, the Building Services Division, and the Transportation Services Division. The plan shall include at least the following items and requirements: a) A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes. b) Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures will occur. c) Location of construction staging areas for materials, equipment, and vehicles at an approved location. d) A process for responding to, and tracking, complaints pertaining to construction activity, including identification of an onsite complaint manager. The manager	Prior to the issuance of a demolition, grading or building permit.	City of Oakland Planning and Zoning Division City of Oakland Building Services Division City of Oakland Transportation Services Division

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring	
	Schedule	**Responsibility**
shall determine the cause of the complaints and shall take prompt action to correct the problem. Planning and Zoning shall be informed who the Manager is prior to the issuance of the first permit issued by Building Services. e) Provision for accommodation of pedestrian flow. f) Provision for parking management and spaces for all construction workers to ensure that construction workers do not park in on-street spaces. g) Any damage to the street caused by heavy equipment, or as a result of this construction, shall be repaired, at the project sponsor's 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 issuance of a final inspection of the building permit. All damage that is a threat to public health or safety shall be repaired immediately. The street shall be restored to its condition prior to the new construction as established by the City Building Inspector and/or photo documentation, at the project sponsor's expense, before the issuance of a Certificate of Occupancy. h) Any heavy equipment brought to the construction site shall be transported by truck, where feasible. i) No materials or equipment shall be stored on the traveled roadway at any time. j) Prior to construction, a portable toilet facility and a debris box shall be installed on the site, and properly maintained through project completion. k) All equipment shall be equipped with mufflers. l) Prior to the end of each work day during construction, the contractor or contractors shall pick up and properly dispose of all litter resulting from or related to the project, whether located on the property, within the public rights-of-way, or properties of adjacent or nearby neighbors.		
SCA-TRANS-2 (Standard Condition of Approval 25): *Parking and Transportation Demand Management*: This SCA would apply to development projects under the Specific Plan generating 50 or more net new AM or PM peak hour vehicle trips. *Prior to issuance of a final inspection of the building permit.* The project applicant shall submit a Transportation and Parking Demand Management (TDM) for review and approval by the City. The intent of the TDM plan shall be to reduce vehicle traffic and parking demand generated by the project to the maximum extent practicable consistent with the potential traffic and parking impacts of the project. The goal of the TDM shall be to achieve the following project vehicle trip reductions (VTR): • Projects generating 50 – 99 net new AM or PM peak hour vehicle trips: 10 percent VTR • Projects generating 100 or more net new AM or PM peak hour vehicle trips: 20 percent VTR The TDM plan shall include strategies to increase pedestrian, bicycle, transit, and carpool use, and reduce parking demand. All four modes of travel shall be considered, as appropriate. VTR strategies to consider include, but are not limited to, the following: a. Inclusion of additional long term and short term bicycle parking that meets the design standards set forth in chapter five of the Bicycle Master Plan, and Bicycle Parking Ordinance (chapter 17.117 of the Oakland Planning Code), and shower and locker facilities in commercial developments that exceed the requirement. b. Construction of and/or access to bikeways per the Bicycle Master Plan; construction of priority Bikeway Projects, on-site signage and bike lane striping. c. Installation of safety elements per the Pedestrian Master Plan (such as cross walk striping, curb ramps, count-down signals, bulb outs, etc.) to encourage convenient and safe crossing at arterials, in addition to safety elements required to address safety impacts of the project.	Prior to issuance of a final inspection of the building permit. Implementation: Ongoing e.g., submittal of additional approved TDM reports as needed per approved TDM plan.	City of Oakland Planning and Building Department City of Oakland – Building Services Division, Zoning Inspection City of Oakland Public Works Department, Traffic Services Division

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring	
	Schedule	Responsibility
d. Installation of amenities such as lighting, street trees, trash receptacles per the Pedestrian Master Plan and any applicable streetscape plan.		
e. Construction and development of transit stops/shelters, pedestrian access, way finding signage, and lighting around transit stops per transit agency plans or negotiated improvements.		
f. Direct on-site sales of transit passes purchased and sold at a bulk group rate (through programs such as AC Transit Easy Pass or a similar program through another transit agency).		
g. Provision of a transit subsidy to employees or residents, determined by the project sponsor and subject to review by the City, if the employees or residents use transit or commute by other alternative modes.		
h. Provision of an ongoing contribution to AC Transit service to the area between the development and nearest mass transit station prioritized as follows: 1) Contribution to AC Transit bus service; 2) Contribution to an existing area shuttle or streetcar service; and 3) Establishment of new shuttle or streetcar service. The amount of contribution (for any of the above scenarios) would be based upon the cost of establishing new shuttle service (Scenario 3).		
i. Guaranteed ride home program for employees, either through 511.org or through separate program.		
j. Pre-tax commuter benefits (commuter checks) for employees.		
k. Free designated parking spaces for on-site car-sharing program (such as City Car Share, Zip Car, etc.) and/or car-share membership for employees or tenants.		
l. Onsite carpooling and/or vanpooling program that includes preferential (discounted or free) parking for carpools and vanpools.		
m. Distribution of information concerning alternative transportation options.		
n. Parking spaces sold/leased separately for residential units. Charge employees for parking, or provide a cash incentive or transit pass alternative to a free parking space in commercial properties.		
o. Parking management strategies; including attendant/valet parking and shared parking spaces.		
p. Requiring tenants to provide opportunities and the ability to work off-site.		
q. Allow employees or residents to adjust their work schedule in order to complete the basic work requirement of five eight-hour workdays by adjusting their schedule to reduce vehicle trips to the worksite (e.g., working four, ten-hour days; allowing employees to work from home two days per week).		
r. Provide or require tenants to provide employees with staggered work hours involving a shift in the set work hours of all employees at the workplace or flexible work hours involving individually determined work hours.		
The TDM Plan shall indicate the estimated VTR for each strategy proposed based on published research or guidelines. For TDM Plans containing ongoing operational VTR strategies, the Plan shall include an ongoing monitoring and enforcement program to ensure the Plan is implemented on an ongoing basis during project operation. If an annual compliance report is required, as explained below, the TDM Plan shall also specify the topics to be addressed in the annual report.		
The project applicant shall implement the approved TDM Plan on an ongoing basis. For projects that generate 100 or more net new a.m. or p.m. peak hour vehicle trips and contain ongoing operational VTR strategies, the project applicant shall submit an annual compliance report for the first five years following completion of the project (or completion of each phase for phased projects) for review and approval by the City. The annual report shall document the status and effectiveness of the TDM program, including the actual VTR. If deemed necessary, the City may elect to have a peer review consultant, paid for by the project applicant, review the annual report. If timely		

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring	
	Schedule	**Responsibility**
reports are not submitted and/or the annual reports indicate that the project applicant has failed to implement the TDM Plan, the project will be considered in violation of the Conditions of Approval and the City may initiate enforcement action as provided for in these Conditions of Approval. The project shall not be considered in violation of this Condition if the TDM Plan is implemented but the VTR goal is not achieved.		
SCA-AES-7 (Standard Condition of Approval 20): *Improvements in the Public Right-of-Way (General):* Refer to SCA-AES-7 under Aesthetics, Shadow and Wind.	See above.	See above.
SCA-AES-8 (Standard Condition of Approval 21): *Improvements in the Public Right-of-Way (Specific):* Refer to SCA-AES-8 under Aesthetics, Shadow and Wind.	See above.	See above.
Utilities and Service Systems		
SCA-UTIL-1 (Standard Condition of Approval 36): *Waste Reduction and Recycling:* The project applicant will submit a Construction and Demolition WRRP and an Operational Diversion Plan (ODP) for review and approval by the Public Works Department. Chapter 15.34 of the Oakland Municipal Code outlines requirements for reducing waste and optimizing construction and demolition (C&D) recycling. Affected projects include: • All New Construction; • All Alterations, Renovations, Repairs, or Modifications with construction value of $50,000 or greater, excluding R-3; • All Demolition, including Soft Demo, and excluding R-3; Applicants must complete a Waste Reduction and Recycling Plan (WRRP) as part of the Building Permit Application process to detail the plan for salvaging and recycling C&D debris generated during the course of the project. Standards current at the time of this writing call for salvage and/or recycling 100% of asphalt and concrete, and at least 65% of all remaining debris. These rates are subject to administrative adjustment and Applicants must follow the standards published at the time of building permit application. The City will not issue an affected permit without an approved WRRP on file. Upon approval of the WRRP and issuance of the permit(s), the Applicant shall execute the plan. Prior to the Final Inspection, Temporary Certificate of Occupancy or Certificate of Occupancy, the Applicant must complete and obtain approval of a Construction and Demolition Summary Report (CDSR). The CDSR documents the salvage, recycling and disposal activities that took place during the project. The CDSR must include documentation, such as scale tickets, that support the data provided in the CDSR. Additional information is available at: http://www2.oaklandnet.com/Government/o/PWA/o/FE/s/GAR/OAK024368. The ODP will identify how the project complies with the Recycling Space Allocation Ordinance, (Chapter 17.118 of the Oakland Municipal Code), including capacity calculations, and specify the methods by which the development will meet the current City recycling standards for materials generated by operation of the proposed project. The proposed program shall be in implemented and maintained for the duration of the proposed activity or facility, and conform with the requirements of the Alameda County Mandatory Recycling Ordinance. Any incentive programs shall remain fully operational as long as residents and businesses exist at the project site.	Prior to issuance of a construction-related permit and ongoing as specified.	City of Oakland Planning and Building Department City of Oakland – Building Services Division, Zoning Inspections City of Oakland, Public Works, Environmental Services

Standard Conditions of Approval/Mitigation Measures	Mitigation Implementation/Monitoring	
	Schedule	**Responsibility**
SCA-UTIL-2 (Standard Condition of Approval 91): *Stormwater and Sewer:* Confirmation of the capacity of the City's surrounding stormwater and sanitary sewer system and state of repair shall be completed by a qualified civil engineer with funding from the project applicant. The project applicant shall be responsible for the necessary stormwater and sanitary sewer infrastructure improvements to accommodate the proposed project. In addition, the applicant shall be required to pay additional fees to improve sanitary sewer infrastructure if required by the Sewer and Stormwater Division. Improvements to the existing sanitary sewer collection system shall specifically include, but are not limited to, mechanisms to control or minimize increases in infiltration/inflow to offset sanitary sewer increases associated with the proposed project. To the maximum extent practicable, the applicant will be required to implement Best Management Practices to reduce the peak stormwater runoff from the project site. Additionally, the project applicant shall be responsible for payment of the required installation or hook-up fees to the affected service providers.	Prior to issuance of a demolition, grading, or building permit within vicinity of the creek.	City of Oakland Planning and Building Department City of Oakland – Building Services Division, Zoning Inspection
SCA-UTIL-3 (Standard Condition of Approval H): *Green Building for Residential Structures and Non-residential Structures:* SCA H applies to certain projects that would construct single or multi-family dwellings or modifications of existing uses. SCA H requires that the applicant comply with the requirements of the California Green Building Standards (CALGreen) mandatory measures and the applicable requirements of the Green Building Ordinance. SCA H is initially presented in Section 4.14, Utilities and Service Systems. The Green Building Ordinance establishes checklist requirements for developers based on LEED or Build it Green. LEED certification requires a 10 percent reduction in the Title 24 energy standards which are reflected in Table 4.6-3.	Prior to issuance of a construction-related permit and ongoing as specified.	City of Oakland, Building Services Division
SCA-HYD-5 (Standard Condition of Approval 75): *Stormwater Pollution Prevention Plan:* Refer to SCA-HYD-5 under Hydrology and Water Quality.	See above.	See above.
SCA-HYD-6 (Standard Condition of Approval 80): *Post-construction Stormwater Management Plan:* Refer to SCA-HYD-6 under Biological Resources.	See above.	See above.

ATTACHMENT B

Project Consistency with Community Plan or Zoning, Per CEQA Guidelines Section 15183

Section 15183(a) of the California Environmental Quality Act (CEQA) Guidelines states that "…projects which are consistent with the development density established by the existing zoning, community plan, or general plan policies for which an Environmental Impact Report (EIR) was certified shall not require additional environmental review, except as may be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site."

Proposed Project. The proposed project would be located in the Broadway Valdez District Specific Plan (BVDSP)[14] area (Plan Area). The proposed project would demolish a surface parking lot and construct a mixed-use residential building of up to 428,000 square feet, with seven stories and up to 75 feet in height. The project would include up to 259,000 square feet of residential space (up to 265 residential units), and up to 18,000 square feet of ground-floor commercial space along Valdez Street.

Project Consistency. The BVDSP EIR was prepared for the BVDSP; it was certified by the Planning Commission on May 21, 2014, and confirmed by the City Council on June 17, 2014. 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 Plan Area, as outlined below.

- The land use designation for the 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 business, communications, office, government, high technology, retail, entertainment, and transportation. The proposed mixed-use project would be consistent with this designation.

- The project site is zoned as D-BV-2 (Retail Commercial Zone 2). The proposed project would be consistent with the purposes of this district, which is generally intended to create, maintain, and enhance areas of the Specific Plan Area for ground-level retail, restaurants, entertainment, and art activities with pedestrian-oriented, active storefront uses; and a wide range of residential and office uses above the first floor.

- The proposed project would be up to 75 feet in height, and would be in compliance with the height limit of 250 feet on the site.

- In the 250 feet height area, 90 square feet of lot area is required per dwelling unit.[15] The proposed 265 dwelling units on the 1.42-acre project site are below the maximum residential density of 687 dwelling units allowed on the project site. Therefore, the proposed project would comply with the amount of residential density allowed under the Planning Code.

- In the 250 feet height area, the maximum nonresidential Floor Area Ratio is 10.0.[16] The proposed 18,000 square feet of nonresidential uses on the 1.42-acre project site is below the maximum nonresidential square footage of uses allowed on the site, estimated to be 618,550 square feet. Therefore, the proposed project would comply with the amount of nonresidential FAR allowed under the Planning Code.

[14] City of Oakland, 2014. Broadway Valdez District Specific Plan. Adopted June.
[15] Per Table 17.101C.04 of the Oakland Planning Code.
[16] Ibid.

Therefore, the proposed project is eligible for consideration of an exemption under California Public Resources Code Section 21083.3, and Section 15183 of the CEQA Guidelines.

ATTACHMENT C

Infill Performance Standards, Per CEQA Guidelines Section 15183.3

California Environmental Quality Act (CEQA) Guidelines Section 15183.3(b) and CEQA Guidelines Appendix M establish eligibility requirements for projects to qualify as infill projects. Table C-1, on the pages following, shows how the proposed project satisfies each of the applicable requirements.

Table C-1
Project Infill Eligibility

	CEQA Eligibility Criteria	Eligible?/Notes for Proposed Project
1.	Be located in an urban area on a site that either has been previously developed or that adjoins existing qualified urban uses on at least 75 percent of the site's perimeter. For the purpose of this subdivision, "adjoin" means the infill project is immediately adjacent to qualified urban uses, or is only separated from such uses by an improved right-of-way. (CEQA Guidelines Section 15183.3[b][1])	Yes The project site has been previously developed as 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 Section 15183.3[b][2]) as presented in 2a and 2b below:	—
	2a. *Performance Standards Related to Project Design.* All projects must implement **all** of the following:	—
	Renewable Energy. *Non-Residential Projects.* All nonresidential projects shall include onsite renewable power generation, such as solar photovoltaic, solar thermal, and wind power generation, or clean back-up power supplies, where feasible. *Residential Projects.* Residential projects are also encouraged to include such onsite 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 onsite renewable power generation. It is not known at this time if the proposed project will provide onsite renewable power.
	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 According to the Phase I Environmental Site Assessment prepared for the site, the project site was listed on the San Francisco Bay RWQCB Spills, Leaks, Investigations, and Cleanups list. In 1996, a risk evaluation was conducted for the site, and in conjunction with review by the RWQCB, the Alameda County Health Care Services issued a No Further Action status for the site (Ninyo & Moore, 2010). See Section 7, Hazards and Hazardous Materials, of the CEQA Checklist for additional information.

Table C-1
Project Infill Eligibility (Continued)

	CEQA Eligibility Criteria	Eligible?/Notes for Proposed Project
	Residential Units Near High-Volume Roadways and Stationary Sources. If a project includes residential units located within 500 feet, or other distance determined to be appropriate by the local agency or air district based on local conditions, of a high volume roadway or other significant sources of air pollution, the project shall comply with any policies and standards identified in the local general plan, specific plan, zoning code, or community risk reduction plan for the protection of public health from such sources of air pollution. If the local government has not adopted such plans or policies, the project shall include measures, such as enhanced air filtration and project design, that the lead agency finds, based on substantial evidence, will promote the protection of public health from sources of air pollution. Those measures may include, among others, the recommendations of the California Air Resources Board, air districts, and the California Air Pollution Control Officers Association.	Yes Per the findings of the Broadway Valdez District Specific Plan Environmental Impact Report, an air quality screening was prepared for the proposed project.[17] As described therein, no "high-volume roadways" with 100,000 vehicles per day, as defined by Section II of CEQA Appendix M, are located within 1,000 feet of the proposed project. As summarized in the air quality screening prepared for the proposed project, no air pollution standards are required to be implemented for the proposed project.
	2b. *Additional Performance Standards by Project Type.* In addition to implementing all the features described in criterion 2a above, the project must meet eligibility requirements provided below by project type.[a]	—
	Residential. A residential project must meet **<u>one</u>** of the following: A. *Projects achieving below average regional per capita vehicle miles traveled.* A residential project is eligible if it is located in a "low vehicle travel area" within the region; B. *Projects located within ½ mile of an Existing Major Transit Stop or High Quality Transit Corridor.* 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; **<u>or</u>** C. *Low – Income Housing.* A residential or mixed-use project consisting of 300 or fewer residential units all of which are affordable to low income households is eligible if the developer of the	Yes The proposed project is eligible under Section (B). The proposed project site is well-served by multiple transit providers, including numerous Alameda-Contra Costa County Transit District (AC Transit) routes. The project site is also approximately 0.4 mile north of the 19th Street Oakland Bay Area Rapid Transit (BART) station, and approximately 0.75 mile north of the 12th Street Oakland City Center BART station. Broadway qualifies as a "High Quality Transit Corridor," as defined by Section II of CEQA, with fixed route bus service at intervals no longer than 15 minutes during peak commute hours. The AC Transit Line 51A runs along Broadway in the project vicinity, and has service intervals no longer than 15 minutes during peak commute hours. Other bus routes in the project vicinity further satisfy this criterion.

[17] AECOM, 2015. 2315 Valdez Street-2330 Webster Street Project – Draft Air Quality Screening Analysis per the Broadway Valdez District Specific Plan Environmental Impact Report Technical Memorandum. March.

Table C-1 Project Infill Eligibility (Continued)		
CEQA Eligibility Criteria		**Eligible?/Notes for Proposed Project**
	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.	
	Commercial/Retail. A commercial/retail project must meet **one** of the following: A. *Regional Location.* A commercial project with no single-building floor-plate greater than 50,000 square feet is eligible if it locates in a "low vehicle travel area"; **or** B. *Proximity to Households.* A project with no single-building floor-plate greater than 50,000 square feet located within ½ mile of 1,800 households is eligible.	Not Applicable According to Section IV (G) of CEQA Appendix M, for mixed-use projects "…the performance standards in this Section that apply to the predominant use shall govern the entire project." Because the predominant use is residential, the requirements for commercial/retail projects do not apply.
	Office Building. An office building project must meeting **one** of the following: A. *Regional Location.* Office buildings, both commercial and public, are eligible if they locate in a low vehicle travel area; **or** B. *Proximity to a Major Transit Stop.* Office buildings, both commercial and public, within ½ mile of an existing major transit stop, or ¼ mile of an existing stop along a high quality transit corridor, are eligible.	Not Applicable
	Schools. Elementary schools within 1 mile of 50 percent of the projected student population are eligible. Middle schools and high schools within 2 miles of 50 percent of the projected student population are eligible. Alternatively, any school within 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, and 17213.2 of the California Education Code.	Not Applicable
	Transit. Transit stations, as defined in Section 15183.3(e)(1), are eligible.	Not Applicable

Table C-1 Project Infill Eligibility (Continued)		
CEQA Eligibility Criteria		**Eligible?/Notes for Proposed Project**
	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
3.	Be consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy, **except** as provided in CEQA Guidelines Sections 15183.3(b)(3)(A) or (b)(3)(B) below: (b)(3)(A). Only where an infill project is proposed within the boundaries of a metropolitan planning organization for which a sustainable communities strategy or an alternative planning strategy will be, but is not yet in effect, a residential infill project must have a density of at least 20 units per acre, and a retail or commercial infill project must have a floor area ratio of at least 0.75; **or** (b)(3)(B). Where an infill project is proposed outside of the boundaries of a metropolitan planning organization, the infill project must meet the definition of a "small walkable community project" in CEQA Guidelines §15183.3(f)(5). (CEQA Guidelines Section 15183.3[b][3])	Yes (see explanation below table)
Note: [a.] Where a project includes some combination of residential, commercial and retail, office building, transit station, and/or schools, the performance standards in this section that apply to the predominant use shall govern the entire project.		

Explanation for Eligibility Criteria 3 – The adopted Plan Bay Area (2013)[18] serves as the sustainable communities strategy for the Bay Area, per Senate Bill 375. As defined by the Plan, Priority Development Areas (PDAs) are areas where new development will support the needs of residents and workers in a pedestrian-friendly environment served by transit. As stated in the BVDSP, the Broadway Valdez District is considered a PDA. The proposed project is consistent with the general land use designation, density, building intensity, and applicable policies specified in the BVDSP and described further below.

The General Plan land use designation for the 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 business, communications, office, government, high technology, retail, entertainment, and transportation. The proposed mixed-use project would be consistent with this designation.

[18] Metropolitan Transportation Commission and Association of Bay Area Governments, 2013. Plan Bay Area, Strategy for a Sustainable Region. Adopted July 18, 2013.

Under the adopted BVDSP, the site is zoned as D-BV-2 (Retail Commercial Zone 2). The proposed project would be consistent with the purposes of these districts, which are generally intended to create, maintain, and enhance areas of the Specific Plan Area for ground-level retail, restaurants, entertainment, and art activities with pedestrian-oriented, active storefront uses; and a wide range of residential and office uses above the first floor. Residential activities are permitted as-of-right in the D-BV-2 zone. Commercial activities permitted as-of-right include general food sales, full service restaurants, limited service restaurants and cafés, and general retail sales.

The proposed project would be up to 75 feet in height, and would be compliant with the 250-foot height limit on the site.

Under the adopted BVDSP, the maximum residential density (i.e., square feet of lot area required per dwelling unit) is based on the zoning height area. In the 250 feet height area, a minimum of 90 square feet of lot area is required per dwelling unit. For mixed-use projects, the maximum residential density is based on the total lot area, and any square footage allotted or occupied by a nonresidential use is included in the lot area calculation. The project site is approximately 61,855 square feet; therefore, 687 dwelling units would be allowed, based on 1 dwelling unit per 90 square feet of lot area. The proposed project would construct up to 265 dwelling units, which would below the maximum number of units allowed for the site.

For mixed use projects, the maximum nonresidential Floor Area Ratio (FAR) is based on the total lot area, and any square footage allotted or occupied by residential uses is included in the lot area calculation. In the 250 feet height area, the maximum nonresidential FAR is 10.0. The project site is approximately 61,855 square feet, and therefore the maximum nonresidential FAR allowed would be 618,550 square feet. The proposed amount of nonresidential uses is approximately 18,000 square feet. Therefore, the proposed project would comply with the amount of nonresidential FAR allowed under the Planning Code.

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ATTACHMENT D

Criteria for Use of Addendum, Per 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© 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 (Plan Area) over a 25-year planning period.[19] Appendix D of the BVDSP identified the Development Program at the 2315 Valdez – 2330 Webster project site (designated Project Site #5 in the BVDSP), which included 234 residential units and 10,000 square feet of retail. The proposed project differs from the Development Program for the project site, and would construct up to 265 residential units and up to 18,000 square feet of retail space.

The EIR indicates that the CEQA analysis was based on the development quantities set forth in the Development Program, and that the intent of the BVDSP is to provide as much flexibility as is feasible in terms of precise mix of newly developed land uses and their location in the Plan Area, while conforming to the CEQA analysis and thresholds. The EIR identified traffic capacity as the key environmental factor constraining development, and stated that the City of Oakland would track and measure vehicle trip generation by projects proposed under the BVDSP rather than the amount of specific land uses.

As described in Section 13, Transportation and Circulation, of this CEQA Checklist, the proposed project would generate 86 a.m. and 131 p.m. peak-hour vehicle trips. Together with the trips generated by other projects currently under construction, approved, and proposed for development in the Plan Area, this would represent approximately 32 percent of the a.m. peak-hour trips and 30 percent of the p.m. peak-hour trips anticipated in the BVDSP EIR; 37 percent of the a.m. peak-hour trips and 27 percent of the p.m. peak-hour trips anticipated in the BVDSP EIR for the Valdez Triangle Subarea; and 83 percent of the a.m. peak-hour trips and 73 percent of the p.m. peak-hour trips anticipated in the BVDSP EIR for Subdistrict 1. Therefore, 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 being developed under the BVDSP would be within the program analyzed under the BVDSP EIR for the 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:

[19] 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.

(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;

© 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 CEQA Guidelines. Since certification of the Final EIR, no changes have occurred in 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.

ATTACHMENT E

Air Quality Screening Analysis for 2315 Valdez Street-2330 Webster Street Project, Per the Broadway Valdez District Specific Plan Environmental Impact Report

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Technical Memorandum

To	Peterson Z. Vollmann, Planner III	Page	1
Subject	2315 Valdez Street-2330 Webster Street Project Final Air Quality Screening Analysis per the Broadway Valdez District Specific Plan Environmental Impact Report		
From	Hannah Young		
Date	April 30, 2015		

Based on the findings of the Broadway Valdez District Specific Plan (BVDSP) Environmental Impact Report (EIR), the proposed 2315 Valdez Street-2330 Webster Street project (proposed project) is required to undergo a screening analysis to determine A) the potential impacts of the project's emissions of Toxic Air Contaminants (TACs) on adjacent sensitive receptors; and B) the impacts of nearby sources on the sensitive receptors introduced to the site by the project. This memorandum summarizes the screening analysis completed for the proposed project.

A. Health Risk Assessment of Project Impacts on Sensitive Receptors *(per BVDSP EIR Mitigation Measure AIR-4: Risk Reduction Plan)*

Mitigation Measure AIR-4: Risk Reduction Plan states:

> *Applicants for projects that would include backup generators shall prepare and submit to the City, a Risk Reduction Plan for City review and approval. The applicant shall implement the approved plan. This Plan shall reduce cumulative localized cancer risks to the maximum feasible extent. The Risk Reduction Plan may contain, but is not limited to the following strategies:*
>
> - *Demonstration using screening analysis or a health risk assessment that project sources, when combined with local cancer risks from cumulative sources within 1,000 feet would be less than 100 in one million.*
> - *Installation of non-diesel fueled generators.*
> - *Installation of diesel generators with an EPA-certified Tier 4 engine or Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy.*

This screening analysis of the cumulative health risk provides an assessment, per the first bullet above. The project site is within 1,000 feet of sensitive land uses—including residential dwellings, and a daycare center at 111 Grand Avenue. The project's contribution to cumulative impacts to these receptors is described below. The proposed project is assumed to include installation of an emergency generator. Because the Bay Area Air Quality Monitoring District (BAAQMD) does not issue operation permits for equipment that contributes to a risk of greater than 10 in one million, this screening analysis conservatively assumes that the proposed generator would contribute a maximum risk of 10 in one million.

The BAAQMD 2012 Health Risk Modeling Guidance[1] recommends that for new sources, the location of the maximally exposed impacted receptor (MIR) be identified. The location of maximum risk from this project was determined based on the prevailing wind direction in the area, which is predominantly from west to east and southeast.[2] Therefore, the location of MIR would be to the east or southeast of the project site. The nearest sensitive receptors in this direction are residences on the corner of Valdez Street and 23rd Street, approximately 170 feet to the southeast of the project site. These residences are assumed to be the MIR for the project source, as shown on Figure 1.

The BAAQMD Guidance document further recommends that when assessing cumulative impacts, the risk from existing sources within 1,000 feet of the MIR should be assessed. The sources of TACs within a 1,000-foot radius of the MIR are:

- Generators at the following buildings:
  - Autotrends, 300 24th Street
  - Brandywine Realty Trust, 155 Grand Avenue
  - Calstears, LLC, 180 Grand Avenue
  - Caltrans (State of California Department of Transportation), 111 Grand Avenue
  - Catholic Cathedral of East Oakland, 2121 Harrison Street
  - Essex Portfolio LLC 100 Grand Avenue
  - Hanzel Auto Body Works, 456 23rd Street
  - InSite Connect, LLC, 180 Grand Avenue
  - Label Art, 290 27th Street
  - MPower Communications, 23rd and Waverly streets
  - Oakland Acura, 277 27th Street
  - Q & S Automotive, 2345 Broadway
  - St. Paul's Towers, 100 Bay Place
  - VIP Auto Collision Repair, 293 27th Street
  - Whole Foods Market, 230 Bay Place
- Major and local streets with greater than 10,000 annual average daily traffic (AADT):
  - Bay Place – 17,700 AADT
  - Broadway – 30,200 AADT
  - Franklin Street – 15,500 AADT
  - Grand Avenue – 24,800 AADT
  - Harrison Street – 32,400 AADT
  - Webster Street – 19,800 AADT

Table 1 includes the estimated cumulative impact from the project source and the existing sources within a 1,000-foot radius of the MIR.

As Table 1 indicates, the screening analysis, which is based on conservative assumptions, shows that the risk from the project source, when combined with local cancer risks from cumulative sources within 1,000 feet, would be less than 100 in one million.

[1] "Recommended Methods for Screening and Modeling Local Risks and Hazards" (BAAQMD, 2012).
[2] West Oakland Monitoring Station, available online at: http://hank.BAAQMD.gov/tec/data/. Accessed January 4, 2015.

Table 1
Cumulative Cancer Risk from Project and Existing Sources to MIR

Source	Distance from MIR (feet)	Cancer Risk (per million)
Anticipated project emergency generator[1,2]	170	10
Generators		
Autotrends (BAAQMD Plants 15482)[3]	624	0
Brandywine Realty Trust (BAAQMD Plant 19467)[3]	215	6.68
Calstears LLC (BAAQMD Plant 16640)[3]	130	15.32
Caltrans (BAAQMD Plant 14195) [3]	610	4.77
Catholic Cathedral of East Oakland (BAAQMD Plant 18451)[1]	570	0.07
Essex Portfolio LLC (BAAQMD Plants 19971)[3]	254	4.74
InSite Connect, LLC (BAAQMD Plant 19104)[1]	315	4.63
Label Art (BAAQMD Plant 7476)[3]	640	0
MPower Communications (BAAQMD Plant 20013)[3,4]	302	0.52
Q & S Automotive (BAAQMD Plant 12434)[3]	830	0
St. Paul's Towers (BAAQMD Plant 13705)[3]	730	1.28
VIP Auto Collision Repair (BAAQMD Plant 19344)[3]	611	0
Whole Foods Market (BAAQMD Plant 18861)[1]	950	0
Streets with greater than 10,000 AADT		
Bay Place (17,700 AADT)[1,5]	828	0.69
Broadway (30,200 AADT)[3,5]	700	1.13
Franklin Street (15,500 AADT)[1,5]	870	0.66
Grand Avenue (24,800 AADT)[3,5]	120	4.12
Harrison Street (32,400 AADT)[1,5]	440	1.61
Webster Street (19,800 AADT)[1,5]	398	1.68
Cumulative impact from project and existing sources		**57.9**
BAAQMD Cumulative Threshold		**100**
Exceed threshold?		**No**

Notes:
All generators within a 1,000-foot radius of the MIR, including those with zero cancer risk, are included in the table above.
AADT – Average Annual Daily Traffic
BAAQMD – Bay Area Air Quality Management District
MIR = maximally exposed impacted receptor
[1] Source was not factored into the analysis in the EIR.
[2] The risk value is conservatively assumed to be the high limit of BAAQMD permitted source. The actual value will likely be lower.
[3] Source was included in the EIR analysis.
[4] The risk estimate was derived using the value in Table 4.2-2 of the BVDSP EIR. There were no data for this source available from the BAAQMD database.
[5] BAAQMD screening database provided the risk values for discrete distances from the highway and roadway sources. For distances between these discrete values, risks were interpolated from the values in the database.

Sources:
BAAQMD Tools and Methodology Website. Available online at: http://www.BAAQMD.gov/Divisions/Planning-and-Research/CEQA-GUIDELINES/Tools-and-Methodology.aspx. Accessed January 24, 2015.
ESA (Environmental Science Associates), 2013. Broadway Valdez District Specific Plan, Draft Environmental Impact Report, Table 4.2-2, Health Impacts from Stationary Sources within the Plan Area, SCH No. 2012052008. September.

B. Health Risk Assessment of Offsite Sources on the Project-Sensitive Receptors *(SCA B: Exposure to Air Pollution [Toxic Air Contaminants])*

Standard Condition of Approval (SCA) B: Exposure to Air Pollution (Toxic Air Contaminants) applies to projects that meet all of the following criteria:

1. The project involves either of the following sensitive land uses:
   a. New residential facilities or new dwelling units; or
   b. New or expanded schools, daycare centers, parks, nursing homes, or medical facilities; and

2. The project is within 1,000 feet of one or more of the following sources of air pollution:
   a. Freeway;
   b. Roadway with significant traffic (at least 10,000 vehicles per day);
   c. Rail line (except BART) with more than 30 trains per day;
   d. Distribution center accommodating more than 100 trucks per day or more than 40 trucks with operating Transportation Refrigeration Units (TRU) per day, or where the TRU unit operations exceed 300 hours per week;
   e. Major rail or truck yard (such as the Union Pacific rail yard adjacent to the Port of Oakland);
   f. Ferry terminal;
   g. Port of Oakland; or
   h. Stationary pollutant source requiring a permit from BAAQMD (such as a diesel generator; and

3. The project exceeds the health risk screening criteria after a screening analysis is conducted in accordance with the BAAQMD California Environmental Quality Act Guidelines.

Because the proposed project would meet item 1 (new dwelling units) and item 2 (be located within 1,000 feet of roadways with greater than 10,000-vehicle-per-day traffic), AECOM performed a screening analysis to determine whether the project would exceed the health risk screening criteria per item 3 above.

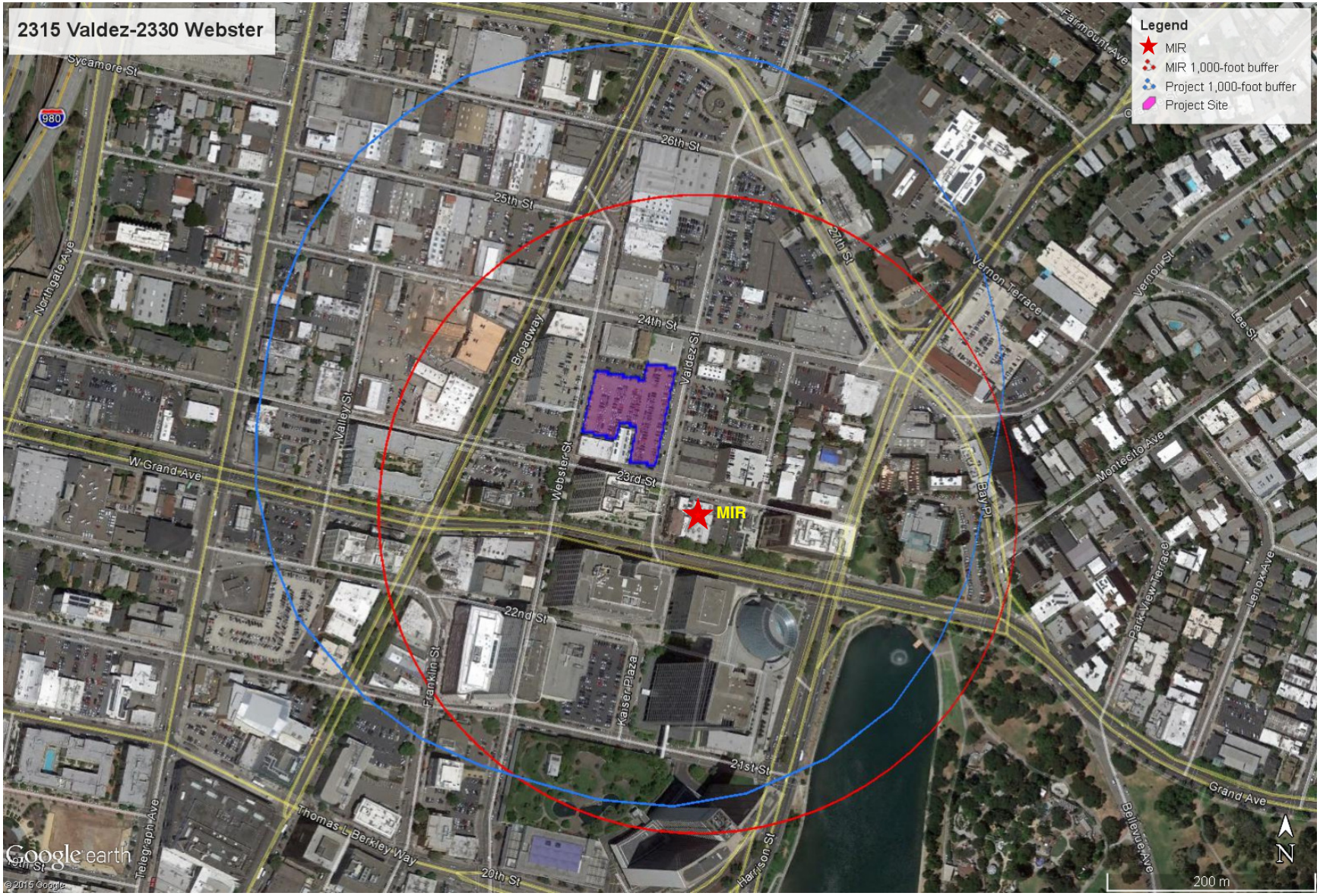
Table 2 summarizes the existing sources within 1,000 feet of the project site boundary, their distance from the project site, and their contribution to the cumulative risk to the project receptors. The stationary sources were also identified in the BVDSP EIR using the BAAQMD stationary source screening tool.

The results in Table 2 indicate that the cumulative cancer risk to the project receptors, based on conservative assumptions, would be less than 100 in one million. Therefore, the project would not be required to implement SCA B: Exposure to Air Pollution (Toxic Air Contaminants).

Table 2
Cumulative Cancer Risk from Existing Sources to the Project Residential Receptors

Source	Distance to Proposed Project (feet)	Cancer Risk (per million)
Generators		
Autotrends (BAAQMD Plants 15482)[1]	151	0
Brandywine Realty Trust (BAAQMD Plant 19467)[1]	390	3.01
Calstears, LLC (BAAQMD Plant 16640)[1]	120	16.41
Caltrans (BAAQMD Plant 14195)[1]	310	12.97
Catholic Cathedral of East Oakland (BAAQMD Plant 18451)[2]	675	0.05
Essex Portfolio LLC (BAAQMD Plants 19971)[1]	100	11.74
Hanzel Auto Body Works (BAAQMD Plant 3927)[2]	790	0
InSite Connect, LLC (BAAQMD Plant 19104)[2]	365	3.52
Label Art (BAAQMD Plant 7476)[1]	636	0
MPower Communication (BAAQMD Plant 20013)[1,3]	406	0.33
Oakland Acura (BAAQMD Plant 12498)[1]	670	0
Q & S Automotive (BAAQMD Plant 12434)[1]	450	0
Saint Paul's Towers (BAAQMD Plant 13705)[1]	752	1.19
VIP Auto Collision Repair (BAAQMD Plant 19344)[1]	465	0
Whole Foods Market (BAAQMD Plant 18861)[2]	960	0
Streets with greater than 10,000 AADT		
Bay Place (17,700 AADT)2,4	555	0.96
Broadway (30,200 AADT)1,4	180	4.28
Franklin Street (15,500 AADT)2,4	650	0.76
Grand Avenue (24,800 AADT) 1,4	220	2.93
Harrison Street (32,400 AADT)2,4	640	1.35
Webster Street (19,800 AADT)2,4	20	4.9
Cumulative impact to project and existing sources		**64.4**
BAAQMD Cumulative Threshold		**100**
Exceed threshold?		**No**

Notes:
All generators within a 1,000-foot radius of the project site, including those with zero cancer risk, are included in the table above.
BAAQMD – Bay Area Air Quality Management District
AADT – Average Annual Daily Traffic
[1] Source was included in the EIR analysis.
[2] Source was not factored into the analysis in the EIR.
[3] The risk estimate was derived using the value in Table 4.2-2 of the BVDSP EIR. There were no data for this source available from the BAAQMD database.
[4] BAAQMD screening database provided the risk values for discrete distances from the highway and roadway sources. For distances between these discrete values, risks were interpolated from the values in the database.
Sources:
BAAQMD Tools and Methodology Website. Available online at: http://www.BAAQMD.gov/Divisions/Planning-and-Research/CEQA-GUIDELINES/Tools-and-Methodology.aspx. Accessed January 24, 2015.
ESA (Environmental Science Associates), 2013. Broadway Valdez District Specific Plan, Draft Environmental Impact Report, Table 4.2-2, Health Impacts from Stationary Sources within the Plan Area, SCH No. 2012052008. September.


2315 Valdez-2330 Webster
Legend
MIR
MIR 1,000-foot buffer
Project 1,000-foot buffer
Project Site
MIR
Sycamore St
980
Northgate Ave
26th St
25th St
24th St
23rd St
22nd St
21st St
20th St
Broadway
Valley St
Webster St
Valdez St
Franklin St
Kaiser Plaza
Harrison St
Thomas L Berkley Way
W Grand Ave
Grand Ave
Telegraph Ave
27th St
Vernon Terrace
Vernon St
Lee St
Montecito Ave
Park View Terrace
Lenox Ave
Bay Pl
Bellevue Ave
Fairmount Ave
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ATTACHMENT F

Greenhouse Gases and Climate Change Screening Analysis for 2315 Valdez Street-2330 Webster Street Project, Per the Broadway Valdez District Specific Plan Environmental Impact Report

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Technical Memorandum

To	Peterson Z. Vollmann, Planner III	Page	1
Subject	2315 Valdez Street-2330 Webster Street Project Final Greenhouse Gases and Climate Change Screening Analysis per the Broadway Valdez District Specific Plan Environmental Impact Report		
From	Hannah Young, AICP		
Date	May 22, 2015		

Based on the findings of the Broadway Valdez District Specific Plan (BVDSP) Environmental Impact Report (EIR), the proposed project is required to quantify the greenhouse gas (GHG) emissions from project construction and operation to determine whether a GHG Reduction Plan is required per the City of Oakland's Standard Condition of Approval (SCA) F, GHG Reduction Plan.

SCA F applies to projects of a certain minimum size which produce total GHG emissions that exceed one or both of the Bay Area Air Quality Management District's (BAAQMD) California Environmental Quality Act (CEQA) Thresholds (1,100 metric tons of carbon dioxide equivalent [CO_2e] annually, or 4.6 metric tons of CO_2e per service population annually), and therefore result in a significant impact requiring mitigation. SCA F requires a project applicant to prepare a GHG Reduction Plan to increase energy efficiency and reduce GHG emissions to the greatest extent feasible below the BAAQMD CEQA Thresholds. The GHG Reduction Plan would include a comprehensive set of quantified GHG emissions reduction measures, in addition to energy efficiencies included as part of the project (including the City's SCAs, proposed mitigation measures, project design features, and other City requirements).

SCA F applies to projects developed under the BVDSP under any of the following three scenarios:

- ***Scenario A*:** Projects that (a) involve a land use development (i.e., a project that does not require a BAAQMD permit to operate); (b) exceed the GHG emissions screening criteria contained in the BAAQMD CEQA Guidelines; and (c) after a GHG analysis is prepared would exceed ***both*** applicable numeric City of Oakland CEQA Thresholds.
- ***Scenario B:*** Projects that (a) involve a land use development; (b) exceed the GHG emissions screening criteria contained in the BAAQMD CEQA Guidelines; (c) after a GHG analysis is prepared would exceed one of the applicable numeric City of Oakland CEQA Thresholds; and (d) are considered to be "Very Large Projects."[1]

[1] A "Very Large Project" is defined as any of the following:
(A) Residential development of more than 500 dwelling units;
(B) Shopping center or business establishment employing more than 1,000 persons or encompassing more than 500,000 square feet of floor space;
(C) Commercial office building employing more than 1,000 persons or encompassing more than 250,000 square feet of floor space;
(D) Hotel/motel development of more than 500 rooms;
(E) Industrial, manufacturing, processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or encompassing more than 650,000 square feet of floor area; or
(F) Any combination of smaller versions of the above that when combined result in equivalent annual GHG emissions as the above.

- ***Scenario C*:** Projects that (a) involve a stationary source of GHG (i.e., a project that requires a permit from BAAQMD to operate); and (b) after a GHG analysis is prepared would produce total GHG emissions of more than 10,000 metric tons of CO_2e annually.

BAAQMD Screening Criteria are included in the 2011 CEQA Air Quality Guidelines, Table 3-1.[2] The BAAQMD developed screening tables that indicate which projects, based on land use and size, would have impacts that would be less than significant. Based on the screening tables, land use development projects that include 87 or fewer dwelling units of mid-rise apartments, or strip malls 19,000 square feet or less in area, would have GHG emission levels that would be less than significant.

The City of Oakland has adopted the BAAQMD's CEQA thresholds for project emissions of 1,100 metric tons of CO_2e annually, or 4.6 metric tons of CO_2e per service population annually, described above; these thresholds are used in the analysis below.

1. IDENTIFICATION OF PROJECT SCENARIO

Table 1 shows how the project does or does not meet the criteria associated with each scenario described above. The findings in the table are based on the analysis provided in the subsequent sections below.

As indicated in Table 1, the proposed project does not fall under any of the three scenarios of the SCA F. The following sections include a quantitative analysis of the project GHG emissions, and a comparison of these emissions with applicable thresholds.

2. PROJECT GHG EMISSIONS

The GHG emissions from project construction and operation were estimated using the CalEEMod model. The key input information is listed below; this information was provided by the project sponsor.

- Construction approximate starting time: 2016.
- Construction phasing and equipment lists: CalEEMod defaults.
- Demolition: Demolition of the existing surface parking lot (excavation to 25 feet below ground).
- Number of residential units: 265 dwelling units with a total area of 258,589 square feet.
- Area of commercial use (retail – strip mall): 18,000 square feet.
- Parking structure area: 151,051 square feet.
- Stationary source: one emergency generator (assumed diesel generator operating not more than 50 hours per year; would require a permit from BAAQMD).
- For the other model input parameters—such as details of construction phasing, equipment type and usage factors, and daily trip generations—the model defaults were used as a conservative basis for project emissions estimation.
- Other CalEEMod input parameters and results are provided in Appendix A.

[2] BAAQMD, 2011. CEQA Air Quality Guideline. Available online at: http://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/CEQA/BAAQMD%20CEQA%20Guidelines_May%202011_5_3_11.ashx. Accessed February 4, 2015.

Table 1
Comparison of Proposed Project with Scenarios of SCA F

Scenario	Criterion (a)	Criterion (b)	Criterion (c)	Criterion (d)
Scenario A	**Involve a land use development**	**Exceed the GHG emissions screening criteria contained in the BAAQMD CEQA Guidelines**	**Exceed *both* applicable numeric City of Oakland CEQA Thresholds**	**—**
Project	Yes – the project entails development of land uses	Yes – the project land use components exceed the BAAQMD screening size levels[1]	No – see Section 2 below	—
Scenario B	**Involve a land use development**	**Exceed the GHG emissions screening criteria contained in the BAAQMD CEQA Guidelines**	**Exceed one of the applicable numeric City of Oakland CEQA Thresholds**	**Considered to be Very Large Projects**
Project	Yes – the project entails development of land uses	Yes – the project land use components exceed the BAAQMD screening size levels[1]	No – see Section 2 below	No – see Section 3 below
Scenario C	**Involve a stationary source of GHG**	**Produce annual CO_2e emissions of 10,000 metric tons or more**	**—**	**—**
Project	Yes – proposed project includes an emergency generator, permitted to operate at a maximum 50 hours per year	No – emergency generator emissions are very low; see Section 2 below	—	—

Notes:

BAAQMD = Bay Area Air Quality Management District
CEQA = California Environmental Quality Act
CO_2e = carbon dioxide equivalent
GHG = greenhouse gas

[1] Table 3-1 of BAAQMD's 2011 CEQA Guidelines includes the GHG screening-level sizes for each land use type. The screening size for mid-rise apartments is 87 dwelling units (265 dwelling units for the project). Guidelines available online at: http://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/CEQA/BAAQMD%20CEQA%20Guidelines_May%202011_5_3_11.ashx.

The results of the CalEEMod modeling are summarized in Table 2. For estimating GHG emissions, the total construction emissions, not annual emissions, are amortized over 40 years to determine construction emissions contribution to the project's total annual GHG emissions. As shown in Table 2, the project's GHG emissions would be below 4.6 tons per year per service population and would not exceed the emissions threshold of 1,100 metric tons per year.

Subtraction of Motor Vehicle Trips

As specified in Public Resources Code Section 21159.28, environmental documents for mixed-use residential projects that are consistent with the use designation, density, building intensity, and applicable policies specified for the project area in a sustainable communities strategy do not need to analyze climate change impacts resulting from cars and light-duty trucks. A lead agency should, however, consider whether such projects may result in GHGs from other sources, consistent with

CEQA Guidelines Section 15183.5(c). Consequently, if the proposed project meets the above requirements, its motor vehicle trips need not be included in the assessment of GHG impacts.

Mixed-use residential projects are defined in Public Resources Code Section 21159.28(d) as those where at least 75 percent of the total building square footage consists of a residential use, or that are transit priority projects. Public Resources Code Section 21155 defines transit priority projects as projects that :

1. Contain at least 50 percent residential use, based on total building square footage; and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;

2. Provide a minimum net density of at least 20 dwelling units per acre; and

3. Are within 0.5 mile of a major transit stop or high-quality transit corridor included in a regional transportation plan.

The proposed project meets the requirement of the Public Code Section 21159.28(d), based on the following comparisons:

- The proposed project would be up to 428,000 square feet in size, with up to 259,000 square feet of residential uses, and therefore would contain residential uses in approximately 60.5 percent of the total development area.

- The project site is 1.42 acres in area, and the proposed project would construct up to 265 dwelling units; therefore, the net density would be approximately 187 dwelling units per acre.

- The proposed project is approximately 0.4 mile north of the 19th Street Oakland Bay Area Rapid Transit station, which is a major transit stop; in addition, Broadway just west of the project site qualifies as a “High Quality Transit Corridor.”

Therefore, the proposed project satisfies the above criteria for a transit priority project, and is considered a mixed-use residential project.

As discussed in detail in Attachment C of the CEQA Analysis prepared for the proposed project, the proposed project is consistent with the use designation, density, building intensity, and applicable policies specified for the project area in Plan Bay Area (2013),[3] which is the Sustainable Communities Strategy for the Bay Area, per Senate Bill 375. Therefore, because the proposed project is a mixed-use residential project that is consistent with the applicable provisions of Plan Bay Area, Table 2 presents the project-related GHG emissions without emissions from motor vehicle trips, as permitted per CEQA Guidelines Section 15183.5(c).

[3] Metropolitan Transportation Commission and Association of Bay Area Governments, 2013. Plan Bay Area, Strategy for a Sustainable Region. Adopted July 18, 2013.

Table 2
Estimates of GHG Emissions from Project[1]

Emission Source	CO_2e (Metric Tons/Year)
Construction	646
Construction, amortized over 40 years[2]	16
Operations	
Motor vehicle trips	2,014
Energy (natural gas and grid electricity)	760
Emergency Generator	2
Other (area, water, waste)	149
Operations Total	2,925
Total GHG Emissions from Project Operation and Construction	**2,941**
Total GHG Emissions excluding Motor Vehicle Trips[3]	**927**
BAAQMD and City of Oakland's Threshold	1,100
Exceed Threshold?	No
Annual CO_2e Emissions per Service Population (758 persons)[4]	**1.22**
BAAQMD and City of Oakland's Threshold	4.6
Exceed Threshold?	No

Notes:

BAAQMD = Bay Area Air Quality Management District
CO_2e = carbon dioxide equivalent
GHG = greenhouse gas

[1] Emission data compiled using CalEEMod version CalEEMod.2013.2.2.
[2] Construction emissions were amortized over 40 years, consistent with BVDSP, to be considered for estimating the project total annual GHG emissions.
[3] Motor vehicle trips are excluded per Public Resource Code Section 21159.28(d).
[4] Service population of 758 is the CalEEMod model-generated default for the specified land uses (265 mid-rise apartment units).

This analysis is based on conservative assumptions, and does not account for project features that could further reduce the estimated emissions—such as the project's proximity to transit, or energy-saving features recommended in the City's standard requirements, such as Green Building standards.

3. COMPARISON OF PROJECT WITH VERY LARGE PROJECT CRITERIA

As outlined in Scenario B of SCA F, because the project would exceed one of the applicable numeric City of Oakland CEQA Thresholds—the emissions threshold of 1,100 metric tons per year—the next step is to assess whether the project is considered a Very Large Project.

The BVDSP EIR defines a "Very Large Project" as any of the following:

(A) A residential development of more than 500 dwelling units;

(B) A shopping center or business establishment employing more than 1,000 persons, or encompassing more than 500,000 square feet of floor space;

(C) A commercial office building employing more than 1,000 persons, or encompassing more than 250,000 square feet of floor space;

(D) A hotel/motel development of more than 500 rooms;

(E) An industrial, manufacturing, processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or encompassing more than 650,000 square feet of floor area; or

(F) Any combination of smaller versions of the above that, when combined, results in annual GHG emissions equivalent to the above.

The project does not meet Criteria A through E. The proposed 265 residential units are below the 500-dwelling-unit threshold. The retail component of the project would not employ 1,000 persons, and would have less than 500,000 square feet of floor space. The proposed project does not include commercial office uses, hotel/motel uses, or industrial/manufacturing uses.

Criterion F is assessed in Table 3, which shows the combined residential and retail uses, and evaluates the percentage of each component of the project to the criteria for large projects. If the sum of these percentages adds up to 100 or greater, then the project would constitute a Very Large Project. As shown in Table 3, the combined project components do not result in equivalent GHG emissions from a Very Large Project.

Therefore, the proposed project would not be considered a Very Large Project, and Scenario B does not apply to the proposed project.

Table 3
Comparison of Proposed Project with a Very Large Project

Land Use	Unit Metric	Proposed Project	Very Large Project	Project Component's Percentage of Very Large Project
Residential	Dwelling Units	265	500	53%
Commercial	Square Feet	18,000	500,000	4%
Total (Combined Land Use Components)				57%

Note:
Criteria for a "Very Large Project" are from the BVDSP EIR, and are based on the City of Oakland's Standard Conditions of Approval.

4. CONCLUSION

The analysis above indicates that the proposed project would not fall under any of the three scenarios that would require development of a GHG reduction plan under SCA F. Therefore, the proposed project would be consistent with the City of Oakland's Energy and Climate Action Plan, as well as the BVDSP, and a GHG reduction plan is not required.

Enclosures:

Attachment A – CalEEMod Output Data and Summary Results

Attachment A

- **CalEEMod Output**
- **Emissions Result Summary**

CalEEMod Output – Annual Emissions

2315 Valdez-2330 Webster Street

Bay Area AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	265.00	Dwelling Unit	1.42	258,589.00	758
Strip Mall	18.00	1000sqft	0.00	18,000.00	0
Enclosed Parking Structure	151.05	1000sqft	0.00	151,051.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	64
Climate Zone	5			**Operational Year**	2018
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Land use for residential, retail, and parking. Total lot acreage of 1.42 acres accounted for in residential use line item.

Grading - Assumed 20,000 cubic yards of excavated material export

Demolition - Only parking lot surface and small kiosk being demoilshed; No major structures being demolished.

Operational Off-Road Equipment - Backup generator assumed to be operated for 50 total hours/year (assumed evenly distributed operation of 0.2 hours/day for 260 days).

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	250.00
tblArchitecturalCoating	EF_Residential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Residential_Interior	100.00	250.00
tblGrading	MaterialExported	0.00	20,000.00
tblLandUse	LandUseSquareFeet	265,000.00	258,589.00
tblLandUse	LotAcreage	6.97	1.42
tblLandUse	LotAcreage	0.41	0.00
tblLandUse	LotAcreage	3.47	0.00
tblOperationalOffRoadEquipment	OperHoursPerDay	8.00	0.20
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	1.00
tblProjectCharacteristics	OperationalYear	2014	2018

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016	6.5782	3.5637	4.3454	7.7000e-003	0.3141	0.1780	0.4920	0.0882	0.1702	0.2584	0.0000	644.8427	644.8427	0.0634	0.0000	646.1744
Total	**6.5782**	**3.5637**	**4.3454**	**7.7000e-003**	**0.3141**	**0.1780**	**0.4920**	**0.0882**	**0.1702**	**0.2584**	**0.0000**	**644.8427**	**644.8427**	**0.0634**	**0.0000**	**646.1744**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016	6.5782	3.5637	4.3454	7.7000e-003	0.3141	0.1780	0.4920	0.0882	0.1702	0.2584	0.0000	644.8425	644.8425	0.0634	0.0000	646.1741
Total	**6.5782**	**3.5637**	**4.3454**	**7.7000e-003**	**0.3141**	**0.1780**	**0.4920**	**0.0882**	**0.1702**	**0.2584**	**0.0000**	**644.8425**	**644.8425**	**0.0634**	**0.0000**	**646.1741**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.2327	0.0303	2.5099	1.1200e-003		0.0916	0.0916		0.0916	0.0916	9.4193	10.2242	19.6435	0.0350	3.6000e-004	20.4907
Energy	0.0131	0.1124	0.0496	7.2000e-004		9.0600e-003	9.0600e-003		9.0600e-003	9.0600e-003	0.0000	757.1447	757.1447	0.0309	8.2500e-003	760.3498
Mobile	1.3336	2.9022	12.9180	0.0270	1.8704	0.0385	1.9089	0.5020	0.0354	0.5374	0.0000	2,012.6324	2,012.6324	0.0809	0.0000	2,014.3316
Offroad	1.6400e-003	0.0134	0.0122	2.0000e-005		8.5000e-004	8.5000e-004		8.5000e-004	8.5000e-004	0.0000	1.8369	1.8369	1.3000e-004	0.0000	1.8397
Waste						0.0000	0.0000		0.0000	0.0000	28.5811	0.0000	28.5811	1.6891	0.0000	64.0522
Water						0.0000	0.0000		0.0000	0.0000	5.9006	41.1923	47.0930	0.6079	0.0147	64.4148
Total	**3.5810**	**3.0582**	**15.4896**	**0.0288**	**1.8704**	**0.1399**	**2.0104**	**0.5020**	**0.1369**	**0.6389**	**43.9011**	**2,823.0305**	**2,866.9316**	**2.4439**	**0.0233**	**2,925.4787**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.2327	0.0303	2.5099	1.1200e-003		0.0916	0.0916		0.0916	0.0916	9.4193	10.2242	19.6435	0.0350	3.6000e-004	20.4907
Energy	0.0131	0.1124	0.0496	7.2000e-004		9.0600e-003	9.0600e-003		9.0600e-003	9.0600e-003	0.0000	757.1447	757.1447	0.0309	8.2500e-003	760.3498
Mobile	1.3336	2.9022	12.9180	0.0270	1.8704	0.0385	1.9089	0.5020	0.0354	0.5374	0.0000	2,012.6324	2,012.6324	0.0809	0.0000	2,014.3316
Offroad	1.6400e-003	0.0134	0.0122	2.0000e-005		8.5000e-004	8.5000e-004		8.5000e-004	8.5000e-004	0.0000	1.8369	1.8369	1.3000e-004	0.0000	1.8397
Waste						0.0000	0.0000		0.0000	0.0000	28.5811	0.0000	28.5811	1.6891	0.0000	64.0522
Water						0.0000	0.0000		0.0000	0.0000	5.9006	41.1923	47.0930	0.6078	0.0147	64.4054
Total	**3.5810**	**3.0582**	**15.4896**	**0.0288**	**1.8704**	**0.1399**	**2.0104**	**0.5020**	**0.1369**	**0.6389**	**43.9011**	**2,823.0305**	**2,866.9316**	**2.4438**	**0.0233**	**2,925.4693**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.05**	**0.44**	**0.08**	**0.07**	**0.00**	**0.61**	**0.04**	**0.00**	**0.62**	**0.13**	**0.00**	**0.07**	**0.06**	**0.01**	**0.13**	**0.06**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2016	1/28/2016	5	20	
2	Site Preparation	Site Preparation	1/29/2016	2/1/2016	5	2	
3	Grading	Grading	2/2/2016	2/5/2016	5	4	
4	Building Construction	Building Construction	2/6/2016	11/11/2016	5	200	
5	Paving	Paving	11/12/2016	11/25/2016	5	10	
6	Architectural Coating	Architectural Coating	11/26/2016	12/9/2016	5	10	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 523,643; Residential Outdoor: 174,548; Non-Residential Indoor: 253,577; Non-Residential Outdoor: 84,526 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	6.00	226	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Site Preparation	Graders	1	8.00	174	0.41
Paving	Pavers	1	6.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Rubber Tired Dozers	1	6.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	174	0.41
Paving	Paving Equipment	1	8.00	130	0.36
Site Preparation	Rubber Tired Dozers	1	7.00	255	0.40
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	2,500.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	260.00	56.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	52.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0291	0.2826	0.2150	2.4000e-004		0.0175	0.0175		0.0163	0.0163	0.0000	22.5629	22.5629	5.7000e-003	0.0000	22.6827
Total	**0.0291**	**0.2826**	**0.2150**	**2.4000e-004**		**0.0175**	**0.0175**		**0.0163**	**0.0163**	**0.0000**	**22.5629**	**22.5629**	**5.7000e-003**	**0.0000**	**22.6827**

3.2 Demolition - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.9000e-004	7.1000e-004	6.9200e-003	1.0000e-005	1.1800e-003	1.0000e-005	1.1900e-003	3.1000e-004	1.0000e-005	3.2000e-004	0.0000	1.0702	1.0702	6.0000e-005	0.0000	1.0714
Total	**4.9000e-004**	**7.1000e-004**	**6.9200e-003**	**1.0000e-005**	**1.1800e-003**	**1.0000e-005**	**1.1900e-003**	**3.1000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**1.0702**	**1.0702**	**6.0000e-005**	**0.0000**	**1.0714**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0291	0.2826	0.2150	2.4000e-004		0.0175	0.0175		0.0163	0.0163	0.0000	22.5628	22.5628	5.7000e-003	0.0000	22.6826
Total	**0.0291**	**0.2826**	**0.2150**	**2.4000e-004**		**0.0175**	**0.0175**		**0.0163**	**0.0163**	**0.0000**	**22.5628**	**22.5628**	**5.7000e-003**	**0.0000**	**22.6826**

3.2 Demolition - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.9000e-004	7.1000e-004	6.9200e-003	1.0000e-005	1.1800e-003	1.0000e-005	1.1900e-003	3.1000e-004	1.0000e-005	3.2000e-004	0.0000	1.0702	1.0702	6.0000e-005	0.0000	1.0714
Total	**4.9000e-004**	**7.1000e-004**	**6.9200e-003**	**1.0000e-005**	**1.1800e-003**	**1.0000e-005**	**1.1900e-003**	**3.1000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**1.0702**	**1.0702**	**6.0000e-005**	**0.0000**	**1.0714**

3.3 Site Preparation - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.8000e-003	0.0000	5.8000e-003	2.9500e-003	0.0000	2.9500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.4400e-003	0.0258	0.0165	2.0000e-005		1.4000e-003	1.4000e-003		1.2900e-003	1.2900e-003	0.0000	1.6158	1.6158	4.9000e-004	0.0000	1.6260
Total	**2.4400e-003**	**0.0258**	**0.0165**	**2.0000e-005**	**5.8000e-003**	**1.4000e-003**	**7.2000e-003**	**2.9500e-003**	**1.2900e-003**	**4.2400e-003**	**0.0000**	**1.6158**	**1.6158**	**4.9000e-004**	**0.0000**	**1.6260**

3.3 Site Preparation - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	4.0000e-005	4.3000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0659	0.0659	0.0000	0.0000	0.0659
Total	**3.0000e-005**	**4.0000e-005**	**4.3000e-004**	**0.0000**	**7.0000e-005**	**0.0000**	**7.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0659**	**0.0659**	**0.0000**	**0.0000**	**0.0659**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.8000e-003	0.0000	5.8000e-003	2.9500e-003	0.0000	2.9500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.4400e-003	0.0258	0.0165	2.0000e-005		1.4000e-003	1.4000e-003		1.2900e-003	1.2900e-003	0.0000	1.6158	1.6158	4.9000e-004	0.0000	1.6260
Total	**2.4400e-003**	**0.0258**	**0.0165**	**2.0000e-005**	**5.8000e-003**	**1.4000e-003**	**7.2000e-003**	**2.9500e-003**	**1.2900e-003**	**4.2400e-003**	**0.0000**	**1.6158**	**1.6158**	**4.9000e-004**	**0.0000**	**1.6260**

3.3 Site Preparation - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	4.0000e-005	4.3000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0659	0.0659	0.0000	0.0000	0.0659
Total	**3.0000e-005**	**4.0000e-005**	**4.3000e-004**	**0.0000**	**7.0000e-005**	**0.0000**	**7.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0659**	**0.0659**	**0.0000**	**0.0000**	**0.0659**

3.4 Grading - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0110	0.0000	0.0110	5.2200e-003	0.0000	5.2200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.9800e-003	0.0421	0.0273	3.0000e-005		2.2800e-003	2.2800e-003		2.1000e-003	2.1000e-003	0.0000	2.6541	2.6541	8.0000e-004	0.0000	2.6710
Total	**3.9800e-003**	**0.0421**	**0.0273**	**3.0000e-005**	**0.0110**	**2.2800e-003**	**0.0132**	**5.2200e-003**	**2.1000e-003**	**7.3200e-003**	**0.0000**	**2.6541**	**2.6541**	**8.0000e-004**	**0.0000**	**2.6710**

3.4 Grading - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0296	0.3741	0.3232	9.4000e-004	0.0211	4.8700e-003	0.0259	5.7900e-003	4.4800e-003	0.0103	0.0000	85.7523	85.7523	6.4000e-004	0.0000	85.7657
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	9.0000e-005	8.5000e-004	0.0000	1.5000e-004	0.0000	1.5000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1317	0.1317	1.0000e-005	0.0000	0.1319
Total	**0.0296**	**0.3741**	**0.3240**	**9.4000e-004**	**0.0212**	**4.8700e-003**	**0.0261**	**5.8300e-003**	**4.4800e-003**	**0.0103**	**0.0000**	**85.8840**	**85.8840**	**6.5000e-004**	**0.0000**	**85.8975**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0110	0.0000	0.0110	5.2200e-003	0.0000	5.2200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.9800e-003	0.0421	0.0273	3.0000e-005		2.2800e-003	2.2800e-003		2.1000e-003	2.1000e-003	0.0000	2.6541	2.6541	8.0000e-004	0.0000	2.6710
Total	**3.9800e-003**	**0.0421**	**0.0273**	**3.0000e-005**	**0.0110**	**2.2800e-003**	**0.0132**	**5.2200e-003**	**2.1000e-003**	**7.3200e-003**	**0.0000**	**2.6541**	**2.6541**	**8.0000e-004**	**0.0000**	**2.6710**

3.4 Grading - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0296	0.3741	0.3232	9.4000e-004	0.0211	4.8700e-003	0.0259	5.7900e-003	4.4800e-003	0.0103	0.0000	85.7523	85.7523	6.4000e-004	0.0000	85.7657
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	9.0000e-005	8.5000e-004	0.0000	1.5000e-004	0.0000	1.5000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1317	0.1317	1.0000e-005	0.0000	0.1319
Total	**0.0296**	**0.3741**	**0.3240**	**9.4000e-004**	**0.0212**	**4.8700e-003**	**0.0261**	**5.8300e-003**	**4.4800e-003**	**0.0103**	**0.0000**	**85.8840**	**85.8840**	**6.5000e-004**	**0.0000**	**85.8975**

3.5 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3292	2.0546	1.4707	2.2000e-003		0.1366	0.1366		0.1318	0.1318	0.0000	185.6956	185.6956	0.0408	0.0000	186.5527
Total	**0.3292**	**2.0546**	**1.4707**	**2.2000e-003**		**0.1366**	**0.1366**		**0.1318**	**0.1318**	**0.0000**	**185.6956**	**185.6956**	**0.0408**	**0.0000**	**186.5527**

3.5 Building Construction - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0713	0.5613	0.8284	1.3300e-003	0.0360	8.3700e-003	0.0444	0.0103	7.6900e-003	0.0180	0.0000	121.1052	121.1052	9.7000e-004	0.0000	121.1256
Worker	0.0986	0.1429	1.3839	2.8100e-003	0.2359	1.9700e-003	0.2378	0.0627	1.8100e-003	0.0645	0.0000	214.0301	214.0301	0.0118	0.0000	214.2777
Total	**0.1699**	**0.7041**	**2.2123**	**4.1400e-003**	**0.2719**	**0.0103**	**0.2822**	**0.0731**	**9.5000e-003**	**0.0826**	**0.0000**	**335.1352**	**335.1352**	**0.0128**	**0.0000**	**335.4033**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3292	2.0546	1.4707	2.2000e-003		0.1366	0.1366		0.1318	0.1318	0.0000	185.6954	185.6954	0.0408	0.0000	186.5525
Total	**0.3292**	**2.0546**	**1.4707**	**2.2000e-003**		**0.1366**	**0.1366**		**0.1318**	**0.1318**	**0.0000**	**185.6954**	**185.6954**	**0.0408**	**0.0000**	**186.5525**

3.5 Building Construction - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0713	0.5613	0.8284	1.3300e-003	0.0360	8.3700e-003	0.0444	0.0103	7.6900e-003	0.0180	0.0000	121.1052	121.1052	9.7000e-004	0.0000	121.1256
Worker	0.0986	0.1429	1.3839	2.8100e-003	0.2359	1.9700e-003	0.2378	0.0627	1.8100e-003	0.0645	0.0000	214.0301	214.0301	0.0118	0.0000	214.2777
Total	**0.1699**	**0.7041**	**2.2123**	**4.1400e-003**	**0.2719**	**0.0103**	**0.2822**	**0.0731**	**9.5000e-003**	**0.0826**	**0.0000**	**335.1352**	**335.1352**	**0.0128**	**0.0000**	**335.4033**

3.6 Paving - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.4400e-003	0.0660	0.0454	7.0000e-005		4.0400e-003	4.0400e-003		3.7200e-003	3.7200e-003	0.0000	6.2071	6.2071	1.8400e-003	0.0000	6.2457
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.4400e-003**	**0.0660**	**0.0454**	**7.0000e-005**		**4.0400e-003**	**4.0400e-003**		**3.7200e-003**	**3.7200e-003**	**0.0000**	**6.2071**	**6.2071**	**1.8400e-003**	**0.0000**	**6.2457**

3.6 Paving - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.5000e-004	3.6000e-004	3.4600e-003	1.0000e-005	5.9000e-004	0.0000	5.9000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.5351	0.5351	3.0000e-005	0.0000	0.5357
Total	**2.5000e-004**	**3.6000e-004**	**3.4600e-003**	**1.0000e-005**	**5.9000e-004**	**0.0000**	**5.9000e-004**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**0.5351**	**0.5351**	**3.0000e-005**	**0.0000**	**0.5357**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.4400e-003	0.0660	0.0454	7.0000e-005		4.0400e-003	4.0400e-003		3.7200e-003	3.7200e-003	0.0000	6.2071	6.2071	1.8400e-003	0.0000	6.2457
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.4400e-003**	**0.0660**	**0.0454**	**7.0000e-005**		**4.0400e-003**	**4.0400e-003**		**3.7200e-003**	**3.7200e-003**	**0.0000**	**6.2071**	**6.2071**	**1.8400e-003**	**0.0000**	**6.2457**

3.6 Paving - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.5000e-004	3.6000e-004	3.4600e-003	1.0000e-005	5.9000e-004	0.0000	5.9000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.5351	0.5351	3.0000e-005	0.0000	0.5357
Total	**2.5000e-004**	**3.6000e-004**	**3.4600e-003**	**1.0000e-005**	**5.9000e-004**	**0.0000**	**5.9000e-004**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**0.5351**	**0.5351**	**3.0000e-005**	**0.0000**	**0.5357**

3.7 Architectural Coating - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	6.0040					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.8400e-003	0.0119	9.4200e-003	1.0000e-005		9.8000e-004	9.8000e-004		9.8000e-004	9.8000e-004	0.0000	1.2766	1.2766	1.5000e-004	0.0000	1.2798
Total	**6.0059**	**0.0119**	**9.4200e-003**	**1.0000e-005**		**9.8000e-004**	**9.8000e-004**		**9.8000e-004**	**9.8000e-004**	**0.0000**	**1.2766**	**1.2766**	**1.5000e-004**	**0.0000**	**1.2798**

3.7 Architectural Coating - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.9000e-004	1.4300e-003	0.0138	3.0000e-005	2.3600e-003	2.0000e-005	2.3800e-003	6.3000e-004	2.0000e-005	6.5000e-004	0.0000	2.1403	2.1403	1.2000e-004	0.0000	2.1428
Total	**9.9000e-004**	**1.4300e-003**	**0.0138**	**3.0000e-005**	**2.3600e-003**	**2.0000e-005**	**2.3800e-003**	**6.3000e-004**	**2.0000e-005**	**6.5000e-004**	**0.0000**	**2.1403**	**2.1403**	**1.2000e-004**	**0.0000**	**2.1428**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	6.0040					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.8400e-003	0.0119	9.4200e-003	1.0000e-005		9.8000e-004	9.8000e-004		9.8000e-004	9.8000e-004	0.0000	1.2766	1.2766	1.5000e-004	0.0000	1.2798
Total	**6.0059**	**0.0119**	**9.4200e-003**	**1.0000e-005**		**9.8000e-004**	**9.8000e-004**		**9.8000e-004**	**9.8000e-004**	**0.0000**	**1.2766**	**1.2766**	**1.5000e-004**	**0.0000**	**1.2798**

3.7 Architectural Coating - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.9000e-004	1.4300e-003	0.0138	3.0000e-005	2.3600e-003	2.0000e-005	2.3800e-003	6.3000e-004	2.0000e-005	6.5000e-004	0.0000	2.1403	2.1403	1.2000e-004	0.0000	2.1428
Total	**9.9000e-004**	**1.4300e-003**	**0.0138**	**3.0000e-005**	**2.3600e-003**	**2.0000e-005**	**2.3800e-003**	**6.3000e-004**	**2.0000e-005**	**6.5000e-004**	**0.0000**	**2.1403**	**2.1403**	**1.2000e-004**	**0.0000**	**2.1428**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.3336	2.9022	12.9180	0.0270	1.8704	0.0385	1.9089	0.5020	0.0354	0.5374	0.0000	2,012.6324	2,012.6324	0.0809	0.0000	2,014.3316
Unmitigated	1.3336	2.9022	12.9180	0.0270	1.8704	0.0385	1.9089	0.5020	0.0354	0.5374	0.0000	2,012.6324	2,012.6324	0.0809	0.0000	2,014.3316

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	1,746.35	1,897.40	1608.55	3,902,718	3,902,718
Enclosed Parking Structure	0.00	0.00	0.00		
Strip Mall	797.76	756.72	367.74	1,124,941	1,124,941
Total	2,544.11	2,654.12	1,976.29	5,027,659	5,027,659

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	12.40	4.30	5.40	26.10	29.10	44.80	86	11	3
Enclosed Parking Structure	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.546229	0.063048	0.174586	0.122573	0.033968	0.004845	0.015596	0.024745	0.002089	0.003270	0.006707	0.000678	0.001667

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	627.3307	627.3307	0.0284	5.8700e-003	629.7458
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	627.3307	627.3307	0.0284	5.8700e-003	629.7458
NaturalGas Mitigated	0.0131	0.1124	0.0496	7.2000e-004		9.0600e-003	9.0600e-003		9.0600e-003	9.0600e-003	0.0000	129.8140	129.8140	2.4900e-003	2.3800e-003	130.6040
NaturalGas Unmitigated	0.0131	0.1124	0.0496	7.2000e-004		9.0600e-003	9.0600e-003		9.0600e-003	9.0600e-003	0.0000	129.8140	129.8140	2.4900e-003	2.3800e-003	130.6040

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	2.34622e+006	0.0127	0.1081	0.0460	6.9000e-004		8.7400e-003	8.7400e-003		8.7400e-003	8.7400e-003	0.0000	125.2034	125.2034	2.4000e-003	2.3000e-003	125.9653
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	86400	4.7000e-004	4.2400e-003	3.5600e-003	3.0000e-005		3.2000e-004	3.2000e-004		3.2000e-004	3.2000e-004	0.0000	4.6106	4.6106	9.0000e-005	8.0000e-005	4.6387
Total		**0.0131**	**0.1124**	**0.0496**	**7.2000e-004**		**9.0600e-003**	**9.0600e-003**		**9.0600e-003**	**9.0600e-003**	**0.0000**	**129.8140**	**129.8140**	**2.4900e-003**	**2.3800e-003**	**130.6040**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	2.34622e+006	0.0127	0.1081	0.0460	6.9000e-004		8.7400e-003	8.7400e-003		8.7400e-003	8.7400e-003	0.0000	125.2034	125.2034	2.4000e-003	2.3000e-003	125.9653
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	86400	4.7000e-004	4.2400e-003	3.5600e-003	3.0000e-005		3.2000e-004	3.2000e-004		3.2000e-004	3.2000e-004	0.0000	4.6106	4.6106	9.0000e-005	8.0000e-005	4.6387
Total		**0.0131**	**0.1124**	**0.0496**	**7.2000e-004**		**9.0600e-003**	**9.0600e-003**		**9.0600e-003**	**9.0600e-003**	**0.0000**	**129.8140**	**129.8140**	**2.4900e-003**	**2.3800e-003**	**130.6040**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	958068	278.7129	0.0126	2.6100e-003	279.7859
Enclosed Parking Structure	989384	287.8232	0.0130	2.6900e-003	288.9312
Strip Mall	208980	60.7947	2.7500e-003	5.7000e-004	61.0287
Total		**627.3307**	**0.0284**	**5.8700e-003**	**629.7458**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	958068	278.7129	0.0126	2.6100e-003	279.7859
Enclosed Parking Structure	989384	287.8232	0.0130	2.6900e-003	288.9312
Strip Mall	208980	60.7947	2.7500e-003	5.7000e-004	61.0287
Total		**627.3307**	**0.0284**	**5.8700e-003**	**629.7458**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	2.2327	0.0303	2.5099	1.1200e-003		0.0916	0.0916		0.0916	0.0916	9.4193	10.2242	19.6435	0.0350	3.6000e-004	20.4907
Unmitigated	2.2327	0.0303	2.5099	1.1200e-003		0.0916	0.0916		0.0916	0.0916	9.4193	10.2242	19.6435	0.0350	3.6000e-004	20.4907

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.2702					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.6702					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.2311	7.2900e-003	0.5267	1.0100e-003		0.0808	0.0808		0.0807	0.0807	9.4193	7.0070	16.4263	0.0318	3.6000e-004	17.2065
Landscaping	0.0612	0.0230	1.9832	1.0000e-004		0.0108	0.0108		0.0108	0.0108	0.0000	3.2172	3.2172	3.1900e-003	0.0000	3.2842
Total	**2.2327**	**0.0303**	**2.5099**	**1.1100e-003**		**0.0916**	**0.0916**		**0.0916**	**0.0916**	**9.4193**	**10.2242**	**19.6435**	**0.0350**	**3.6000e-004**	**20.4907**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.2702					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.6702					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.2311	7.2900e-003	0.5267	1.0100e-003		0.0808	0.0808		0.0807	0.0807	9.4193	7.0070	16.4263	0.0318	3.6000e-004	17.2065
Landscaping	0.0612	0.0230	1.9832	1.0000e-004		0.0108	0.0108		0.0108	0.0108	0.0000	3.2172	3.2172	3.1900e-003	0.0000	3.2842
Total	**2.2327**	**0.0303**	**2.5099**	**1.1100e-003**		**0.0916**	**0.0916**		**0.0916**	**0.0916**	**9.4193**	**10.2242**	**19.6435**	**0.0350**	**3.6000e-004**	**20.4907**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	47.0930	0.6078	0.0147	64.4054
Unmitigated	47.0930	0.6079	0.0147	64.4148

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	17.2658 / 10.885	43.7391	0.5643	0.0136	59.8193
Enclosed Parking Structure	0 / 0	0.0000	0.0000	0.0000	0.0000
Strip Mall	1.33331 / 0.817187	3.3538	0.0436	1.0500e-003	4.5955
Total		**47.0930**	**0.6079**	**0.0147**	**64.4148**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	17.2658 / 10.885	43.7391	0.5642	0.0136	59.8106
Enclosed Parking Structure	0 / 0	0.0000	0.0000	0.0000	0.0000
Strip Mall	1.33331 / 0.817187	3.3538	0.0436	1.0500e-003	4.5948
Total		**47.0930**	**0.6078**	**0.0147**	**64.4054**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	28.5811	1.6891	0.0000	64.0522
Unmitigated	28.5811	1.6891	0.0000	64.0522

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	121.9	24.7446	1.4624	0.0000	55.4542
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	18.9	3.8365	0.2267	0.0000	8.5979
Total		**28.5811**	**1.6891**	**0.0000**	**64.0522**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	121.9	24.7446	1.4624	0.0000	55.4542
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	18.9	3.8365	0.2267	0.0000	8.5979
Total		**28.5811**	**1.6891**	**0.0000**	**64.0522**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Generator Sets	1	0.20	260	84	0.74	Diesel

UnMitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	tons/yr										MT/yr					
Generator Sets	1.6400e-003	0.0134	0.0122	2.0000e-005		8.5000e-004	8.5000e-004		8.5000e-004	8.5000e-004	0.0000	1.8369	1.8369	1.3000e-004	0.0000	1.8397
Total	**1.6400e-003**	**0.0134**	**0.0122**	**2.0000e-005**		**8.5000e-004**	**8.5000e-004**		**8.5000e-004**	**8.5000e-004**	**0.0000**	**1.8369**	**1.8369**	**1.3000e-004**	**0.0000**	**1.8397**

10.0 Vegetation

Emissions Result Summary

2315 Valdez-2330 Webster Street

Bay Area Air Quality Management District, Annual

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	MT/yr					
2016	0	644.84	644.84	0.0634	0	646.17
Total	**0**	**644.84**	**644.84**	**0.0634**	**0**	**646.17**

Construction GHG amortized over 40 years	**16.15**

2.2 Overall Operational

Unmitigated Operational

	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	MT/yr					
Area	9.42	10.22	19.64	3.50E-02	3.60E-04	20.49
Energy	0	757.14	757.14	0.0309	0.00825	760.35
Mobile	0	2012.63	2,012.63	0.0809	0	2014.33
Offroad	0	1.84	1.84	1.30E-04	0	1.84
Waste	28.58	0	28.58	1.6891	0	64.05
Water	5.90	41.19	47.09	0.6079	0.0147	64.41
Total	**43.90**	**2,823.03**	**2,866.93**	**2.4439**	**0.0233**	**2,925.48**

Operational per Service Population	**3.86**
Total project (Construction & Operation) GHG per Service Population	**3.88**
Note: CalEEMod deafult service population = **758**	

4.0 Operational Detail - Mobile

	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	MT/yr					
Mitigated	0	2,012.63	2,012.63	0.0809	0	2,014.33
Unmitigated	0	2,012.63	2,012.63	0.0809	0	2,014.33

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Annual VMT
	Weekday	Saturday	Sunday	
Apartments Mid Rise	1,746.35	1,897.40	1,608.55	3,902,718
Enclosed Parking Structure	0.00	0.00	0.00	0.00
Strip Mall	797.76	756.72	367.74	1,124,941
Total	2,544.11	2,654.12	1,976.29	5,027,659

5.0 Energy Detail

5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	NaturalGas Use	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	kBTU/yr	MT/yr					
Apartments Mid Rise	2.35E+06	0	125.2034	125.2034	2.40E-03	2.30E-03	125.9653
Enclosed Parking Structure	0	0	0	0	0	0	0
Strip Mall	86400	0	4.6106	4.6106	9.00E-05	8.00E-05	4.6387
Total		**0**	**129.81**	**129.81**	**2.49E-03**	**2.38E-03**	**130.60**

5.3 Energy by Land Use - Electricity

Unmitigated

Land Use	Electricity Use	Total CO2	CH4	N2O	CO2e
	kWh/yr	MT/yr			
Apartments Mid Rise	9.58E+05	278.7129	0.0126	2.61E-03	279.7859
Enclosed Parking Structure	9.89E+05	287.8232	0.013	2.69E-03	288.9312
Strip Mall	208980	60.7947	2.75E-03	5.70E-04	61.0287
Total		**627.33**	**0.0284**	**5.87E-03**	**629.75**

6.0 Area Detail

6.2 Area by SubCategory

Unmitigated

SubCategory	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	MT/yr					
Architectural Coating	0	0	0	0	0	0
Consumer Products	0	0	0	0	0	0
Hearth	9.4193	7.007	16.4263	3.18E-02	3.60E-04	17.2065
Landscaping	0	3.2172	3.2172	3.19E-03	0	3.2842
Total	**9.42**	**10.22**	**19.64**	**3.50E-02**	**3.60E-04**	**20.49**

7.0 Water Detail

7.2 Water by Land Use

Unmitigated

Land Use	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
	Mgal	MT/yr			
Apartments Mid Rise	17.2658 / 10.885	43.7391	0.5643	0.0136	59.8193
Enclosed Parking Structure	0 / 0	0	0	0	0
Strip Mall	1.33331 / 0.817187	3.3538	0.0436	1.05E-03	4.5955
Total		**47.093**	**0.6079**	**0.0147**	**64.41**

8.0 Waste Detail

8.2 Waste by Land Use

Unmitigated

Land Use	Waste Disposed	Total CO2	CH4	N2O	CO2e
	tons	MT/yr			
Apartments Mid Rise	121.9	24.7446	1.4624	0	55.4542
Enclosed Parking Structure	0	0	0	0	0
Strip Mall	18.9	3.8365	0.2267	0	8.5979
Total		**28.58**	**1.6891**	**0**	**64.05**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Generator Sets	1	0.2	260	84	0.74	Diesel

UnMitigated/Mitigated

Equipment Type	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	MT/yr					
Generator Sets	0	1.8369	1.8369	1.30E-04	0	1.8397
Total	**0**	**1.8369**	**1.8369**	**1.30E-04**	**0**	**1.8397**

ATTACHMENT G

Transportation Assessment for 2315 Valdez Street-2330 Webster Street Project

CHS Consulting Group

MEMORANDUM

DATE: June 15, 2015

TO: Hannah Young, AECOM

FROM: Peter Costa, CHS Consulting Group

RE: 2315 Valdez Street /2330 Webster Street – Final Transportation Assessment

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This technical memorandum summarizes the focused transportation assessment that CHS Consulting Group (CHS) conducted for the proposed mixed-use residential development at 2315 Valdez Street/2330 Webster Street in the City of Oakland (herein referred to as the "proposed project"). CHS estimated the travel demand for the project, reviewed the project for consistency with the assumption in the Broadway Valdez District Specific Plan (BVSP) Environmental Impact Report (EIR), and assess the project site plan for potential impacts on safety and related localized effects to the transportation network.

A summary of analysis findings are outlined below:

- The proposed project would generate approximately 86 a.m. and 131 p.m. peak hour automobile trips;
- The total automobile trips generated by the proposed project combined with the under construction, approved, and other proposed development projects in the BVSP Area would remain below the levels estimated by the BVSP Draft EIR for the entire Plan Area, the Valdez Triangle, and Subdistrict 1.
- Since the project location, uses, and access points are consistent with the assumption in the BVSP Draft EIR, and the BVSP Draft EIR analyzed impacts at all signalized intersections in the immediate vicinity of the project site, the proposed project would not cause additional impacts beyond the locations analyzed in the BVSP Draft EIR; nor would the project increase the magnitude of the impacts identified in the BVSP Draft EIR;
- The increase in automobile trips generated by the proposed project would not result in a significant impact to the four adjacent unsignalized intersections that were not previously analyzed in the BVSP Draft EIR nor would the increase in trips result in degradation in service levels to these intersections;
- The automobile traffic generated by the proposed project combined with the under construction, approved, and other proposed development projects in the Plan Area, would trigger the following mitigation measures as identified in the BVSP Draft EIR:
    - Mitigation Measure TRANS-4 at the 24th Street/Broadway intersection
    - Mitigation Measure TRANS-5 at the 23rd Street/Broadway intersection
    - Mitigation Measure TRANS-6 at the 23rd Street/Harrison intersection
    - Mitigation Measure TRANS-10 at the 27th Street/24th Street/Bay Place/Harrison Street intersection

- Mitigation Measure TRANS-21 at the 27th Street/Telegraph Avenue intersection
- Mitigation Measure TRANS-22 at the 27th Street/Broadway intersection
- Mitigation Measures TRANS-28 at Grand Avenue/Broadway intersection

Based on a review of a project site received in December 2014, the proposed project would not cause a significant impact on safety; however, this memorandum includes recommendations to improve access and circulation at the project site; these improvement measures are summarized below.

- Provide adequate sight distance between motorists exiting the driveways and pedestrians on adjacent sidewalks, install mirrors at driveway exiting lanes to provide a clear visual of any moving pedestrians, or other modes on the street, and maintain at-grade sidewalks at driveway locations to maintain an even path of travel for pedestrian and reduce vehicle speeds at driveway-sidewalk locations.
- Install appropriate signage at the egress lane of the parking garage driveway to notify drivers to reduce speeds, slow, stop, and yield to pedestrians walking along the east side sidewalk on Webster Street.
- The proposed project is required to implement a Transportation Demand Management (TDM) program.

Our analysis assumptions and findings are detailed below.

Project Description

The project site is located at 2315 Valdez Street/2330 Webster Street in the City of Oakland, and within the BVSP Areaand also within the Valdez Triangle Subarea of the BVSP Area. The project site is bounded by Valdez Street to the east, Webster Street to the west, 23rd Street to the south, and abuts an existing one-story building to the north. Detailed project plans are provided in **Appendix A**.

The project would repurpose and re-activate the 1.42-acre site, which is currently a 200-space parking lot. The project would comprise a five-story, mixed-use residential development with ground-floor commercial retail (about 18,000 gross square feet) and 265 residential units. The residential composition would include 56 studios, 141 one-bedroom units, and 68 two-bedroom units. The ground-floor retail space would be located along Valdez Street, along the east side of the property; no retail space is proposed along 23rd Street or Webster Street. A parking garage would be located onsite and would include 350 off-street parking spaces for residents, visitors, and employees. Of the total spaces, 108 parking spaces would be for residents and the remaining 242 parking spaces would be auto fee parking available to the general public. These off-street vehicle parking spaces would be "unbundled", per Chapter 17.116.110 in the City of Oakland *Planning Code*.[1]

[1]The City of Oakland *Planning Code* states unbundled parking as "off-street parking spaces shall be leased or sold separately from the rental or purchase of dwelling units for the life of the dwelling units, such that potential renters or buyers shall have the option of renting or buying a residential unit at a price lower than would be the case if there were a single price for both the residential unit and the parking space(s)."

The proposed project would also include 164 bicycle parking spaces, which would be located in the garage (140 long-term and 24 short-term bicycle parking spaces). Vehicular access to the parking garage would be provided via one driveway along Webster Street and the driveway would provide ingress and egress vehicular movements. The driveway would include a 24-foot-long curb cut and 30-foot-long driveway aisle. The main residential entrance and lobby would be on Webster Street and additional pedestrian egress for the project would be on Webster Street and 23rd Street.

The proposed project would also include three new off-street loading spaces, consisting of two residential (passenger) loading spaces and one commercial (freight/delivery) loading space to be located along the north side of 23rd Street, about 80 feet west of the intersection at Valdez Street. A 34-foot-long driveway would be located along the north side of 23rd Street to accommodate the new off-street loading spaces. Installation of the loading driveway would require the permanent removal of four, on-street metered parking spaces.

Project Travel Demand

"Travel demand"refers to the new vehicles, transit, pedestrian, and other traffic generated by the planned development. Trip generation for the project was calculated based on the proposed number of residential dwelling units and designated commercial retail space. The project travel demand estimation was based on the methodologies and procedures obtained in the City of Oakland *Transportation Impact Study Guidelines* ("*TIS Guidelines*") (November 2013).

Vehicle Trip Generation

As described, the subject property is currently occupied by a surface parking lot. Existing vehicle trips entering and exiting the project site were not collected for purposes of the analysis. Although the parking lot on the project site currently attracts a number of vehicles throughout the day, the amount of morning and evening peak-hour vehicle trips entering and exiting the project site were not collected and therefore, were not discounted (or netted out) for project trip generation purposes. As standard transportation planning practice, subtracting existing trips linked to a parking facility is generally inappropriate. The inherent nature of parking facilities is to accommodate vehicle trips generated by land uses in the vicinity of the parking facility and to concentrate these vehicular trips in proximity to the parking facility's access points. The analytical presumption is that drivers who have previously parked in the parking facility to be displaced by the proposed project would seek other parking nearby. As a result, vehicle trips associated with the existing off-street parking facility would be displaced to other off-street facilities and to on-street parking spaces, and would no longer access the project site, and these vehicles associated with nearby activities would continue to operate in the area and may remain in the vicinity.

The *TIS Guidelines* assumes that project trip generation is determined based on the rates provided in the Institute of Transportation Engineers (ITE) *Trip Generation Handbook*[2] and then default modal

[2]It is noted that the ITE *Trip Generation Handbook* provides guidance on estimating traffic generation for various land use development based on observations conducted across the United States. While transportation conditions likely vary

split adjustment factors are applied to the project trip generation per land use. The mode split adjustment factors are based on observed travel data for Alameda County from the Metropolitan Transportation Commission's *2000 Bay Area Travel Survey*, and differentiate between proximity to rail/ferry stations and surrounding residential density. Furthermore, the adjustment factors are applied to convert vehicle trip generation (from the ITE *Trip Generation Handbook*) to person trips by travel mode. The project site is located approximately 0.40 miles northeast of the 19th Street BART Station, and per the *TIS Guidelines*, if the project is located within a 0.5-mile radius from a BART and/or Amtrak station, the mode split breakdown of total trips is 57.0 percent "motor vehicle trips", 30.4 percent "transit trips", 3.9 percent "bicycle trips", and 23.0 percent "walk trips".[3]

Table 1 presents the project trip generation using ITE rates and accounting for the adjustment factors per the City's *TIS Guidelines*. As shown, the project would generate about 1,424 daily vehicle trips, 86 a.m. peak-hour vehicle trips, and 131 p.m. peak-hour vehicle trips.

TABLE 1
PROJECT VEHICLE TRIP GENERATION

Land Use	ITE Code	Daily	Weekday AM Peak Hour			Weekday PM Peak Hour		
			In	Out	Total	In	Out	Total
Multi-Family Residential								
265 Units	220[a]	1,729	27	107	134	106	57	163
Retail								
18,000 square feet	820[b]	769	15	2	17	11	56	67
Subtotal		2,498	42	109	151	117	113	230
Non-Auto Reduction (- 43%)[c]		-1,074	-18	-47	-65	-50	-49	-99
Net NewProject Vehicle Trips		**1,424**	**24**	**62**	**86**	**67**	**64**	**131**

Notes:
a. Weekday Daily rate = 6.06(X)+123.56; AM peak rate = 0.49(X)+3.73 (20% in, 80% out); PM peak rate = 0.55(X)+17.65 (65% in, 35% out).
b. Weekday Daily rate = 42.7(X); AM peak rate = 0.96(X) (88% in, 12% out); PM peak rate = 3.71(X) (17% in, 83% out).
c. Reduction of 43.0% assumed. Based on City of Oakland *Transportation Impact Study Guidelines* using BATS 2000 data for development in an urban environment within 0.5 miles of a BART Station.
SOURCE: Institute of Transportation Engineers (ITE), Trip Generation Manual (9th Edition); City of Oakland TIS Guidelines, 2013; CHS Consulting Group, February 2015.

among these locations, residences and retail uses in the ITE *Handbook* were primarily located outside of central business districts in suburban areas. Thus, these national rates used in generating project trips represent a conservative estimate for only vehicle trips and do not account for trips by other modes of transportation (i.e., transit, bike, and walk).

[3]No additional trip reduction measures were applied, including pass-by trips. These trips are defined as trips attracted to a site from adjacent roadways as an intermediate stop on the way to a final destination. These trips are commonly applied only to retail-oriented land uses (e.g., shopping centers, convenience markets, fast-food restaurants, etc.) and these trips are typically excluded from total trip generation estimates (the average weekday p.m. peak hour pass-by rate for retail uses if 34 percent per ITE's *Trip Generation Handbook* (3rd Edition). Because of the location of the project site, it is reasonable to assume pass-by trips would not be applicable and to be conservative, this analysis does not reduce the retail trip generation estimates.

Non-Auto Trip Generation

Consistent with City of Oakland *Transportation Impact Study Guidelines,* **Table 2** presents the estimates of project trip generation for all travel modes. As shown, the proposed project would generate about 2,855 daily person trips, about 173 trips in the weekday a.m. peak hour (86 auto trips, 46 transit trips, 6 bicycle trips, and 35 pedestrian trips), and about 263 person trips in the weekday p.m. peak hour (131 auto trips, 70 transit trips, 9 bicycle trips, and 53 pedestrian trips).

TABLE 2
PROJECT TRIP GENERATION BY MODE

Mode	Mode Share Adjustment Factors[a]	Daily	AM Peak Hour	PM Peak Hour
Automobile	57%	1,424	86	131
Transit	30.4%	759	46	70
Bike	3.9%	97	6	9
Walk	23.0%	575	35	53
	Total Trips	**2,855**	**173**	**263**

Note:

a. Based on *City of Oakland Transportation Impact Study Guidelines* assuming project site is in an urban environment within 0.5 miles of a BART Station. Per the City's TIS Guidelines, all mode share factors represent the ratio of each mode to the unadjusted ITE trip rate for automobile trips. The adjustment factors do not represent a portion of the total unadjusted ITE trip generation for automobiles and the factors do not sum to 100 percent.

SOURCE: CHS Consulting Group, February, 2015.

Trip Generation Consistency with BVSP EIR

The BVSP Draft EIR analyzed the impacts of the Broadway Valdez Development Program on the roadway network serving the Plan Area. As noted in the Draft EIR, the Development Program represents the reasonably foreseeable development expected to occur in the next 20 to 25 years in the Plan Area. The Specific Plan and the EIR intend to provide flexibility in the location, amount, and type of development. Thus, the traffic impact analysis in the Draft EIR does not assign land uses to individual parcels; rather, land uses are distributed to five subdistricts within the Plan Area.[4] Thus, as long as the trip generation for each subdistrict and the overall Plan Area remain below the levels estimated in the Draft EIR, the traffic impact analysis presented in the Draft EIR continues to remain valid.

Table 3 lists the development projects within BVSP Area that are currently under construction, approved, and/or proposed. In addition to the proposed 2315 Valdez/2330 Webster Street Project, Subdistrict 1 also includes the currently under-construction HIVE mixed-use development at 2345 Broadway, which would consist of 105 residential units and 94,300 square feet of commercial space, and a proposed development at 2270 Broadway, which consists of a mixed-use residential development consisting of 223 residential units and 5,000 square feet of commercial space.

[4]Detailed information regarding specific subdistricts in the Plan Area is provided on page 4.13-36 of the BVSP Draft EIR.

TABLE 3
DEVELOPMENTS IN BVSP[1]

Development	BVSP Subdistrict	Status	Amount of Development[2]		Vehicle Trip Generation	
			Residential (DU)	Commercial (ksf)	AM Peak	PM Peak
3001 Broadway (Sprouts)	Subdistrict 5	Under Construction	0	36.0	135	246
2345 Broadway (HIVE)	Subdistrict 1	Under Construction	105	94.3	81	146
2425 Valdez Street[3]	Subdistrict 3	Approved	70	0	22	34
3093 Broadway	Subdistrict 5	Proposed	435	24.0	174	332
2302 Valdez Street	Subdistrict 2	Proposed	196	31.5	74	138
2270 Broadway	Subdistrict 1	Proposed	223	5.0	67	91
2315 Valdez/2330 Webster	Subdistrict 1	Proposed	265	18.0	86	131
		Total	**1,294**	**208.8**	**639**	**1,118**

Notes:
1. Information provided by City of Oakland in January 2015.
2. DU = dwelling units; ksf = 1,000 square feet.
3. Trip generation estimates were calculated by CHS based on the proposed 70 micro-unit/1,250 square feet of retail development for 2425 Valdez Street based on the same methodology as 2315 Valdez project. No formal trip generation or related transportation documentation was available.

SOURCE: The Shops at Broadway Retail Project Final EIR (3001 Broadway), Table 4.12-6; 2270 Broadway Transportation Assessment Memorandum, Table 1; Broadway-West Grand Mixed-Use Project EIR Addendum #3, Table 4.1-7;

CHS Consulting Group, April, 2015.

Table 4 presents the combined trip generation of the currently under construction, approved, and proposed development projects for the Plan Area (Subdistricts 1 through 5), the Valdez Triangle (Subdistricts 1 through 3) and Subdistrict 1 using similar assumptions and methodology used to estimate the Development Program Buildout in the BVSP Draft EIR.

The trip generation by these projects combined is about 19 percent of the a.m. and 50 percent of the p.m. peak hour trips that the Draft EIR estimated for the entire Development Program and about 37 percent of the a.m. peak hour trips and 27 percent of the p.m. peak hour trips that the Draft EIR estimated for the Development Program in the Valdez Triangle. As shown in Table 4, automobile trips generated by the proposed 2315 Valdez/2330 Webster Project combined with the other under construction and proposed projects (i.e., The HIVE and 2270 Broadway) would be about 83 percent of the a.m. peak hour trips and 73 percent of the p.m. peak hour trips that the BVSP Draft EIR assumed Subdistrict 1 would generate at buildout.

TABLE 4
TRIP GENERATION COMPARISON

	Weekday AM Peak Hour			Weekday PM Peak Hour		
	In	**Out**	**Total**	**In**	**Out**	**Total**
Plan Area (Subdistricts 1 – 5)						
Under Construction, Approved, and Proposed Development Projects[a]	224	415	639	634	484	1,118
Development Program Buildout[b]	1,152	829	1,981	1,702	2,007	3,709
% Completed	19%	50%	32%	37%	24%	30%
Valdez Triangle (Subdistricts 1 – 3)						
Under Construction, Approved, and Proposed Development Projects[a]	106	224	330	307	233	540
Development Program Buildout[b]	457	442	899	1,013	993	2,006
% Completed	23%	51%	37%	30%	23%	27%
Subdistrict 1						
Under Construction, Approved, and Proposed Development Projects[c]	79	155	234	208	160	368
Development Program Buildout[b]	118	165	283	273	233	506
% Completed	67%	94%	83%	76%	69%	73%

Notes:
a. Based on application of the BVSP trip generation model with the developments shown in Table 3.
b. Based on Table 4.13-10 on page 4.13-43 of BVSP Draft EIR.
c. Trip generation estimated based on the total of the following:
1. 2315 Valdez/2330 Webster project; Table 1 of this memorandum
2. The HIVE: Table 4.1-7 on page 4.1-30 of the Broadway-West Grand Mixed Use Project Addendum #3 (August 2013)
3. 2270 Broadway Transportation Assessment Memorandum: Table 1, page 4 (December 2014).
SOURCE: CHS Consulting Group, April 2015.

The location, uses, and access point for the 2315 Valdez/2330 Webster Street project are generally consistent with the assumptions used in the traffic impact analysis for BVSP Draft EIR. Therefore, the trip distribution and trip assignment assumptions used in the BVSP Draft EIR would be applicable for the proposed project. Considering that the project trip generation for the currently under construction, approved, and proposed development projects for the Plan Area, the Valdez Triangle, and Subdistrict 1 remain under the BVSP Draft EIR estimates for the Development Program, and that the BVSP Draft EIR analyzed the impacts of the BVSP Development Program at signalized intersections along Broadway, Telegraph Avenue, 27th Street, Harrison Street, and Grand Avenue that provide direct access to the project site, the project would not add 50 or more peak hour trips to any signalized intersection that was not analyzed in the BVSP Draft EIR, and therefore, analysis of additional signalized intersections beyond the ones analyzed in the BVSP Draft EIR are not needed.

The City's *TIS Guidelines* state that all intersections located adjacent to the project site shall be analyzed and all unsignalized intersections (e.g., all-way stop-controlled) where 50 or more peak hour trips are added by the project shall also be analyzed to evaluate traffic-related effects with implementation of the proposed project.

The four intersections that are located adjacent to the project site are listed below. All of these intersections were not previously analyzed in the BVSP Draft EIR and these intersections are unsignalized:

- 23rd Street / Valdez Street (Two-Way Stop-Controlled Intersection)
- 23rd Street / Webster Street (Two-Way Stop-Controlled Intersection)
- 24th Street / Valdez Street (All-Way Stop-Controlled Intersection)
- 24th Street / Webster Street (All-Way Stop-Controlled Intersection)

In order to assess traffic conditions at these four intersections with implementation of the proposed project, project-generated vehicle trip distribution and assignments were derived from similar methodologies and assumptions included in the traffic analyses for the BVSP Draft EIR as well as application of standard transportation planning methods, which include but not limited to: existing travel patterns, roadway access and classification in proximity to the project site.

The following section includes a detailed evaluation of traffic conditions at the four adjacent intersections not previously analyzed in the BVSP Draft EIR and a determination if the project would contribute to any identifiable impacts included in the BVSP Draft EIR and if the project triggers any mitigation measures that were previously identified in the BVSP Draft EIR.

Impacts and Mitigation Measures Triggers

Traffic Impacts at Adjacent Intersections

Intersection level of service (LOS) for each intersection was analyzed for a 60-minute period when the highest traffic volume was recorded at each intersection during the morning (a.m.) and evening (p.m.) peak periods. Traffic counts for the four adjacent intersections to the project site were collected by CHS Consulting Group (CHS) on Tuesday, October 28th, 2014, during the weekday peak commute periods. No weekend (Saturday) traffic counts were collected primarily because the project trip generation is lower on Saturday than weekday p.m. peak hour and upon reviewing the p.m. peak and Saturday counts at intersections in the site vicinity from the BVSP DEIR indicate that Saturday volumes are substantially lower than weekday p.m. peak hour volumes (about 56% lower, see **Appendix B** for intersection volume comparison between weekday evening and Saturday peak hours). The intersection turning movement counts for the four study intersections are included in **Appendix C**.

Intersection LOS at the four unsignalized intersections was analyzed using the 2010 *Highway Capacity Manual* and Synchro software.[5] Delay is calculated for movements that are controlled by a stop sign or that must yield the right-of-way. The movement or approach with the highest delay is reported.

[5] Intersection operations are described using the term "Level of Service"(LOS). Level of Service is a qualitative description of traffic operations from the vehicle driver perspective and consists of the delay experienced by the driver at the intersection. It ranges from LOS A, with no congestion and little delay, to LOS F, with excessive congestion and delays. The intersections were evaluated using the *2000 Highway Capacity Manual* operations methodology.

They are lower than the delay ranges for signalized intersections because drivers will tolerate more delay at signals.

According to the *City of Oakland CEQA Thresholds of Significance Guidelines*, a project would have a *significant impact* on the environment if it would conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

For purposes of analyzing intersection conditions and per City standards, an unsignalized intersection the project would add ten (10) or more vehicles to the critical movement, and after project completion, satisfy the California Manual on Uniform Traffic Control Devices (MUTCD) peak-hour volume traffic signal warrant would be considered a "significant impact" and deemed unacceptable.

The project would generate about 86 new vehicle trips during the weekday a.m. peak hour (24 inbound and 62 outbound) and about 131 net new vehicle trips during the weekday p.m. peak hour (67 inbound and 64 outbound). Illustrations of existing traffic volumes, project-generated vehicle trips, and existing plus project volumes for the weekday a.m. and p.m. peak hour at these four intersections are presented in **Appendix D**.

As shown in **Table 5**, these intersections would continue to operate at the same service levels as under existing conditions during the a.m. and p.m. peak hours, and all of the study intersections would continue to operate satisfactorily (LOS B or better). Intersection LOS calculations and peak hour signal warrant outputs are provided in **Appendix E**.

TABLE 5
EXISTING AND EXISTING PLUS PROJECT
WEEKDAY AM AND PM PEAK HOUR – INTERSECTION LOS SUMMARY

Intersection	Traffic Control[1]	AM Peak Hour Delay[2]	AM Peak Hour LOS[2]	AM Peak Hour Satisfy Signal Warrant?[3]	PM Peak Hour Delay[2]	PM Peak Hour LOS[2]	PM Peak Hour Satisfy Signal Warrant?[3]
1. 23rd St / Valdez St							
Existing Conditions	TWSC	11.1 (WB)	B	No	11.5(WB)	B	No
Existing plus Project		11.3 (EB)	B	No	11.9 (WB)	B	No
2. 23rd St / Webster St							
Existing Conditions	TWSC	11.9 (EB/WB)	B	No	12.6 (WB)	B	No
Existing plus Project		13.2 (EB)	B	No	14.6 (EB)	B	No
3. 24th St / Valdez St							
Existing Conditions	AWSC	8.1	A	No	8.2	A	No
Existing plus Project		8.1	A	No	8.2	A	No
4. 24th St / Webster St							
Existing Conditions	AWSC	9.1	A	No	9.2	A	No
Existing plus Project		9.2	A	No	9.5	A	No

Notes:
1. TWSC = Two-Way STOP-Controlled intersection; AWSC = All-Way STOP-Control intersection;
2. For TWSC intersections, delays for worst movement average intersection delay are shown: intersection average (worst approach). For AWSC intersections, delays for total average intersection delay are shown.
3. Peak Hour Signal Warrant (Warrant #3) per California MUTCD.

Source: CHS Consulting Group, April 2015.

Based on these findings, the increase in project-generated vehicle trips during the weekday a.m. and p.m. peak hours would not result in a substantial degradation in LOS conditions at nearby study intersections. Therefore, impacts to study intersections would be considered less than significant and no mitigation measures are required.

Traffic Impacts at BVSP Draft EIR Intersections

The BVSP Draft EIR identifies 28 significant impacts at intersections serving the Plan Area. For each impact and associated mitigation measures, the Draft EIR identifies specific triggers based on the level of development in the entire Plan Area and/or each subdistrict. Based on the review of the Draft EIR and the trip generation for the proposed project and the currently planned developments, the proposed project combined with the other planned developments would trigger the following impacts and mitigation measures at six intersections:

- The proposed project combined with other under construction, approved, and proposed development projects in the Plan Area would trigger **Impact TRANS-4** under Existing Plus Project Conditions (and also Impact TRANS-9 under 2020 Plus Project and Impact TRANS-23 under 2035 Plus Project Conditions) at the 24th Street/Broadway intersection because these projects combined would generate more than 75 percent of the total traffic generated by the Development Program.

Mitigation Measure TRANS-4 in the Draft EIR includes the following improvements at this intersection:

- Signalize the intersection providing actuated operations, with permitted left turns on all movements,
- Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.

If implemented, the mitigation measure would mitigate the significant impact at this intersection.

- The proposed project combined with other under construction, approved, and proposed development projects in the Plan Area would trigger **Impact TRANS-5** under Existing Plus Project Conditions (and also Impact TRANS-11 under 2020 Plus Project and Impact TRANS-25 under 2035 Plus Project Conditions) at the 23rd Street/Broadway intersection because these projects combined would generate more than 65 percent of the total traffic generated by the Development Program.

  Mitigation Measure TRANS-5 in the Draft EIR includes the following improvements at this intersection:

  - Signalize the intersection providing actuated operations, with permitted left turns on all movements,
  - Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.

  If implemented, the mitigation measure would mitigate the significant impact at this intersection.

- The proposed project combined with other under construction, approved, and proposed development projects in the Plan Area would trigger **Impact TRANS-6** under Existing Plus Project Conditions (and also Impact TRANS-12 under 2020 Plus Project and Impact TRANS-26 under 2035 Plus Project Conditions) at the 23rd Street/Harrison intersection because these projects combined would generate more than 85 percent of the total traffic generated by the Development Program.

  Mitigation Measure TRANS-6 in the Draft EIR generally states the following:

  - This impact can be mitigated to less than significant level by signalizing the intersection. Signalizing the 23rd Street/ Harrison Street intersection would also improve pedestrian and bicyclist access and circulation by providing a protected crossing of Harrison Street. However, the signalization may result in secondary impacts.

This intersection is about 150 feet north of the Grand Avenue/Harrison Street intersection. Considering the proximity of the two intersections, signalization of the 23rd Street/Harrison Street intersection may adversely affect traffic operations and pedestrian and bicycle circulation at the Grand Avenue/Harrison Street intersection. Thus, installing a signal at this intersection may not be desirable. Depending on the specific location, type, and amount of development that would have vehicular and pedestrian access at this intersection and timing of other mitigation measures in the area (such as Mitigation Measure TRANS-5 at the 23rd Street/Broadway intersection and Mitigation Measure TRANS-10 at the 27th Street/24th Street/Bay Place/Harrison Street intersection), other improvements, such as prohibiting turns at this intersection, may mitigate the impact without degrading overall access in the area.

If implemented, the mitigation measure would not mitigate impact at this intersection to a less-than-significant level because the specific improvements to be implemented, according to City standards, must be finalized after a detailed intersection/signalization engineering design study is performed and a preferred, detailed design selected by the City and because the improvement may result in potential secondary impacts at Grand Avenue/Harrison Street intersection. Therefore, BVSP Draft EIR conservatively identifies the impact as significant and unavoidable.

- The proposed project combined with other under construction, approved, and proposed development projects in the Plan Area would trigger **Impact TRANS-10** under 2020 Plus Project and Impact TRANS-24 under 2035 Plus Project Conditions) at the 27th Street/24th Street/Bay Place/Harrison Street intersection because these projects combined would generate more than 10 percent of the total traffic generated by the Development Program.

  Mitigation Measure TRANS-10 in the Draft EIR includes the following improvements at this intersection:
  - Reconfigure the 24th Street approach at the intersection to restrict access to 24th Street to right turns only from 27th Street and create a pedestrian plaza at the intersection approach.
  - Convert 24th Street between Valdez and Harrison Streets to two-way circulation and allow right turns from 24th Street to southbound Harrison Street south of the intersection, which would require acquisition of private property in the southwest corner of the intersection.
  - Modify eastbound 27th Street approach from the current configuration (one right-turn lane, two through lanes, and one left-turn lane) to provide one right-turn lane, one through lane, and two left-turn lanes.
  - Realign pedestrian crosswalks to shorten pedestrian crossing distances.
  - Reduce signal cycle length from 160 to 120 seconds, and optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection).
  - Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.

If implemented, the mitigation measure would not mitigate impact at this intersection to a less-than-significant level. Because no other feasible mitigation measures are available that would mitigate the impact at the intersection, the BVSP Draft EIR considered the impact significant and unavoidable.

- The proposed project combined with other under construction, approved, and proposed development projects in the Plan Area would trigger **Impact TRANS-21** under 2035 Plus Project Conditions) at the 27th Street/Telegraph Avenue intersection because these projects combined would generate more than 60 percent of the total traffic generated by the Development Program.

  Mitigation Measure TRANS-21 in the Draft EIR includes the following improvements at this intersection:

  - Provide protected left-turn phases for the northbound and southbound approaches.
  - Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection).
  - Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.

  If implemented, the mitigation measure would not mitigate impact at this intersection to a less-than-significant level. Because no other feasible mitigation measures are available that would mitigate the impact at the intersection, the BVSP Draft EIR considered the impact significant and unavoidable.

- The proposed project combined with other under construction, approved, and proposed development projects in the Plan Area would trigger **Impact TRANS-22** under 2035 Plus Project Conditions) at the 27th Street/Broadway intersection because these projects combined would generate more than 30 percent of the total traffic generated by the Development Program.

  Mitigation Measure TRANS-22 in the Draft EIR includes the following improvements at this intersection:

  - Upgrade traffic signal operations at the intersection to actuated-coordinated operations
  - Reconfigure westbound 27th Street approach to provide a 150-foot left-turn pocket, one through lane, and one shared through/right-turn lane.
  - Provide protected left-turn phase(s) for the northbound and southbound approaches.
  - Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection).
  - Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.

If implemented, the mitigation measure would not mitigate impact at this intersection to a less-than-significant level. Because no other feasible mitigation measures are available that would mitigate the impact at the intersection, the BVSP Draft EIR considered the impact significant and unavoidable.

- The proposed project combined with other under construction, approved, and proposed development projects in the Plan Area would trigger **Impact TRANS-28** under 2035 Plus Project Conditions) at the Grand Avenue/Broadway intersection because these projects combined would generate more than 70 percent of the total traffic generated by the Development Program.

  Mitigation Measure TRANS-28 in the Draft EIR includes the following improvements at this intersection:
  - Provide permitted-protected left-turn phasing for the northbound and southbound approaches.
  - Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection).
  - Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.

  If implemented, the mitigation measure would not mitigate impact at this intersection to a less-than-significant level. Because no other feasible mitigation measures are available that would mitigate the impact at the intersection, the BVSP Draft EIR considered the impact significant and unavoidable.

According to the BVSP Draft EIR, the project sponsor shall fund the cost of preparing and funding these mitigation measures. Alternatively, if City of Oakland adopts the BVSP Transportation Impact Fee (TIF) program, the applicant may pay the TIF to mitigate the project impacts, as identified above.

Site Plan Review

An evaluation of access and circulation for all travel modes, based on the current site plans provided by the Project Sponsor in December 2014 is summarized below (**Appendix A** includes the project plans).

Vehicle Access and Circulation

The proposed project would provide parking access via a two-lane driveway (one ingress [entry] and one egress [exit]) on Webster Street), located approximately 220 feet south of the intersection of 24th Street and Webster Street. The project would provide up to 350 off-street parking spaces for residents, visitors, and employees. Of the total spaces, 108 parking spaces would for residents and the remaining 242 parking spaces would auto fee parking available to the general public. Retail parking would be located on the ground-level and the remaining two subterranean levels of parking would be for building residents. There is an existing 24-foot-wide curb cut along the east side of

Webster Street which serves as access to the surface parking lot on the subject property. This curb cut would be filled in and a new 24-foot-wide curb cut would be installed further south to allow for vehicular access to the project's parking garage.

Active parking management controls would be established for both residences and retail users of the project parking garage. Key fobs or similar electronic devices would be assigned and given to each resident whom owns/leases a parking space in the parking garage. Residents would use the key fob (or similar electronic device) to access the parking garage and then drive down to the lower garage levels to access the "residential-only parking spaces". A separate gate would be located in the parking garage to restrict non-residents from parking in spaces designated for residents. Non-residents would be required to obtain a ticket (e.g., paper card with magnetic strip) that would register the time of vehicle entry and then proceed into the parking garage.

The parking garage driveway would also include a driveway aisle to allow vehicles to pull off of Webster Street and enter the driveway aisle and then proceed through the controlled gate and search for available parking within the garage. The driveway aisle for the driveway would be approximately 50 feet long, which would accommodate up to two, standard-size passenger vehicles at one time.

The proposed project would also include three new off-street loading spaces, consisting of two residential (passenger) loading spaces and one commercial (freight/delivery) loading space to be located along the north side of 23rd Street, about 80 feet west of the intersection at Valdez Street (see plans in **Appendix A**). The dimensions of the off-street residential loading spaces would be 12 feet wide and 33 feet long, and the commercial loading space dimensions would be 10 feet wide and 25 feet long. A 34-foot-long driveway would be located along the north side of 23rd Street to accommodate the new off-street loading spaces. Installation of the loading driveway would require the permanent removal of four on-street, metered parking spaces in order to construct a new curb cut for the driveway.

As described, vehicle access to the parking garage would be along the east side of Webster Street. This street is approximately 42 feet wide and includes one travel lane in each direction (one northbound and one southbound) and parking along both sides of the street. The garage driveway ramp would allow for two-way traffic flow and would not require vehicles attempting to enter the parking garage to dwell (stop) along Webster Street prior to entry for a considerable amount of time (e.g. more than one minute), with the exception of waiting for any crossing pedestrians or oncoming vehicles or waiting for the gate to open.

The proposed project would generate about 24 inbound vehicle trips during the a.m. peak hour and this influx in vehicles would represent approximately one (1) vehicle trip per minute throughout the a.m. peak hour, which would not be considerable. In addition,the proposed project would generate about 67 inbound vehicle trips during the p.m. peak hour; such an increase in traffic would represent

approximately two (2) vehicle trips per minute throughout the p.m. peak hour.[6]Given the estimated increase of inbound vehicles traveling along Webster Street during the morning and evening peak hours would not result in substantial vehicle queues along the street.

Further, the parking garage entrance along the east side of Webster Street would include an approximate 30-foot-long driveway aisle to allow inbound vehicles to pull off of Webster Street and enter the garage driveway and then proceed through the controlled parking gate. Based on the planned length of each driveway aisle, the driveway aisle would accommodate up to one (1) vehicle to queue within the aisle prior to proceeding through the controlled parking gate. The project would generate about one (1) to two (2) inbound vehicles any one minute of the peak 15-minute period during the morning and evening peak hour, and because the proposed project would include a 30-foot-long driveway aisle to accommodate up to one vehicle at any one time, most if not all inbound vehicles would not be concentrated or queued along Webster Street for a considerable amount of time (e.g., more than one minute) and would not result in any adverse effects to traffic conditions along the street.

Transit Access

Transit service providers in the project vicinity include Bay Area Rapid Transit (BART) and Alameda-Contra Costa Transit District (AC Transit). BART provides regional rail service throughout East Bay and across the Bay; the nearest BART station to the project site is the 19th Street BART Station, about 0.40 miles southwest. The proposed project would not modify access between the project site and BART station.

AC Transit is the primary bus service provider in the City of Oakland and there are four routes in the vicinity of the project:

- Route 51A operates along Broadway with the nearest stop at Grand Avenue, about 560 feet southwest of the project site.
- Route 12 along Broadway and Grand Avenue with the nearest stop on Grand Avenue, about 220 feet south of the project site.
- Route 651 is a "supplemental bus route"that provides weekday-only service and provides one bus from Downtown Oakland (at Ninth Street and Broadway) to Holy Names High School; the nearest bus stop to the project site is on Broadway, north of Grand Avenue, about 560 feet southwest of the project site.
- Route 851 operates along Broadway and only provides night bus services on weekday and weekends; the nearest bus stop to the project site is on Broadway, north of Grand Avenue, about 560 feet southwest of the project site.

In addition, the Oakland Free Broadway shuttle ("Free B") also operates along Broadway with the nearest stop to the project site along the south side of Grand Avenue, west of the intersection at

[6]((24 inbound vehicle trips during the a.m. peak hour*peaking factor of two/four))/15 = 0.8 during any one minute of the peak 15-minute period. Similarly, ((67 inbound vehicle trips during the p.m. peak hour*peaking factor of two/four))/15 = 2.2 during any one minute of the peak 15-minute period.

Webster Street. No changes to the bus routes operating in the vicinity of the project are planned and the proposed project would not modify access between the project site and these bus stops.

Bicycle Access/Bicycle Parking

The project site is well-served by bicycle facilities, which include a Class 3A Bicycle Route along Webster Street and a Class 2 Bicycle Route along Grand Avenue. Field observations at the project conducted on Wednesday, November 12th, 2014 and based on a qualitative review, bicycle activity is relatively low along adjacent streets (Webster, Valdez, 23rd, and 24th Streets).

Based on the existing bicycle network and existing activity levels within the project vicinity, it is reasonable to assume that the anticipated increase in bicycle trips associated with the proposed project (about six bicycle trips in the a.m. peak hour and nine bicycle trips in the p.m. peak hour) would be accommodated by surrounding bicycle network facilities within the project vicinity.

Note that although the proposed project would result in an increase in the number of vehicles in the vicinity of the project site, this anticipated increase would not be substantial enough to create potentially safety hazards for bicyclists. Further, the proposed project would not otherwise substantially interfere with bicycle accessibility to the site and adjoining areas.

Chapter 17.117 of the City of Oakland *Planning Code* requires long-term and short-term bicycle parking for new buildings. Long-term bicycle parking includes lockers or locked enclosures and short-term bicycle parking includes bicycle racks. **Table 6** summarizes the bicycle parking requirement for the project. The project is required to provide 135 long-term and 24 short-term parking spaces.

TABLE 6
CITY OF OAKLAND BICYCLE PARKING REQUREMENTS

Land Use	Size[a]	Long-Term		Short-Term	
		Spaces per Unit[b]	Spaces	Spaces per Unit[b]	Spaces
Apartments	265 DU	1:2 DU	133	1:15 DU	18
Retail	18.0 KSF	1:8 KSF[c]	2	1:3 KSF	6
Total Required Bicycle Spaces			135		24
Total Bicycle Parking Provided			140		24
Bicycle Parking Surplus(+)/Deficit(-)			+5		--

Note: City of Oakland, Planning Code, Chapter 17.117.090 and 17.117.110.
1. "BV zones"refers to developments within the Broadway Valdez District Specific Plan Area.
SOURCE: City of Oakland, Planning Code, Chapter 17.117.090 and 17.117.110; Project Sponsor, November 2014.

The site plan identifies both long-term and short-term bicycle parking for 164bicycles on the ground level of the building. The proposed project would be in compliance with the minimum number of

short- and long-term bicycle parking spaces. Moreover, the proposed project would exceed the minimum long-term bicycle parking requirement per the City's *Planning Code* and provide five additional Class 1 bicycle parking spaces.

Recommended Improvement #1: While not required to address a CEQA impact, the following should be considered as part of the final design of the project:

- Provide bicycle racks on sidewalks that are easily accessible and ensure that sidewalks would continue to provide adequate width for pedestrians; and
- Allow retail employees to use the long-term bicycle spaces.

Pedestrian Access & Circulation

The project site is located within a well-established pedestrian network comprised of 9- to 15-foot-wide sidewalks on each street, and curb ramps and striped crosswalks (standard and ladder-style designed) at the majority of intersections. On-street parking is also provided along all streets adjacent to the project site, which provides a buffer between pedestrians and moving vehicles and bicyclists.

Pedestrian access to the project site would be via the main residential entrance and lobby on Webster Street and additional pedestrian egress for the project would be on Webster Street and 23rd Street. Pedestrians would be able to access each retail space along the west side of Valdez Street and north side of 23rd Street, as site plans indicate six entrance/exit doors to retail uses along the Valdez Street and one entrance/exit door along 23rd Street.

The proposed project would also include streetscape improvements along adjacent sidewalk areas. Such improvements would be consistent with the BVSP *Public Realm Design Guidelines for Streetscape Design* and would include installation of street lights, street furniture (e.g., benches), and street trees/planter boxes. The project would also install curb extensions (corner bulbouts) at the northeast and northwest corners of the 23rd Street/Webster Streetintersection.[7] The project wouldalso install curb extensions at the northwest corner of the 23rd Street/Valdez Street intersection and may potentially install curb extensions at the southeast corner of this intersection, in collaboration with the Project Sponsor at the neighborhood property at 2302 Valdez Street. It is noted that the Project Sponsor at the 2302 Valdez Street property would also be installing new corner bulbouts and ADA-accessible ramps at the northeast corner of the 23rd Street/Valdez Street intersection.[8] The project would install two high-visibility, ladder-style (continental design) crosswalks at the intersection of 23rd Street and Webster Street. The two new crosswalks would be located in an east-west orientation across Webster Street (along the north and south legs of the intersection). Detailed project plans are provided in the **Appendix A**.

[7]At the 23rd Street/Webster Street intersection, the southeast corner ramp has been updated by the 100 Grand Avenue development project and the southwest corner ramp has been previously updated with ADA-accessible ramp.
[8]Information regarding planning pedestrian improvements for 2302 Valdez Street project provided by Wood Partners (Project Sponsor for 2302 Valdez Street project) on March 23, 2015.

Installation of new corner bulbouts at the northeast and northwest corners at the Webster Street and 23rd Street intersection would reduce the crossing distance along the north leg of Webster Street by approximately 16 feet (from 42 feet to 26 feet), and the proposed corner bulbout at the northwest corner of the Valdez Street and 23rd Street intersection would reduce the crossing distance along the north leg of Valdez Street by approximately 8 feet (from 58 feet to 50 feet). The proposed corner bulbouts would also provide additional capacity for pedestrians waiting to cross as well as allowing pedestrians to be more visible to motorists. The new crosswalks along the north and south legs of the Webster Street and 23rd Street intersection would also allow for enhanced east-west connectivity for pedestrian's path of travel as well as provide enhanced notification to motorists of pedestrian activity at the intersection, thereby creating a safer pedestrian environment.

The east side of Webster Street includes one curb cut which is utilized by the current parking lot on the project site. The proposed project would eliminate (fill-in) the existing curb cut and introduce a new curb cut for vehicle access to the parking garage driveway. Therefore, the pedestrian path of travel on the east side sidewalk of Webster Street would remain the same as existing conditions after implementation of the project. The installation of new 34-foot-wide curb cut on the north side of 23rd Street for access to the off-street residential/commercial loading spaces would introduce a new point of conflict between moving vehicles and pedestrian walking along 23rd Street and appropriate measures are required to reduce and/or eliminate any conflicts between vehicles and pedestrians at this location (see below).

Field reconnaissance at the project site conducted on Wednesday, November 12th, 2014, observed sight distances along Webster Street and 23rd Street, and noted that with implementation of the proposed project, there would not be an adequate line-of-sight between the entrance/exit points at the parking garage driveway/off-street loading spaces and moving vehicles, pedestrians, and bicyclists along these adjacent streets due to the presence of on-street parking on Webster and 23rd Streets, which would block views for outbound vehicles. Recommended improvement measures are provided to enhance sight distances between project vehicles and other users of adjacent streets (see below) and to provide traffic calming devices to outbound vehicles from the parking garage to reduce and/or eliminate any pontifical conflicts with pedestrians.

Recommended Improvement #2: To enhance sight distances and reduce and/or eliminate potential vehicle-pedestrian conflicts at project driveways, the final design of the project shall ensure that the project driveway on Webster Street and 23rd Street provide adequate sight distance between motorists exiting the driveways and pedestrians on adjacent sidewalks. For the Webster Street driveway, installation of a mirror on the north side of the driveway so that motorists on the ramp from the basement and pedestrians on the sidewalk south of the driveway can see each other. For the 23rd Street driveway, installation of mirror on the west side of the driveway so that motorists exiting the off-street parking space and pedestrians on the sidewalk east of the driveway can see each other.The Project Sponsor shall not install street trees at or near the driveways to maintain adequate sight distances and visual clearance for pedestrians walking along the east side sidewalk of Webster Street and north side sidewalk of 23rd Street and vehicles entering/exiting the project driveways.

Such measures would reduce and/or eliminate potential conflicts between vehicles and pedestrians along Webster and 23rd Streets.

Recommended Improvement #3: To reduce and/or eliminate potential pedestrian-vehicle conflicts, it is recommended that the Project Sponsor install traffic calming devices along the exit lanes of the garage driveway and off-street loading driveway. The Project Sponsor shall install signage at the egress driveway to notify drivers to slow, stop, and yield to any pedestrians walking along the sidewalk on Webster Street (e.g., "Caution: Pedestrian Crossings", "Watch for Pedestrians", "Exit Slowly", "STOP" etc.). The Project Sponsor shall also install rumble strips or similar devices to maintain slow speeds for vehicles exiting the parking garage.

Recommended Improvement #4: The project shall ensure that pedestrians maintain the right of way along all sidewalks adjacent to the project site. Therefore, to maintain an even path of travel for pedestrians crossing the planned driveway curb cuts adjacent to the project site, the final design of the project shall ensure that the driveway curb cuts within the Webster Street and 23rd Street sidewalks are constructed such that the sidewalks continue to be at grade and not depress across the driveway threshold. Constructing at-grade sidewalks at the driveway locations would also serve as a traffic calming measure which requires vehicles entering or exiting the driveways to considerably reduce their vehicle speeds and yield to any crossing pedestrians prior to entering the sidewalk space.

Transportation Demand Management

Since the proposed project would generate more than 50 net new PM peak hour trips, The City's Standard Condition of Approval (SCA), which requires the preparation of a Transportation Demand Management (TDM) plan as described below, is applicable.

SCA TRA-1: Parking and Transportation Demand Management. Prior to issuance of a final inspection of the building permit.

The project applicant shall submit a Transportation and Parking Demand Management (TDM) plan for review and approval by the City. The intent of the TDM plan shall be to reduce vehicle traffic and parking demand generated by the project to the maximum extent practicable consistent with the potential traffic and parking impacts of the project.

The goal of the TDM shall be to achieve the following project vehicle trip reductions (VTR):

- Projects generating 50 to 99 net new AM or PM peak hour vehicle trips: 10 percent VTR
- Projects generating 100 or more net new AM or PM peak hour vehicle trips: 20 percent VTR

The TDM plan shall include strategies to increase pedestrian, bicycle, transit, and carpool use, and reduce parking demand. All four modes of travel shall be considered, as appropriate. VTR strategies to consider include, but are not limited to, the following:

a) Inclusion of additional long term and short term bicycle parking that meets the design standards set forth in chapter five of the Bicycle Master Plan, and Bicycle Parking Ordinance

(chapter 17.117 of the Oakland Planning Code), and shower and locker facilities in commercial developments that exceed the requirement.

b) Construction of and/or access to bikeways per the Bicycle Master Plan; construction of priority Bikeway Projects, on-site signage and bike lane striping.

c) Installation of safety elements per the Pedestrian Master Plan (such as cross walk striping, curb ramps, count-down signals, bulb outs, etc.) to encourage convenient and safe crossing at arterials, in addition to safety elements required to address safety impacts of the project.

d) Installation of amenities such as lighting, street trees, trash receptacles per the Pedestrian Master Plan and any applicable streetscape plan.

e) Construction and development of transit stops/shelters, pedestrian access, way finding signage, and lighting around transit stops per transit agency plans or negotiated improvements.

f) Direct on-site sales of transit passes purchased and sold at a bulk group rate (through programs such as AC Transit Easy Pass or a similar program through another transit agency).

g) Provision of a transit subsidy to employees or residents, determined by the project sponsor and subject to review by the City, if the employees or residents use transit or commute by other alternative modes.

h) Provision of an ongoing contribution to AC Transit service to the area between the development and nearest mass transit station prioritized as follows: 1) Contribution to AC Transit bus service; 2) Contribution to an existing area shuttle or streetcar service; and 3) Establishment of new shuttle or streetcar service. The amount of contribution (for any of the above scenarios) would be based upon the cost of establishing new shuttle service (Scenario3).

i) Guaranteed ride home program for employees, either through 511.org or through separate program.

j) Pre-tax commuter benefits (commuter checks) for employees.

k) Free designated parking spaces for on-site car-sharing program (such as City Car Share, Zip Car, etc.) and/or car-share membership for employees or tenants.

l) Onsite carpooling and/or vanpooling program that includes preferential (discounted or free) parking for carpools and vanpools.

m) Distribution of information concerning alternative transportation options.

n) Parking spaces sold/leased separately for residential units. Charge employees for parking, or provide a cash incentive or transit pass alternative to a free parking space in commercial properties.

o) Parking management strategies; including attendant/valet parking and shared parking spaces.

p) Requiring tenants to provide opportunities and the ability to work off-site.

q) Allow employees or residents to adjust their work schedule in order to complete the basic work requirement of five eight-hour workdays by adjusting their schedule to reduce vehicle trips to the worksite (e.g., working four, ten-hour days; allowing employees to work from home two days per week).

r) Provide or require tenants to provide employees with staggered work hours involving a shift in the set work hours of all employees at the workplace or flexible work hours involving individually determined work hours.

The TDM Plan shall indicate the estimated VTR for each strategy proposed based on published research or guidelines. For TDM Plans containing ongoing operational VTR strategies, the Plan shall include an ongoing monitoring and enforcement program to ensure the Plan is implemented on an ongoing basis during project operation. If an annual compliance report is required, as explained below, the TDM Plan shall also specify the topics to be addressed in the annual report.

The project applicant shall implement the approved TDM Plan on an ongoing basis. For projects that generate 100 or more net new a.m. or p.m. peak hour vehicle trips and contain ongoing operational VTR strategies, the project applicant shall submit an annual compliance report for the first five years following completion of the project (or completion of each phase for phased projects) for review and approval by the City. The annual report shall document the status and effectiveness of the TDM program, including the actual VTR. If deemed necessary, the City may elect to have a peer review consultant, paid for by the project applicant, review the annual report. If timely reports are not submitted and/or the annual reports indicate that the project applicant has failed to implement the TDM Plan, the project will be considered in violation of the Conditions of Approval and the City may initiate enforcement action as provided for in these Conditions of Approval. The project shall not be considered in violation of this Condition if the TDM Plan is implemented but the VTR goal is not achieved.

Recommended Improvement #5: Consistent with the Broadway Valdez Specific Plan, consider implementing the following strategies as part of the TDM program for the proposed project:

- Consider reducing the amount of off-street automobile parking provided. City of Oakland Planning Code requires no parking for the commercial component of the project and 0.5 spaces per unit for the residential component. The proposed project would provide 350 parking spaces, which is 181 spaces more than the minimum parking required by the City of Oakland.[9] Providing excessive parking supply can encourage additional driving and be in

[9] The project would provide up to 350 spaces (108 spaces for residents and 242 for general public). Per City Planning Code Chapters 17.116.060 and 17.116.082, the project would be required to provide a minimum of 169 parking spaces (133 spaces for residents and 36 spaces for non-residents).

conflict with the goals of the City and Specific Plan to encourage non-automobile travel modes.

- Consistent with *Planning Code* Section 17.116.110.D, the project shall unbundle the cost of parking from the cost of housing where residents pay separately for their parking spaces (Policy C-6.8).

- Consistent with *Planning Code* Section 17.116.110.D, explore allowing non-residents to use the parking level designated for residents for a fee during typical weekday business hours when residential demand is the lowest. At a minimum, consider allowing retail employees to use the residential parking during weekday business hours (Policies C-6.4 and C-6.5).

- Designate dedicated on-site parking spaces for car-sharing.

- Provide long-term and short-term bicycle parking beyond the minimum required by City of Oakland *Planning Code*.

- Cooperate with City of Oakland and/or other regional agencies to allow installation of a potential bike share station along the project frontage.

- Designate a TDM coordinator for the project.

- Provide all new residents and retail employees with information on the various transportation options available.

- Participate in AC Transit EasyPass Program and/or provide other transit fare subsidies to future residents and employees at retail uses.

It is noted that CHS will coordinate with the Project Sponsor to prepare a feasible, viable TDM plan for the proposed project. The overall goal of the TDM plan will be to determine appropriate vehicle trip reductions, and based on the development capacity of the proposed project, the goal of the TDM plan will be to achieve an approximate 20 percent reduction in vehicle trips. The TDM plan will be submitted to City staff for review and approval.