# 3000 BROADWAY PROJECT
# CEQA ANALYSIS

## City of Oakland

July 2016

URBAN
PLANNING
PARTNERS
INC.

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# 3000 Broadway CEQA Analysis

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

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|---|---|
| Date: | July 27, 2016 |
| Project Address: | 3000 Broadway |
| Project Number: | PLN 16-122 |
| Zoning: | D-BV-3 (Mixed Use Boulevard Zone)<br>D-BV-4 (Mixed Use Zone) |
| General Plan: | Community Commercial |
| APNs: | 009-0704-009-00, 009-0704-010-00, 009-0704-011-01, and 009-0704-012-00 |
| Lot Size: | 35,170 square feet |
| Plan Area: | Broadway Valdez District Specific Plan |
| Applicant: | Lowe Enterprises Real Estate Group<br>595 Market Street, Suite 2550<br>San Francisco, CA 94105<br>Attn: Alan Chamorro (415) 758-0990 |
| Staff Contact: | Peterson Z. Vollmann (510) 238-6167<br>pvollmann@oaklandnet.com |

## I. EXECUTIVE SUMMARY

The project applicant, Lowe Enterprises Real Estate Group, is proposing to redevelop four parcels within the Broadway Valdez District Specific Plan (BVDSP or Plan) area with a mixed-use residential development. The project site is in Subdistrict 5 of the North End subarea of the Plan. The proposed 3000 Broadway project (proposed project) would demolish the existing buildings on the site, but would retain and integrate the façades of the existing buildings on Broadway - 3000 Broadway and 3012-3020 Broadway—into the new building. The proposed project would construct a six-story approximately 183,267-gross-square-foot building (up to 85 feet in height). The proposed project would include approximately 108,812 square feet of rentable residential space (approximately 127 residential units), approximately 7,923 square feet of ground-floor commercial space along Broadway, approximately 34,969 square feet of parking (approximately 97 parking spaces) in the basement level, and approximately 80 bicycle parking spaces. The site currently has five buildings containing a restaurant and bar, auto service uses, and two residences. None of the existing buildings are considered historic resources under the California Environmental Quality Act (CEQA).

The BVDSP Environmental Impact Report (EIR)[1] analyzed the environmental impacts associated with adoption and implementation of the BVDSP and, where the level of detail available was adequate for analyzing potential environmental effects, provided a project-level CEQA review of reasonably foreseeable development. This allows the use of CEQA streamlining and/or tiering provisions for projects that are developed under the BVDSP.

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

1. **Community Plan Exemption.** Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183 allow streamlined environmental review for projects that are "consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified, except as might be necessary to examine whether there are project-specific significant effects that are peculiar to the project or its site." Section 15183(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 that are subject to review at the project level, provided the effects of infill development have been addressed in a planning-level decision or by uniformly applicable development policies. Infill projects are eligible if they are located in an urban area and on a site that either has been previously developed or adjoins existing qualified urban uses on at least 75 percent of the site's perimeter, able to satisfy the performance standards provided in CEQA Guidelines Appendix M, and 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 whether such impacts were adequately covered by the BVDSP EIR to allow the above-listed streamlining and/or tiering provisions of CEQA to apply.

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

Environmental Science Associates (ESA), 2014. *Broadway Valdez District Specific Plan, Responses to Comments and Final*. May. These documents can be obtained at the Bureau of Planning at 250 Frank Ogawa Plaza, #3115, or online at http://www2.oaklandnet.com/Government/o/PBN/OurServices/Plans/DOWD008194.

The analysis conducted incorporates by reference the information contained in the BVDSP EIR. Mitigation measures and Standard Conditions of Approval (SCAs) identified in the BVDSP EIR that would apply to the proposed project are listed at the end of the CEQA Checklist. The proposed project is legally required to incorporate and/or comply with the applicable requirements of the mitigation measures identified in the BVDSP EIR as well as applicable City of Oakland (City) SCAs; therefore, the measures and SCAs are herein assumed to be included as part of the proposed project (see Attachment A).

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

- **Community Plan Exemption.** As stated in Section 1.2.2 of the BVDSP, when development proposals in the BVDSP area are brought before the City, the staff and decision-makers use the BVDSP as a guide for project review. Projects are evaluated for consistency with the intent of BVDSP policies and conformance with development regulations. The environmental review of the BVDSP was intended to expedite the processing of future projects that are consistent with the BVDSP. Therefore, consistent with Section 1.2.3 of the BVDSP and CEQA Guidelines Section 15183, this CEQA Analysis satisfies, based on the analysis conducted in this document, the requirements for a community plan exemption. The proposed project is permitted in the zoning district where the project site is located and consistent with the bulk, density, and land use standards envisioned in the BVDSP. The CEQA Checklist below concludes that the proposed project would not result in significant impacts that (1) would be peculiar to the project or project site; (2) were not identified as significant project-level, cumulative, or off-site effects in the BVDSP EIR; or (3) were previously identified as significant but later found to have a more severe adverse impact than that discussed in the EIR. Findings regarding the proposed project's consistency with the BVDSP are included as Attachment B to this document.
- **Qualified Infill Exemption**. The analysis conducted indicates that the proposed project is eligible for a qualified infill exemption, pursuant to CEQA Guidelines Section 15183.3. The infill eligibility criteria are evaluated in Attachment C and supported by the CEQA Checklist included below.
- **Addendum.** The analysis conducted, as described in this document, demonstrates that preparation of an addendum to the BVDSP EIR is allowed for the proposed project. Therefore, this CEQA Analysis is considered to be an addendum. The BVDSP EIR analyzed the Broadway Valdez Development Program (Development Program), which represents the maximum level of feasible development that can reasonably be expected to occur in the Plan Area over a 25-year planning period, according to City of Oakland projections. In total, the Development Program includes approximately 3.7 million square feet of development, including approximately 695,000 square feet of office space, 1,114,000 square feet of restaurant/retail space, 1,800 residential units, a new 180-room hotel, 6,500 parking spaces, and 4,500 new jobs. The BVDSP allows for flexibility with respect to the quantity and profile of future development within each subarea, and between subareas, as long as such development conforms to the general traffic generation parameters established by the Plan. The Development Program is not intended to be a cap that would restrict development.

The Illustrative Development Program Map in Appendix D of the BVDSP outlines conceptual dwelling unit counts and commercial use square footage for the project site. In addition, Figure 3-11, *Broadway Valdez Development Program Physical Height Model*, of the BVDSP EIR shows the development heights anticipated under one of many potential buildout scenarios.

The proposed project would provide more dwelling units for the project site and less square footage for commercial uses than contemplated in the scenario depicted in Appendix D of the BVDSP, as shown in Table 1: up to 127 dwelling units instead of 64 units and up to 7,923 square feet of retail instead of 14,517 square feet of retail. The proposed project would range from 70 to 85 feet in height, in accordance with the BVDSP's Appendix B, Existing and Proposed Draft Zoning and Height Area Maps. In addition, the project site includes an additional parcel at 3000 Broadway (Assessor Parcel Number [APN] 009-0704-012-00) that was not anticipated to be built out in the BVDSP EIR.

The Illustrative Development Program Map is conceptual only and illustrates one of many possible development scenarios under the BVDSP, a plan that specifically did not prescribe or assume exact land uses on a site-by-site basis, and the proposed project is consistent with the zoning for the site, as described in Attachment B.

As noted above, the project site is in Subdistrict 5 of the North End subarea of the Plan. It would generate 40 AM and 48 PM net new peak-hour vehicle trips. Together with trips generated by other projects that are currently under construction, approved, or proposed for development in the Plan Area, this would represent: approximately 39 percent of the AM and 44 percent of the PM peak-hour trips anticipated in the BVDSP EIR; approximately 30 percent of the AM and 34 percent of the PM peak-hour trips anticipated in the BVDSP EIR for the North End subarea; and approximately 33 percent of the AM and 38 percent of the PM peak-hour trips anticipated in the BVDSP EIR for Subdistrict 5.

While the number of residential units proposed by the project combined with the number of residential units for projects under construction, approved, and proposed in the Plan Area, as well as in Subdistrict 5, would exceed the Development Program Buildout assumptions in the BVDSP EIR (2,573 net new residential units proposed compared to 1,800 residential units described in the EIR), the total amount of commercial space constructed and/or proposed is substantially less that that analyzed in the EIR.[2] Because trip generation from the proposed project, combined with that of other projects that are currently being developed under the BVDSP, would be within the scope of the program analyzed under the BVDSP EIR for the Plan Area, the North End, and Subdistrict 5, the traffic impact analysis, which the EIR determined was the key environmental factor constraining development, remains valid. Therefore, the proposed project meets the requirements for preparation of an addendum, as described in Attachment D to this document.

[2] Approximately 214,900 gross square feet of net new commercial uses have been constructed and/or proposed compared to approximately 695,000 square feet of office space and 1,114,000 square feet of restaurant/retail space analyzed in the EIR.

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

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

| Development Characteristics | Total BVDSP Development Program[a] | Illustrative Development Program Map | Proposed Project |
|---|---|---|---|
| Height | Varied | Northeastern portion: Two stories (25 feet)<br>Northwestern and southeastern portion: Four stories (45 feet)<br>Southwestern portion: No change from existing conditions[b] | Six stories (up to 85 feet) |
| Residential Units | 1,800 | 64 | 127 |
| Retail Square Footage (net) | 695,000 sf of office space<br>1,114,000 sf of restaurant/ retail space | 14,517 sf[c] | 7,923 sf |

Notes: Sf = square feet
[a] Development Program Grand Total, listed in Appendix D, Table D.1: Illustrative Development Plan Program Map by Subdistrict.
[b] Broadway Valdez Development Program Physical Height Model, Figure 3-11 of the Broadway Valdez District Specific Plan EIR.
[c] Development Program for Project Site #21 in Subdistrict 5, listed in Appendix D, Table D.1: Illustrative Development Plan Program Map by Subdistrict. The table shows 29,034 square feet of existing retail being removed for a net total of negative 14,517 square feet. Therefore, 14,517 square feet of retail were anticipated for the project site. Note that Project Site #21 does not include the parcel at the southwestern corner of the project site.
Sources: City of Oakland. 2014. *Broadway Valdez District Specific Plan*. Adopted June. BDE Architecture, 2016. *3000 Broadway Development Review Set*. April 22.

# II. PROJECT DESCRIPTION

### Project Location

The project site is located at 3000 Broadway, on the southern end of the block bounded by Broadway to the west, 30th Street to the south, and Brook Street to the north and east, as shown in Figure 1. The site consists of four parcels (APNs 009-0704-009, 009-0704-010, 009-0704-011-01, and 009-0704-012). The project site is in the Broadway Auto Row neighborhood, north of Uptown Oakland and south of Pill Hill/Kaiser Medical Center. The site is in the Broadway Valdez District Specific Plan Area, North End Subarea, Subdistrict 5.

The project site is accessible from Interstate 580 (I-580), approximately 1,200 feet to the north, and Interstate 980, approximately 2,000 feet to the west. Multiple transit routes serve the project site, including Alameda-Contra Costa County Transit District (AC Transit) Routes 1, 1R, 51A, 800, and 851. The MacArthur Bay Area Rapid Transit District (BART) station is approximately 0.75 mile northeast of the site, and the 19th Street BART station is approximately 0.85 mile south of the site.

### Existing Conditions

The approximately 35,170-square-foot site is entirely developed with five buildings, and slopes downward from Broadway to Brook Street. The west portion of the project site includes 3000 Broadway, which is occupied by a restaurant, bar and lounge, and 3012-3020 Broadway, which is occupied by a vacant building. The southeast portion of the 3000 Broadway building (288 30th Street) is occupied by XYZ Motors, an independent repair shop. XYX Motors also occupies 250-260 30th Street in the south portion of the project site. Two single-family residences (3007 Brook Street and 3009 Brook Street) are in the northeast portion of the project site.

The residences at 3007 Brook Street and 3009 Brook Street, as well as the buildings along Broadway (3000 Broadway and 3012-3020 Broadway) have Oakland Cultural Heritage Survey (OCHS) ratings of C2+,[3] and are considered to be buildings of secondary importance, and contributors to an Area of Secondary Importance (ASI)[4]. 3000 Broadway and 3012-3020 Broadway are part of the Upper Broadway Auto Row ASI, while 3007 Brook Street and 3009 Brook Street are part of the Richmond Boulevard District ASI. These properties do not meet the City of Oakland's criteria for consideration as historic resources per CEQA. The existing buildings on the site and associated historic resource ratings are listed in Table 2.

Three street trees are located on Broadway and two street trees are on 30th Street. In addition, six trees and shrubs are located in the yards of the two residential properties. The site is accessed by one driveway on Broadway, three driveways on 30th Street, and one driveway on Brook Street. The project site and the immediate vicinity is shown in Figure 1.

[3] ESA (Environmental Science Associates), 2009. Appendix D, Broadway Valdez Specific Plan, Oakland, Alameda County, California, Historic Resources Inventory Report. July.

[4] 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.


Source: Nearmaps.com, 2016

**3000 Broadway Project**

Figure 1
Project Vicinity

**Table 2 Site Parcels and Existing Uses**

| APNs | Address | Existing Uses | Building Information/Year Constructed | Historic Resource Rating |
|---|---|---|---|---|
| 009-0704-012 | 3000 Broadway | Restaurant, bar, and lounge | Gilpin-Owen-Webb Motor Co. garage. Constructed in 1917. | C2+[a,b] |
| | 288 30th Street | Auto repair shop (X.Y.Z. Motors) | | |
| 009-0704-011-01 | 3012-3020 Broadway | Vacant | Burrows-Hebrank Hunter & Peacock garage. Constructed in 1915. No information available. | C2+ [a,b] |
| | 250-260 30th Street | Auto repair shop (X.Y.Z. Motors) and associated warehouse | | |
| 009-0704-010 | 3007 Brook Street | Private residence | Two-story Craftsman derivative residential building with redwood siding. The building has a gable roof, exposed beams and rafters, an asymmetrical façade, and a partially enclosed porch supported by square columns. Estimated year of construction 1900. | C2+ [a,c] |
| 009-0704-009 | 3009 Brook Street | Private residence | Two-story Queen Anne residential building with a partially enclosed porch, large bay window, and cross gable roof. The exterior walls are wood siding. Estimated year of construction 1900. | C2+ [a,c] |

[a] Building of Secondary importance.
[b] Contributor to Upper Broadway Auto Row Area of Secondary Importance.
[c] Contributor to Richmond Boulevard District Area of Secondary Importance.
Sources: Langan Treadwell Rollo, 2016b. Phase I Environmental Site Assessment, 3000 and 3020 Broadway; 3007 and 3009 Brook Street; and 250, 260, and 288 30th Street Oakland, California, April 25. ESA (Environmental Science Associates), 2009. Appendix D, Broadway Valdez Specific Plan, Oakland, Alameda County, California, Historic Resources Inventory Report. July.

The General Plan land use designation for the project site is Community Commercial. This designation applies to areas suitable for a wide variety of commercial and institutional operations along the City of Oakland's major corridors and in shopping districts or centers. The western half of the project site is zoned D-BV-3 (Mixed Use Boulevard Zone) and the eastern half is zoned D-BV-4 (Mixed Use Zone). The D-BV-3 zone allows a relatively wide range of ground-floor office and other commercial activities with upper-story spaces intended to be available for a broad range of residential, office, or other commercial activities. The D-BV-3 zone requires ground floor commercial uses along Broadway. The D-BV-4 zone is intended to create, maintain, and enhance areas that do not front Broadway, 27th Street, Piedmont Avenue, or Harrison Street, and allows for the widest range of uses on the ground floor, including both residential and commercial businesses. The project site is in a height area where the maximum height permitted is 85 feet.

Surrounding land uses in the vicinity of the proposed project include automobile repair and sales, medical facilities, commercial uses, and residential uses. Sprouts Farmers Market grocery store is immediately across Broadway from the project site and the proposed 3093 Broadway mixed-use residential project is under construction, beyond to the north. Auto repair businesses are immediately adjacent to the site to the north. The Broadway Webster Medical Plaza is to the northwest across Broadway, with more auto dealerships further beyond. A CVS Pharmacy and Grocery Outlet are to the south across 30th Street, with residences further beyond to the southeast. Residential uses are generally to the east across Brook Street.

**Project Characteristics**

The proposed project would demolish the existing buildings on the site, except for the existing building facades along Broadway (3000 Broadway and 3012-3020 Broadway) that wrap the corner onto 30th Street, which would be retained, repaired, and integrated into the proposed new building. The proposed mixed-use residential project would be approximately 183,267 gross square feet in size, would range in height from 70 to 85 feet, and would have six stories, with a mezzanine loft for a few of the corner units. The project proposes approximately 108,812 rentable square feet of residential uses (127 residential units), approximately 14,725 square feet of open space, and approximately 7,923 square feet of ground-floor commercial space along Broadway. The project would also provide approximately 34,969 square feet of parking (approximately 97 parking spaces), as well as approximately 80 bicycle parking spaces. The project characteristics are shown in Table 3 below, and the site plans, typical floor plans, typical section, and elevation views are shown in Figures 2 through 7.

Along Broadway, the building would be six stories and up to 85 feet in height, with retail along the ground floor fronting Broadway, and residential uses on floors two through six. A couple of the units may have a mezzanine loft and a roof deck would extend along the top of the building. The first floor would consist of a podium structure that would incorporate the existing façades of 3000 and 3012-3020 Broadway, with the new floors above set back approximately 15 feet. Along Brook Street, the building would have a near-grade parking level with five levels of residential uses above and a reduced height of approximately 70 feet.

**Table 3 Proposed Project Characteristics**

| **Project** | **Dimensions (Square Feet)** |
|---|---|
| Lot Size | 35,170 |
| **Uses** | **Area (Square Feet)** |
| Residential (Net Rentable) | 108,812 |
| Commercial (Retail) | 7,923 |
| Parking | 34,969 |
| Other including Residential Common Area | 31,563 |
| **Total Building Size (Gross)** | **183,267** |
| **Units** | **Amount (Percent)** |
| Total Dwelling Units | 127 (100%) |
| Studio | 14 (11%) |
| 1-bedroom | 40 (31%) |
| 2-bedroom | 62 (49%) |
| 3-bedroom | 11 (9%) |
| **Parking** | **Number of Spaces** |
| Parking Spaces | 97 |
| Bicycle Parking Spaces | 80 |
| **Open Space** | **Area (square feet)** |
| Podium Courtyard | 5,823 |
| Roof Deck | 4,202 |
| Private Podium Decks | 3,200 |
| Private Decks | 1,500 |
| **Total** | **14,725** |
| **Building Characteristics** | **Levels/Height** |
| Along Broadway | Six stories with mezzanine loft/up to 85 feet |
| Along Brook Street | Six stories/up to 70 feet |
| Semi-Subterranean (Partial Basement) Parking | Near grade along Brook Street/below grade along Broadway due to slope of site |

Source: BDE Architecture. 2016.


Source: BDE Architecture, 2016

**3000 Broadway Project**

Figure 2
Basement Floor Plan/Brook Street Site Plan


Source: BDE Architecture, 2016

**3000 Broadway Project**

Figure 3
Ground Floor Plan/Broadway Site Plan


Source: BDE Architecture, 2016

**3000 Broadway Project**

Figure 4
Typical Residential Floor Plans


Note: *At corner of Broadway and 30th Street

Source: BDE Architecture, 2016

**3000 Broadway Project**

Figure 5
Building Section


*Not to Scale*

Source: BDE Architecture, 2016

**3000 Broadway Project**

Figure 6
Elevation View from Broadway


Source: BDE Architecture, 2016

**3000 Broadway Project**

Figure 7
Elevation Views from 30th and Brook Streets

The semi-subterranean (partial basement) level of the building would consist of a parking garage and, due to the downward slope of the site from Broadway to Brook Street, would be below-grade along Broadway and near-grade along Brook Street. The sole vehicular entrance would be on Brook Street. The primary pedestrian residential entrance would be on 30th Street. The ground level of the building would have approximately 7,923 square feet of retail along Broadway, a fitness room, a club room, a leasing office, a bike storage room, an interior courtyard, and residential units.

The existing façades of the Broadway buildings would be retained and incorporated into the building design. The spacing of the bays would be maintained and they would be seismically reinforced. The existing façade aesthetic would be retained; the exterior plaster finish walls would be patched and painted, the broken cornice would be repaired, and the existing transom windows would be repaired or replaced to match. The existing window displays are not original; they would be replaced with new storefronts that would share the aesthetic of the existing façades. The vertical orientation, horizontal projection, and approximate size of the existing monument sign frame would remain. As the existing sign frame is missing sign cladding, the sign cladding would be replaced utilizing modern sign materials consistent with the BVDSP's Design Guidelines, while maintaining the current configuration and approximate size of the existing sign frame.

The project proposes to provide approximately 14,725 square feet of open space. An approximately 5,823-square-foot podium courtyard would be provided on the ground floor and an approximately 4,202-square-foot deck would be provided on the roof. Private open space would consist of approximately 3,200 square feet of private podium decks for five units on the third floor and 1,500 square feet of additional smaller private decks.

Sidewalk/streetscape improvements would be installed as part of the proposed project, consistent with the BVDSP Public Realm Design Guidelines for Streetscape Design. Improvements would include repaving the sidewalk along the project site, and installing pedestrian accent paving and street lights. In addition, the existing trees would be removed. The proposed project would plant six London plane trees along Broadway, six gingko biloba trees along 30th Street, and two London plane trees along Brook Street.

The proposed project does not include an emergency generator.

**Project Construction**

Demolition of the existing structures and construction of the proposed project is expected to occur within approximately 26 months. Mobilization and demolition would last approximately 2 months, excavation and below-grade construction would last approximately 6 months, and above-grade construction would occur over approximately 18 months. The number of workers on-site daily is anticipated to vary depending on the construction phase, with approximately 10 workers during demolition, 20 workers during below-grade construction, and 40 workers during above-grade construction. Staging would occur within the project site and extend into on-street parking spots, subject to City of Oakland approval.

The depth of the excavation would range from approximately 22 feet along Broadway to approximately 7 feet along Brook Street. Up to approximately 19,000 cubic yards of soil would

be excavated and off-hauled from the site. Based on the presence of shallow groundwater, it is likely that dewatering during construction would be required. Shallow spread-footing foundations or a mat foundation is likely; no pile driving is proposed.

**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 and CEQA determination.
- Public Works Tree Division – Issuance of tree removal permit.
- Building Bureau – Grading permit and other related onsite and offsite work permits and encroachment permits.

**Actions by Other Agencies**

- East Bay Municipal Utility District (EBMUD) – Approval of new service requests and new water meter installations.
- 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.
- Alameda County Environmental Health Department (ACEH) – Oversight and approval of any proposed remedial actions to manage residual contaminants in soil and groundwater on the project site during earthwork redevelopment activities.

# III. 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 I-580. Although it does not propose specific private developments, the BVDSP establishes a Development Program to project the maximum level of feasible development that can reasonably be expected during the 25-year planning period (i.e., approximately 3.7 million square feet, including approximately 695,000 square feet of office space, 1,114,000 square feet of restaurant/retail space, 1,800 residential units, a new 180-room hotel, approximately 6,500 parking spaces, and approximately 4,500 new jobs). As described above, the BVDSP EIR analyzed the environmental impacts of adoption and implementation of the BVDSP, and where the level of detail available was adequate for analyzing potential environmental effects, the EIR provided project-level CEQA review for foreseeable and anticipated development.

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

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

- The BVDSP updates the goals and policies of the general plan and provides more detailed guidance for specific areas within the Broadway Valdez District;
- The BVDSP builds upon two retail enhancement studies, the Citywide Retail Enhancement Strategy and the companion Upper Broadway Strategy – A Component of the Oakland Retail Enhancement Strategy, which identified the City's need to reestablish major destination retail in Oakland as being critical to stemming the retail leakage and associated loss of tax revenue that the City suffers from annually. These reports also identified the Broadway Valdez District as the City's best opportunity to reestablish a retail core with the type of

comparison shopping that once served Oakland and nearby communities and that the City currently lacks;

- The BVDSP provides a policy and regulatory framework to achieve one of the primary objectives: to transform the Plan Area into an attractive regional destination for retailers, shoppers, employers and visitors that serves, in part, the region's shopping needs and captures sales tax revenue for reinvestment in Oakland;
- The BVDSP could create employment opportunities (both short-term construction jobs as well as permanent jobs), increase revenues (sales, property, and other taxes), and promote spin-off activities (as Plan Area workers spend some of their income on goods in the Plan Area);
- The BVDSP Development Program promotes increased housing densities in proximity to employment-generating land uses that support City and regional objectives for achieving a jobs/housing balance and transit-oriented development;
- The BVDSP design guidelines will ensure that future development contributes to the creation of an attractive pedestrian-oriented district characterized by high-quality design and a distinctive sense of place; and
- The BVDSP identifies a series of needed and desired improvements related to transportation, affordable housing, historic resource preservation and enhancement, streetscape, plaza, parking, and utility infrastructure as well as regulatory tools, policies, and potential funding mechanisms to realize those improvements.

The Notice of Determination (NOD) for the BVDSP EIR was filed with the State Clearinghouse on June 18, 2014, and was not challenged. Therefore, the BVDSP EIR remains valid.

# IV. SUMMARY OF FINDINGS

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

In accordance with Public Resources Code Sections 21083.3, 21094.5, and 21166 and 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) would be peculiar to the project or project site; (2) were not previously identified as significant project-level, cumulative, or off-site effects in the BVDSP EIR; or (3) were previously identified as significant but—as a result of substantial new information that was not known at the time the BVDSP EIR was certified—would increase in severity above the level described in the EIR. Therefore, the proposed project is exempt from further environmental review in accordance with Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183.
- The proposed project would not cause any new significant impacts on the environment that were not already analyzed in the BVDSP EIR or result in more significant impacts than those that were previously analyzed in the BVDSP EIR. The effects of the proposed project have been addressed in the BVDSP EIR, and no further environmental documents are required, in accordance with Public Resources Code Section 21094.5 and CEQA Guidelines Section 15183.3.
- The analyses conducted and the conclusions reached in the BVDSP EIR that was certified by the Planning Commission on May 21, 2014, and confirmed by the City Council on June 17, 2014, remain valid, and no supplemental environmental review is required for the proposed project modifications. The proposed project would not cause new significant impacts that were not previously identified in the EIR or result in a substantial increase in the severity of previously identified significant impacts. No new mitigation measures would be necessary to reduce significant impacts. No changes have occurred with respect to the circumstances surrounding the original project that would cause significant environmental impacts to which the proposed project would contribute considerably, and no new information has been put forward that shows that the proposed project would cause significant environmental impacts. Therefore, no supplemental environmental review is required beyond this addendum, in accordance with Public Resources Code Section 21166 and CEQA Guidelines Section 15164.

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

7/27/16

**Darin Ranelletti**
**Environmental Review Officer**

**Date**

# V. CEQA CHECKLIST

**Overview**

This CEQA Checklist provides a summary of the potential environmental impacts that may result from adoption and implementation of the BVDSP, as evaluated in the BVDSP EIR. Potential environmental impacts of development under the BVDSP were analyzed and covered by the BVDSP EIR, and the EIR identified mitigation measures and SCAs[5] 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 Lesser 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

[5] 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.

- 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.

A list of the mitigation measures and SCAs is included in Attachment A, and is incorporated by reference into the CEQA Checklist analysis. Note that the SCAs included in this document are referred to using an abbreviation for the environmental topic area, numbered sequentially for each topic area, and are assigned an SCA title based on the City's master SCA list — i.e., SCA-AIR-1: *Construction-Related Air Pollution (Dust and Equipment Emissions)*.

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

Consistent with the requirements of CEQA, a determination of whether the project would have a significant impact will occur as part of the preparation of this document prior to the approval of the proposed project and, where applicable, standard conditions of approval and/or mitigation measures in the BVDSP EIR have been identified that will mitigate them. In some instances, exactly how the measures/conditions identified will be achieved awaits completion of future studies, an approach that is legally permissible where measures/conditions are known to be feasible for the impact identified, where subsequent compliance with identified federal, state or local regulations or requirements apply, where specific performance criteria is specified and required, and where the proposed project commits to developing measures that comply with the requirements and criteria identified.

**Attachments**

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

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 Health Risk Screening Analysis for the 3000 Broadway Project
F. Greenhouse Gases and Climate Change Screening Analysis for the 3000 Broadway 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 | ☒ | ☐ | ☐ |

| 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 |
|---|---|---|---|
| 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[6] represents the conceptual massing for projects to be developed under the BVDSP, and served as the basis for massing, view corridor, shadow, and wind analysis performed in the EIR. The EIR found that new structures would partially obstruct views of the sky, but that such changes would not represent a substantial adverse effect on views, because no views 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 BVDSP EIR determined that development under the Plan would result in less-than-significant impacts from shading, with the exception of potential shading on Temple

[6] 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.

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, the EIR conservatively determined that impacts may remain significant and unavoidable. Development outside this area under the BVDSP was determined to result in less-than-significant shadow impacts. To address potential cumulative impacts, under the BVDSP EIR, 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 conservatively concluded that, even with implementation of Mitigation Measure AES-6, cumulative shadow impacts may remain significant and unavoidable for some projects.

**Wind (Criterion 1e)**

The BVDSP EIR determined that development under the BVDSP that has a height of 100 feet or greater, and is in the portion of the 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 and aesthetics impacts. Even with implementation of Mitigation Measure AES-6, the EIR conservatively determined that cumulative impacts may remain significant and unavoidable for some projects.

**Project Analysis and Conclusion**

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

Pursuant to the Design Guidelines, development within the Plan Area should contribute to the creation of a coherent, well-defined and active public realm that supports pedestrian activity and social interaction, and to the creation of a well-organized and functional private realm that supports the needs of tenant businesses. The proposed project meets this guideline by repaving the sidewalk along the project site and adding amenities such as street trees, planters, pedestrian accent paving, and lighting. The proposed project requires design review approval, pursuant to Section 17.101C.020 of the City's Planning Code. As part of the design review process, the project will be reviewed by the City to ensure consistency with the applicable BVDSP Design Guidelines. The proposed project would be contemporary in design. The primary façade materials would include cement plaster, fiber cement smooth plank siding, composite metal panels, and thin-brick tile. The existing façade would be refurbished and integrated into the proposed project. The

design review process will ensure the project would be consistent with the BVDSP standards and guidelines related to aesthetics, 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.

**Shadow.** The project site is outside of the area identified in the BVDSP EIR as having potential shading impacts on Temple Sinai and therefore, BVDSP EIR Mitigation Measure AES-4 would not apply. In addition, BVDSP EIR Mitigation Measure AES-6, which requires implementation of Mitigation Measures AES-4 and AES-5, would not apply. The Physical Height Model anticipated heights ranging from 25 feet to 45 feet on the site. While the proposed project would range from 70 to 85 feet in height, the project would be consistent with the shadow impacts described in the BVDSP EIR. The shadow study conducted for the BVDSP EIR shows that there are no solar collectors or historic resources in the immediate vicinity of the project site. The nearest solar collector identified in the BVDSP EIR is 800 feet northeast of the project site (at 32 Randwick Avenue) and the nearest historic resource, Temple Sinai, is 1,000 feet southwest of the project site. Because of the intervening buildings and distance from these resources, the proposed project would not contribute to impacts on these resources. The proposed project would be consistent with the BVDSP EIR.

**Wind.** Because the proposed project is located in the Community Commercial District and is not more than 85 feet in height, BVDSP EIR Mitigation Measure AES-5: Wind Analysis would not apply to the project. In addition, BVDSP EIR Mitigation Measure AES-6, which requires implementation of Mitigation Measures AES-4 and AES-5, would not apply. Therefore, the project would be consistent with the BVDSP EIR and no wind impacts would occur.

**Conclusion**

Based on an examination of the analysis, findings, and conclusions in the BVDSP EIR, implementation of the proposed project would not substantially increase the severity of the significant impacts identified in the EIR, nor would it result in new significant impacts related to aesthetics, shadows, or wind that were not identified in the BVDSP EIR. Mitigation Measures AES-4, AES-5, and AES-6 (cumulative impacts) would not apply to the project as noted above. The proposed project would be required to implement SCAs related to graffiti control, landscaping, landscape maintenance, street frontages, and lighting plans, as identified in Attachment A at the end of the CEQA Checklist (SCA-AES-1: *Graffiti Control*, SCA-AES-2: *Landscape Plan*, and SCA-AES-3: *Lighting*).

## 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 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 due to hauling materials, construction workers traveling to and from the project sites, and application of architectural coatings, such as paints; and would result in significant impacts. An SCA related to construction air pollution controls (hereafter referred to as SCA-AIR-1: *Construction-Related Air Pollution Controls* [*Dust and Equipment Emissions*]), 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, the EIR conservatively estimated construction emissions

would exceed the BAAQMD daily significance thresholds for reactive organic gases (ROG), resulting in a significant and unavoidable impact.

The BVDSP EIR also determined operational activities associated with development in the 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. Recommended Measure AIR-2 includes additional measures that should be considered for larger projects that would also reduce emissions of criteria air pollutants. Even with implementation of the SCA and Recommended Measure AIR-2, the EIR concluded this impact would conservatively remain significant and unavoidable for emissions of ROG, $NO_x$, 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. Implementation of the City's SCA for construction-related air pollution controls would reduce health risks to sensitive receptors from temporary construction emissions of diesel particulate matter in accordance with recommendations from the BAAQMD's *CEQA Air Quality Guidelines*.[7] As described under SCA-AIR-1: *Construction-Related Air Pollution Controls* (*Dust and Equipment Emissions),* basic controls for construction emissions (subsections a-j) would be implemented for all projects, and enhanced controls (subsections k-y) would be implemented for projects that involve 114 or more single-family dwelling units, 240 or more multi-family units, nonresidential uses that exceed the applicable screening size listed in the BAAQMD's CEQA Guidelines, a demolition permit, simultaneous occurrence of more than two construction phases, extensive site preparation, or extensive soil transport. Even with implementation of SCA-AIR-1: *Construction-Related Air Pollution Controls* (*Dust and Equipment Emissions*), the BVDSP EIR conservatively determined that impacts from TAC emissions during construction would remain significant and unavoidable.

New operational sources, such as backup diesel generators, could result in significant impacts on new and existing receptors. SCAs would reduce potential air quality impacts related to TACs by 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 SCA-AIR-1 and Mitigation Measure AIR-4, the EIR conservatively determined that this impact would remain significant and unavoidable.

[7] BAAQMD, 2012. *CEQA Air Quality Guidelines*. Updated May.

**Project Analysis and Conclusion**

The proposed project would be up to an approximately 183,267 gross-square-foot building, with 127 residential units and approximately 7,923 square feet of retail. The BVDSP EIR allows for the distribution of density and development type between categories and sub-areas, and accounted for the construction and operational emissions from the development proposed on the project site within its analysis. 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 (to reduce project construction emissions) from the BVDSP EIR would also apply as a condition of approval, as described below.

Construction emissions associated with the proposed project would not result in a more severe impact than what was previously disclosed in the BVDSP EIR. The BVDSP EIR does not indicate that an additional project-level analysis of construction-related health risks is necessary. There is no evidence that the proposed project would have peculiar or unusual impacts or impacts that are new or more significant than previously analyzed in the BVDSP EIR. Moreover, the project site's proximity to sensitive receptors is typical of other project sites in the BVDSP area and other urban areas. Sensitive receptors near the proposed project include residential dwellings to the east and northwest, as well as the Alta Bates Medical Center to the west. The nearest sensitive receptors are approximately 50 feet from the project site, across Brook Street. Alta Bates Medical Center is 450 feet from the project site at its nearest boundary, and is separated from the project site by retail and medical office land uses. As described in the BVDSP EIR, concentrations of mobile-source DPM emissions are typically reduced by 70 percent at a distance of approximately 500 feet. Furthermore, medical uses are common throughout the northwest portion of the Plan Area; therefore, there would be nothing unique or peculiar about the project's proximity to sensitive receptors. Consequently, the analysis and conclusions of the BVDSP EIR are still valid for this project.

Furthermore, a project-level analysis of construction-related health risks would ultimately reach the same conclusion and identify the same control measures established in the BVDSP EIR. The proposed project's construction health risk has been adequately addressed by the planning-level review and the project's conditions of approval. Because the proposed project would include a demolition permit, soil export (19,000 cubic yards), and the potential simultaneous occurrence of construction phases (e.g., grading and building construction), the project would be required to implement both the basic (subsections a-j) and enhanced (subsections k-y) controls for emissions of dust and equipment exhaust under SCA-AIR-1: *Construction-Related Air Pollution Controls (Dust and Equipment Emissions)*.

Implementation of the basic and enhanced controls under SCA-AIR-1 would reduce emissions of both criteria air pollutants and TACs during construction. Implementation of subsections (w) and (x) of SCA-AIR-1, which require equipment and diesel trucks to be equipped with Best Available Control Technology and meet the California Air Resources Board's most recent certification standard, would reduce emissions of diesel particulate

matter during construction. In order to comply with subsections (w) and (x) of SCA-AIR-1, the project sponsor would be required to ensure that construction equipment meet Tier 4 emissions standards, which can reduce emissions of diesel particulate matter by at least 85 percent relative to equipment without emission control technologies installed.[8] SCA-AIR-1 further minimizes diesel emissions by minimizing idling under subsections (g) and (h); ensuring that construction equipment is running in proper condition under subsection (i); specifying that portable equipment would be powered by electricity if available under subjection (j); requiring that equipment meet emissions and performance requirements under subsection (u); requiring the use of low volatile organic compound coatings under subjection (v). SCA-AIR-1 also minimizes construction health risks by requiring the following: exposed surfaces be watered; trucks hauling sand, soil, and other loose materials be covered; visible dirt track-out be removed daily; new roads, driveways, sidewalks be paved within one month of grading or as soon as possible, stockpiles be enclosed, covered, and watered twice daily; vehicle speeds on unpaved roads be limited; and idling time be limited. Beyond SCA-AIR-1, there are no additional feasible control measures available to further reduce construction-related diesel particulate matter emissions.

The proposed project would introduce new sensitive receptors (residents) to the project site, and is within 1,000 feet of a major roadway with significant traffic (at least 10,000 vehicles per day) and other sources of TACs (e.g., backup generators). A screening-level analysis was completed, assessing the impacts of nearby sources of TACs on the proposed project's new residential sensitive receptors (see Attachment G).

Based on a conservative screening-level health risk analysis, the cumulative health risks to the project's sensitive receptors from existing and reasonably foreseeable future sources of TACs would be less than the City's cumulative health risk thresholds (cancer risk of 100 in a million, chronic hazard index [HI] of 10, and fine particulate matter [PM2.5] concentration of 0.8 micrograms per cubic meter). This is below the threshold to prepare a Health Risk Assessment or adopt further risk reduction strategies to reduce the exposure of the project's sensitive receptors to TACs under SCA-AIR-2: *Exposure to Air Pollution (Toxic Air Contaminants)* (see Attachment E). In addition, since the project would not introduce any on-site stationary sources of TAC emissions, preparation of a Health Risk Assessment or adoption of further risk reduction strategies to reduce the exposure of existing sensitive receptors to new TAC emissions under SCA: *Stationary Sources of Air Pollution (Toxic Air Contaminants)* and Mitigation Measure AIR-4 is not required.

To address the possibility of asbestos materials in the existing buildings, in accordance with SCA-AIR-3: *Asbestos in Structures*, the project must comply with all applicable laws and regulations regarding demolition of existing structures. Naturally-occurring asbestos has not been mapped in the project vicinity; therefore, the dust mitigation measures described under the SCA pertaining to naturally-occurring asbestos would not apply to the project.

[8] California Air Resources Board, 2015. *Frequently Asked Questions; Regulation for In-Use Off-Road Diesel-Fueled Fleets*. Revised December.

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 emission controls and asbestos, as identified in Attachment A at the end of the CEQA Checklist (SCA-AIR-1: *Construction-Related Air Pollution Controls [Dust and Equipment Emissions]* and SCA-AIR-3*: Asbestos in Structures*). SCA-AIR-2: *Exposure to Air Pollution (Toxic Air Contaminants)* could potentially apply to the project; however, as described above, the screening level analysis found that the proposed project would be below the applicable thresholds and no further action is required under this SCA.

In addition, Recommended Measure AIR-1 from the BVDSP EIR would 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.

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## 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;<br>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;<br>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;<br>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<br>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 is 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. Additionally, development in the Plan Area that includes a substantial vegetated or green roof, includes an existing or proposed vegetated area one acre or larger, or is adjacent to a substantial water body or a substantially vegetated recreation area larger than one acre, will be required to comply with an SCA pertaining to reducing bird collisions with buildings, which will 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; stormwater and erosion control, and construction measures to reduce bird collisions will ensure that development under the BVDSP is in compliance with all aspects of the Creek Protection Ordinance and reduce the potential impacts on water quality, reduce the potential for bird collisions, and minimize potential indirect impacts from pollution in Glen Echo Creek.

**Project Analysis and Conclusion**

The approximately 35,170-square-foot project site is located in an urban setting on a site that is fully developed with commercial and residential buildings. The project site is predominantly occupied by buildings; however the yards surrounding the two residential houses on Brook Street contain vegetation that includes six trees, lawn grass, and several small plants and shrubs. Vegetation on the remainder of the site is limited to two street trees along 30th Street and three street trees along Broadway. The existing trees described above would be removed; however, they would be replaced by six London plane trees planted along Broadway, six gingko biloba trees planted along 30th Street, and two London plane trees planted along Brook Street. The project site is not located immediately adjacent to a creek; however, Glen Echo Creek is located a block east of the project area.

The SCA pertaining to reducing bird collisions with buildings would not apply because the project would not include a substantial vegetated or green roof or an existing or proposed vegetated area one acre or larger, and would not be adjacent to a substantial water body or a substantially vegetated recreation area larger than one acre.

The project would replace the existing street trees and plant additional trees along the street frontages. Stormwater would be treated consistent with C.3 requirements for on-site treatment, including treatment and storage tanks within the proposed building, as described in Section 8, Hydrology and Water Quality.

Based on an examination of the analysis, findings, and conclusions in the BVDSP EIR, implementation of the proposed project would not substantially increase the severity of the significant impacts identified in that report, nor would it result in new significant impacts related to 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 tree removal, tree permits, City of Oakland Tree Protection Ordinance, and construction activity and operations, identified in Attachment A at the end of the CEQA checklist, would apply to the project (SCA-BIO-1: *Tree Removal During Bird Breeding Season* and SCA-BIO-2: *Tree Permit*).

## 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[9] 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)[10] or standing alone, that contribute to the variety and texture of the Plan Area.

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, the EIR conservatively determined shadow impacts may remain significant and unavoidable.

The BVDSP EIR determined that significant cumulative impacts to historical resources could result from development of projects under the BVDSP, and identified Mitigation Measure CUL-5, which requires 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 resources are recovered and 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.

[9] 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.

[10] 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 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**

**Historic Architectural Resources.** None of the five buildings at the project site are considered historic resources for the purposes of CEQA (see BVDSP EIR Figure 4.4-2 for historic resources in the Plan Area). However, all of the properties are considered Potentially Designated Historic Properties as defined by Oakland Municipal Code 17.136.075. The existing buildings on the project site were constructed between 1900 and 1917. 3000 Broadway (including the rear portion at 288 30th Street), 3012-3020 Broadway (and the adjoining 250-260 30th Street), 3007 Brook Street, and 3009 Brook Street were evaluated in the 2009 BVDSP Historic Resources Inventory, which documented that these buildings had OCHS ratings of C2+, as shown in Table 2. In addition, 3000 Broadway, 3012-3020 Broadway and the 30th Street properties are in the Upper Broadway Auto Row District ASI, and 3007 Brook Street and 3009 Brook Street are in the Richmond Boulevard District ASI. While an ASI is not eligible for the National Register, it does have local importance. In addition, 2946-64 Broadway, a CEQA historic resource with an OCHS rating of B-2+ is across 30th Street from the project site.

The existing buildings on the site would be demolished, but the existing façades along Broadway (3000 Broadway and 3012-3020 Broadway) would be retained, repaired and integrated into the proposed new building. The upper floors of the proposed project would be set back approximately 15 feet from these existing façades. Based on the City's historic resource ratings for each existing building, demolition of the existing buildings would not result in a significant impact and Mitigation Measures CUL-1 and CUL-5, as outlined in the BVDSP EIR, would not apply. Because of the four Potentially Designated Historic Properties, the SCA pertaining to property relocation would apply to the project. In addition, the proposed project would not directly or indirectly affect 2946-64 Broadway.

**Archaeological and Paleontological Resources and Human Remains.** The proposed project would entail excavation to a depth of 22 feet below grade along Broadway and up to 7 feet below grade along Brook Street. The project site appears to be underlain by a fill

layer that extends approximately 10 feet below existing grade, according to the Phase II Environmental Site Assessment prepared for the project site.[11] As shown in Figure 4.4-1 of the BVDSP EIR, the geology at the project site is primarily, Late Pleistocene to Holocene alluvial fan deposits. The SCAs related to archaeological and paleontological resources and human remains would apply to the proposed project and, as outlined in the outlined in the BVDSP EIR, would reduce any potential impacts to a less-than-significant level.

An examination of the analysis, findings, and conclusions of the BVDSP EIR finds that implementation of the proposed project would not substantially increase the severity of the significant impacts that were identified in the BVDSP EIR, nor would it result in new significant impacts related to cultural resources that were not identified in the BVDSP EIR. The project would be required to implement SCAs related to the discovery of archaeological and paleontological resources during construction, the discovery of human remains during construction, and property relocation, as identified in Attachment A at the end of the CEQA Checklist (SCA-CUL-1: *Archaeological and Paleontological Resources – Discovery During Construction*, SCA-CUL-2: *Human Remains – Discovery During Construction*, and SCA-CUL-3: *Property Relocation*).

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[11] Langan Treadwell Rollo, 2016a. Phase II Environmental Site Assessment, 3000 and 3020 Broadway, and 250, 260 and 288 30th Street, Oakland, California, Langan Project No: 750635601.

## 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:<br>• 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;<br>• Strong seismic ground shaking;<br>• Seismic-related ground failure, including liquefaction, lateral spreading, subsidence, collapse; or<br>• 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 EIR 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 19,000 cubic yards of soil to accommodate the proposed project. Projects within the City that propose to excavate more than 500 cubic yards of soil are required to obtain a grading permit. The grading permit would require the proposed project to comply with local and state construction requirements, including the California Building Code, in the design and building of the proposed project.

The site is not within a liquefaction hazard zone or earthquake-induced landslides hazard zone, as designated on a map prepared by the California Geological Survey.[12] However, the preliminary geotechnical evaluation[13] identified layers of medium dense sand, silty sand, and sandy silt below the historic groundwater table as a potential liquefaction hazard. The potentially liquefiable layers appear to be about 1.0 to 1.6 feet thick and are located between 11 feet to 18 feet and 47 feet to 48 feet below ground surface. The preliminary geotechnical evaluation estimates that, during a major earthquake, up to about to 0.5 inch of liquefaction-induced settlement could occur.

Potential settlement due to compression of underlying dense clayey sand with pockets of sandy clay (which is underlain by very stiff to hard clay with sand and sandy clay) and liquefaction-induced ground settlement (up to 0.5 inch) during a major earthquake is not considered a significant issue. The new structure would be built upon an appropriate building foundation design, likely to be shallow footings. Potential issues related to shallow groundwater could include hydrostatic lift on floor slabs. The preliminary geotechnical evaluation indicates that this potential issue would be addressed by designing the system to withstand the uplift and waterproofing where the top of the floor slab is within 30 inches of or below the expected groundwater level. The preliminary geotechnical investigation recommends soldier-pile-and-lagging systems for excavation shoring.

The proposed project would be required to comply with the requirements of California Building Code, Seismic Hazards Mapping Act, and the City's SCAs which ensure the implementation of the recommendations from an approved soil report to prevent exposure of people or structures to substantial risk of loss, injury, or death during a large regional earthquake.

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

[12] California Geologic Survey, 2003. State of California Seismic Hazard Zones, Oakland West Quadrangle Official Map. Released February 14.

[13] Langan Treadwell Rollo, 2016b. Preliminary Geotechnical Evaluation, 3000 Broadway, Oakland, California. Langan Project No.: 750635601. April 28.

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 obtaining construction-related permits and submission of a soils report would apply, as identified in Attachment A at the end of the CEQA Checklist (SCA-GEO-1: *Construction-Related Permit(s)* and SCA-GEO-2: *Soils Report*).

## 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:<br>• 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.

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

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

**Project Analysis and Conclusion**

The proposed project would generate GHG emissions that were previously analyzed under the BVDSP. While mitigation measures were not included in the BVDSP EIR, the proposed project would be required to comply with applicable SCAs that would reduce GHG emissions. These include but are not limited to preparation and implementation of a Transportation and Parking Demand Management Plan under SCA-TRANS-4 and a Construction and Demolition Waste Reduction and Recycling Plan under SCA-UTIL-1. The project would not be subject to a GHG reduction plan under the applicable SCA, as described below.

The City requires a GHG reduction plan for projects of a certain minimum size that produce total GHG emissions exceeding one or both of the City's established thresholds of significance, and that would potentially result in a significant impact. A GHG screening analysis was prepared for the proposed project to determine whether a GHG reduction plan under the SCA was required (Attachment F). The project's GHG emissions during construction and operation were estimated using the most current version of the California Emissions Estimator Model. The screening analysis determined that GHG emissions from the proposed project would not exceed the City's established thresholds of significance and therefore is not required to prepare a GHG reduction plan under the SCA. Based on the analysis conducted, because the proposed project does not meet the threshold requirements for a GHG reduction plan, it 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.

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.

**Table 4 Summary of Project Greenhouse Gas Emissions**

| Emissions Scenario | CO2e[a] (Metric Tons/Year) | CO2e[a] (Metric Tons/Year/ Service Population[b]) |
|---|---|---|
| Construction[a] | 6 | 0.02 |
| Operation – Area | 2 | 0.01 |
| Operation – Energy | 233 | 0.90 |
| Operation – Mobile | 1 | <0.01 |
| Operation – Waste | 40 | 0.16 |
| Operation – Water | 16 | 0.02 |
| **Total Project Emissions** | **297** | **1.1** |
| **City of Oakland's Thresholds** | **1,100** | **4.6** |
| **Threshold Exceedance?** | **No** | **No** |

[a] CO2e – Carbon dioxide equivalents
[b] The service population is the total number of employees and residents of a proposed project.
Source: BASELINE Environmental Consulting, 2016.

## 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;<br>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;<br>Create a significant hazard to the public through the storage or use of acutely hazardous materials near sensitive receptors;<br>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<br>Fundamentally impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. | ☒ | ☐ | ☐ |

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

The BVDSP EIR determined that development under the BVDSP could result in construction activities that use hazardous materials, as well as ongoing commercial activities that involve the use of chemicals that are considered hazardous materials. Adoption and development under the BVDSP could therefore require the transportation, use, and storage of additional quantities of hazardous materials to new businesses and entities. 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 and removal of asbestos and lead-based paint.

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

The BVDSP EIR determined that development under the BVDSP could require excavation for installation of building foundations and underground utilities and that some of the development sites could have had past documented releases of hazardous materials that have contaminated subsurface soils and groundwater or previously unknown releases that may be discovered during excavation activities. Disturbed contaminated soils could expose construction workers and the public to contaminants potentially causing significant adverse health effects. The BVDSP EIR also indicated that a proposed land use change, such as changing a commercial building to a residential building, could require more stringent clean up levels even if the site had been considered remediated or closed based on complying with standards for its current land use. Development under the BVDSP would be subject to the City of Oakland's SCAs pertaining to hazardous materials in the subsurface, including conducting a Phase I Environmental Site Assessment (ESA) and a Phase II ESA, if warranted based on the results of the Phase I ESA; procedures for managing suspected contamination that is encountered unexpectedly during construction activities; preparation of a construction worker health and safety plan; and implementation of best management practices related to hazardous materials management. The BVDSP EIR determined that compliance with these SCAs would reduce the potential impacts related to hazardous materials in the subsurface to a less-than-significant level.

**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**

As described above, project developments under the BVDSP, including the proposed project, would be required to follow the applicable laws and regulations related to transportation, use, and storage of all hazardous materials and to safeguard workers and the general public. A pre-demolition hazardous material survey was completed for the existing structures at the project site.[14] The hazardous materials survey report identified lead and asbestos in many of the existing project site structures and recommended removal and proper disposal of these materials by a qualified professional prior to building demolition. Consistent with the report recommendations, development under the BVDSP would be subject to SCA-HAZ-1: *Hazardous Materials Related to Construction* and SCA-AIR-3: *Asbestos in Structures* pertaining to best management practices for hazardous materials and the removal of asbestos from structures, respectively.

One of the parcels within the project site (site address 260 30th Street) is on the Cortese list as an active Leaking Underground Storage Tank (LUST) cleanup site. The following case history summary is included on the State's Geotracker website:

> *On March 11, 1997, an investigation was performed to investigate the 1,000-gallon heating oil or fuel [underground storage tank] UST located in the sidewalk. Four borings were advanced on each side of the tank to maximum depths of 20 feet [below ground surface] bgs. The maximum concentrations in soil were 9,600 mg/kg [total petroleum hydrocarbons as gasoline] TPHg, 4,500 mg/kg [total petroleum hydrocarbons as diesel] TPHd, and 18,000 mg/kg Oil and Grease. No benzene or [methyl tertiary butyl ether] MTBE were detected. After the investigation was performed, the UST was closed in place. Groundwater was not collected at this time.*[15]

In compliance with the SCA-HAZ-2: *Site Contamination*, a Phase I and Phase II Environmental Site Assessment (ESA) were completed for the site as described below. The

[14] Millennium Consulting Associates, 2016. Final Draft Pre-Demolition Hazardous Materials Survey Report, Lowe Enterprises, 3000 Broadway Project, April 22.

[15] Langan Treadwell Rollo, 2016c. Phase I Environmental Site Assessment, 3000 and 3020 Broadway; 3007 and 3009 Brook Street; and 250, 260, and 288 30th Street Oakland, California, April 25.

Phase I ESA[16] prepared for the proposed project (conducted in 2016) confirmed that one of the project site parcels has a documented history of contamination associated with a LUST, which has since been abandoned in-place and is presently located within the sidewalk in front of the 250 30th Street on-site property. The one 1,000-gallon waste oil UST was maintained for an unspecified period of time, before being abandoned in-place in March 1997, via pressure grouting.

The Phase I ESA states that the project site subsurface has been impacted by petroleum hydrocarbons and volatile organic compounds (VOCs), likely associated with the on-site and nearby USTs. Additionally, multiple properties in the vicinity have been operated as automotive facilities conducting sales, repairs, and services, all of which are commonly associated with petroleum hydrocarbon or fuel-related products.[17]

The Phase I ESA further states that the project site groundwater has been impacted by petroleum hydrocarbons. Concentrations of TPHg, TPHd, TPH as motor oil (TPHmo), ethylbenzene, xylenes, and naphthalene were all detected in groundwater samples at concentrations exceeding their respective Regional Water Quality Control Board Environmental Screening Levels (ESLs) for commercial land use.[18]

In addition, two previously undocumented USTs were reportedly removed from the 30th Street sidewalk adjacent to the project site (in front of 288 30th Street) in July 1992. Regulatory documentation regarding these former USTs was limited and it was determined in the Phase I ESA that contamination may be associated with these former USTs. Considering these findings, the preparers of the Phase I ESA determined that potential soil and/or groundwater contamination from the former USTs was a potential concern at the project site that should be considered during redevelopment.[19]

A Phase II ESA[20] was conducted to further evaluate the issues identified in the Phase I ESA (described above). The results of this Phase II ESA indicated that low levels of contaminants are present in the subsurface at the site. No TPHg, TPHd and TPHmo, VOCs, Semi-VOCs, polychlorinated biphenyls (PCBs), organochlorine pesticides (OCPs) or asbestos were detected above laboratory reporting limits in any of the soil samples analyzed. Of the metals analyzed only lead was detected in one composite sample (beneath the 3020 Broadway building) in excess of hazardous waste criteria. Based on the analytical results from this investigation, soil in a portion of the area of the 3020 Broadway building would likely be classified as a Class I non-Resource Conservation and Recovery Act (RCRA) hazardous waste while the remaining soil would likely be classified as a Class II or Class III non-hazardous waste.

The Phase II ESA sampling also included collection of groundwater samples. Groundwater samples collected in the area of the closed-in-place UST (250 30th Street) indicate that residual concentrations of TPHg, TPHd, and TPHmo are present. TPHg, TPHd, or TPHmo

[16] Ibid.
[17] Ibid.
[18] Ibid.
[19] Ibid.
[20] Langan Treadwell Rollo, 2016a, op. cit.

were not detected in the groundwater sample collected from the downgradient area, near 30th and Brook streets, which suggests that the residual TPH is localized and has not migrated significantly away from the former UST location. In order to adequately characterize the groundwater concentrations associated with the recently discovered and closed USTs located outside of 288 30th Street building address, the Phase II ESA recommends additional groundwater sampling near the 30th and Broadway corner and also in the area of the recently discovered and closed USTs.[21]

The Phase II ESA also recommends the preparation of a Soil Management Plan (SMP) prior to construction to mitigate potential exposures to residual contamination left in place from the site's historical use, which shall 1) provide recommended measures to address environmental health and safety risks associated with the residual chemicals in soil and groundwater; 2) address special handling procedures required based upon the future development plans; and 3) include contingency plans to be implemented during soil excavation if unanticipated features or hazardous materials are encountered would also be presented.[22] SCA-HAZ-2, *Site Contamination*, requires the project sponsor to implement each of the recommendations in the Phase II ESA, including preparing a SMP and additional groundwater sampling near the corner of 30th Street and Broadway as well as in the area of the recently discovered and closed USTs. The SMP is the functional equivalent of the Health and Safety Plan required by SCA-HAZ-2.

Therefore, compliance with SCA-HAZ-2 including preparation of the Health and Safety Plan, would protect project construction workers from risks associated with exposure to hazardous materials if encountered. The Health and Safety Plan would include, but is not limited to, measures related to personal protective equipment, exposure monitoring, emergency response plan, and a training program. In addition, SCA-HAZ-2 requires the implementation of best management practices for the handling of contaminated soil and groundwater discovered during construction activities to ensure their proper storage, treatment, transport, and disposal. Specifically, SCA-HAZ-2 would require that all suspect soil be stockpiled onsite in a secure and safe manner and adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Additionally, this SCA would require implementation of specific sampling and handling and transport procedures for reuse or disposal in accordance with applicable local, state, and federal requirements.

The exact methods employed will be identified in a Soil Management Plan, which will be prepared by the project sponsor, consistent with the Phase II ESA recommendations described above. The methods employed will require compliance with identified federal, State or local regulations or requirements and specific performance criteria. The project sponsor has committed to developing measures that comply with the requirements and criteria identified. The additional data and plans prepared in compliance with the Phase II and SCA-HAZ-2 will be reviewed, approved, and overseen by the City, and/or applicable regulatory agencies, as required by law. The applicant intends to remove the abandoned in place underground storage tank (UST), to meet with Alameda County Environmental

[21] Ibid.
[22] Ibid.

Health Department (ACEH) to discuss and confirm scope for additional groundwater investigation and then conduct the investigation along 30th Street (near the corner of Broadway) to define the upgradient plume boundary. The downgradient portion of the plume was delineated during previous investigations. The applicant intends to prepare and submit the results of the additional groundwater investigation to ACEH in a report and pursue case closure. If additional contamination is discovered, different remedial options will be considered to achieve case closure in a timely manner. Because project construction cannot commence under SCA-HAZ-2 until clearance is acquired from ACEH, potential impacts related to subsurface hazardous materials would be less than significant.

ACEH would have the ultimate responsibility for ensuring that the proposed project would not present an unacceptable risk to human health (the public and users of the completed project) or the environment, and their review of the detailed project design and construction methods would also include an evaluation of potential impacts and required actions to address known and potentially undiscovered contamination at the site.

Consistent with the requirements of CEQA, a determination of whether the project would have a significant impact will occur as part of the preparation of this document prior to the approval of the proposed project and, where applicable, standard conditions of approval and/or mitigation measures in the BVDSP EIR have been identified that will mitigate them. In some instances, exactly how the measures/conditions identified will be achieved awaits completion of future studies, an approach that is legally permissible where measures/conditions are known to be feasible for the impact identified, where subsequent compliance with identified federal, state or local regulations or requirements apply, where specific performance criteria is specified and required, and where the proposed project commits to developing measures that comply with the requirements and criteria identified.

The BVDSP EIR determined that the potential risks related to hazardous materials use in the vicinity of schools would be less than significant given incorporation of SCAs and other existing regulatory requirements. 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; ESA reports and remediation; health and safety plans; groundwater and soil contamination; and hazardous materials business plans would apply to the proposed project, as identified in Attachment A at the end of the CEQA Checklist

(SCA-HAZ-1: *Hazardous Materials Related to Construction*, SCA-HAZ-2*: Site Contamination*, and SCA-HAZ-3*: Hazardous Materials Business Plan).*

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## 8. Hydrology and Water Quality

| Would the project: | Equal or Less Severity of Impact Previously Identified in BVDSP EIR | Substantial Increase in Severity of Previously Identified Significant Impact in EIR | New Significant Impact |
|---|---|---|---|
| a. Violate any water quality standards or waste discharge requirements;<br>Result in substantial erosion or siltation on or off site that would affect the quality of receiving waters;<br>Create or contribute substantial runoff which would be an additional source of polluted runoff;<br>Otherwise substantially degrade water quality;<br>Fundamentally conflict with the City of Oakland Creek Protection Ordinance (OMC Chapter 13.16) intended to protect hydrologic resources. | ☒ | ☐ | ☐ |
| 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;<br>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. | ☒ | ☐ | ☐ |

| 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. Result in substantial flooding on or off site;<br>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;<br>Place within a 100-year flood hazard area structures which would impede or redirect flood flows; or<br>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 BVDSP EIR identified several SCAs that would reduce impacts to a less-than-significant level by minimizing runoff and erosion, as well as sedimentation and degradation of stormwater and surface water quality during construction activities.

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

Potable water is supplied to the Plan Area through imported surface water by East Bay Municipal Utility District (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 Regional Permit (Order R2-2009-0074, NPDES Permit No. CAS612008) would require that, to the extent feasible, stormwater runoff is managed by harvesting/reuse, infiltration, biotreatment, and/or vault-based high flow rate media filters.

**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 proposed project, which would include residential and retail uses above grade and a semi-subterranean parking garage, would disturb an area of 35,170 square feet (approximately 0.81 acres, the size of the entire project site). The total post-project impervious surface area would be 33,010 square feet (exceeding 10,000 square feet of impervious area),[23] and would therefore be required to incorporate National Pollutant Discharge Elimination System (NPDES) C.3 stormwater treatment features. Specifically, this project would qualify for 100 percent Low Impact Design treatment reduction credits, allowing for 100 percent runoff treatment by either tree-box-type high flowrate biofilters or vault-based high flowrate media filters (because the project is classified as high density development).[24,25] Since the project site is relatively flat and largely covered with impervious surfaces, and would remain so under the proposed project, the proposed project would not substantially alter drainage patterns or increase the flow of runoff from the site.

The project site is underlain by medium dense clayey sand with pockets of sandy clay to a depth of 12 feet, which is underlain by very stiff to hard clay with sand and sandy clay.[26] Groundwater, which generally flows from east to southeast, was encountered at varying depths, ranging from approximately 10 to 17.5 feet below ground surface.[27] Based on the presence of shallow groundwater and proposed excavation of up to 19,000 cubic yards of soil to accommodate the basement parking, it is likely that construction period dewatering would be required. However, dewatering during construction would be temporary and have only a localized and short-term effect on groundwater levels. Therefore, depletion of groundwater resources associated with construction-period dewatering would be less than significant. Post-construction dewatering would not be required because the foundation and wall systems below the groundwater table would be waterproofed to prevent infiltration.

Improper discharge of dewatering effluent could adversely impact receiving water quality. However, under State law, non-stormwater discharges to receiving waters (i.e., creeks and the Bay) are illegal unless a permit has been granted by the RWQCB. Any groundwater dewatering would be limited in duration and would be subject to permits from the RWQCB or EBMUD, depending if the discharge is to the storm or sanitary sewer system. If the water is not suitable for discharge to the storm drain (storm drains discharge to receiving waters), as discussed above, dewatering effluent may be discharged to EBMUD's sanitary sewer system if special discharge criteria are met. These include, but are not limited to, application of treatment technologies or Best Management Practices (BMPs) which will result in achieving compliance with the wastewater discharge limits. Discharges to EBMUD's facilities must occur under a Special Discharge Permit. In addition, per the

[23] BDE Architecture, 2016. Storm Water Control Plan. April 15.
[24] Ibid.
[25] San Francisco Bay Regional Water Quality Control Board, 2015. San Francisco Bay Region Municipal Regional Stormwater NPDES Permit, Order No. R2-2015-0049, NPDES Permit No. CAS612008. November 19.
[26] Langan Treadwell Rollo, 2016b, op. cit.
[27] Langan Treadwell Rollo, 2016c, op. cit.

EBMUD Wastewater Ordinance, "all dischargers, other than residential, whose wastewater requires special regulation or contains industrial wastes requiring source control shall secure a wastewater discharge permit" (Title IV, Section 1). EBMUD also operates its wastewater treatment facilities in accordance with Waste Discharge Requirements issued by the RWQCB, which require rigorous monitoring of effluent to ensure discharges do not adversely impact receiving water quality. Since proper management of dewatering effluent is covered by existing State and local regulations, and implementation of these regulations would protect receiving water quality, the project would be consistent with the BVDSP EIR.

The project site would be outside of the 100-year flood hazard zone,[28] and therefore flooding hazards are not expected to affect the proposed project.

Based on an examination of the analysis, findings, and conclusions of the BVDSP EIR, implementation of the proposed project would not substantially increase the severity of significant impacts identified in the BVDSP EIR, nor would it result in new significant impacts related to hydrology and water quality that were not identified in the BVDSP EIR. The BVDSP EIR identified no mitigation measures related to hydrology and water quality, and none would be required for the proposed project. The proposed project would be required to implement SCAs related to stormwater, drainages and drainage patterns, and water quality, as identified in Attachment A at the end of the CEQA Checklist (SCA-HYD-1: *Erosion and Sedimentation Control Plan for Construction* and SCA-HYD-2: *NPDES C.3 Stormwater Requirements for Regulated Projects*).

[28] Federal Emergency Management Agency, 2009. Flood Insurance Rate Map, Alameda County, California and Incorporated Areas, Panel 59 of 725, Map Number 06001C0059G, effective August 3.

## 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 Central Business District, an area intended to promote a mixture of vibrant and unique uses with around-the-clock activity, continued expansion of job opportunities, and growing residential population.

**Project Analysis and Conclusion**

The project's General Plan land use classification is Community Commercial, which is intended to identify, create, maintain, and enhance areas suitable for a wide variety of commercial and institutional operations along the City's major corridors and in shopping districts or centers. The proposed project is consistent with the General Plan land use designation because it will provide a mixed-use, residential building with commercial space along Broadway, a major corridor.

The project site is located in the North End subarea of the Plan Area. The portion of the site along Broadway is zoned D-BV-3 (Mixed Use Boulevard Zone) and the portion of the site along Brook Street is zoned D-BV-4 (Mixed Use Zone). The regulatory framework of D-BV-3 is intended to create, maintain, and enhance areas with direct frontage and access along Broadway, 27th Street, Piedmont Avenue, and Harrison Street. The D-BV-3 zone allows a relatively wide range of ground-floor office and other commercial activities with upper-story spaces intended to be available for a broad range of residential, office, or

other commercial activities. The D-BV-3 zone requires ground floor commercial uses for the first 60 feet of lot depth along Broadway. The D-BV-4 zone is intended to create, maintain, and enhance areas that do not front Broadway, 27th Street, Piedmont Avenue, or Harrison Street. The D-BV-4 zoning designation would allow for the widest range of uses on the ground floor, including both residential and commercial businesses, and a broad range of residential or commercial activities in the upper stories. The proposed project would provide both residential units and commercial space and would be consistent with the zoning. The project site is also within the 85 Height Area, where the maximum height permitted is 85 feet. The proposed building would not exceed 85 feet in height. Therefore, the proposed project would be consistent with the land use plans and policies for the site.

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

## 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 7:00 p.m. to 7:00 a.m. on weekdays and 8:00 p.m. to 9:00 a.m. on weekends and federal holidays, noise levels received by any land use from construction or demolition shall not exceed the applicable nighttime operational noise level standard;<br>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; | ☒ | ☐ | ☐ |
| 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 | ☒ | ☐ | ☐ |

| 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 |
|---|---|---|---|
| extended by local legislative action to include single-family dwellings) per California Noise Insulation Standards (CCR Part 2, Title 24);<br>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);<br>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 ground-borne 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 26 months, and would consist of phases including demolition, excavation, below-grade and above-grade construction. The proposed project is within a half block of the 3093 Broadway project currently under construction, and within a block and a half of the proposed 2820 Broadway project. Construction activities for the proposed project and these projects could occur simultaneously. However, since the proposed project is consistent with planned development considered for this area in the BVDSP EIR, the proposed project would not be anticipated to substantially increase the level of significance of the construction noise impact identified in the BVDSP EIR or result in new significant construction noise impacts. In addition, the proposed project would be required to implement SCA-NOI-1: *Construction Days/Hours* to limit the days and hours of construction, SCA-NOI-2: *Construction Noise* and SCA-NOI-3: *Extreme Construction Noise* to ensure the application of noise reduction measures to reduce noise impacts and extreme construction noise, and SCA-NOI-4: *Construction Noise Complaints* to provide measures to respond to and track construction noise complaints (if any).

As indicated in Section 2.4.3 of the BVDSP[29], the proposed project is located approximately 60 feet north of the 2946-64 Broadway building, which is considered a significant historic resource for purposes of environmental review under CEQA. However, given the distance of this building to the site, vibration from the construction activity is not anticipated to exceed

[29] City of Oakland, 2014. Broadway Valdez District Specific Plan. May.

the criteria established by the Federal Transit Administration (FTA)[30] and would not substantially interfere with normal operations, therefore the mitigation measures described under the related SCA would not apply to the project.

During operation of the proposed project, noise from mechanical equipment and increased traffic from additional trips from the residential and retail components including truck deliveries would be generated. The proposed project would not be located along 24th Street or 26th Street east of Broadway, and would not contribute to the significant and unavoidable impact related to traffic noise. Since the proposed project is consistent with the Plan Area development anticipated, the proposed project would not be anticipated to substantially increase the severity of significant traffic noise impacts identified in the BVDSP EIR or result in new significant impacts. In addition, the proposed project would be required to implement SCA-NOI-5: *Operational Noise* which would require all operational noise to comply with the performance standards of Chapter 17.120 of the Oakland Planning Code and Section 8.18 of the Oakland Municipal Code. Therefore, with the implementation of SCA-NOI-5 the proposed project would not violate the City of Oakland operational noise standards and the noise generated by the mechanical equipment and delivery trucks at the project site would be less than significant and consistent with the finding in the BVDSP EIR.

In addition, the project site has substantial frontage along Broadway, which has noise levels in the conditionally acceptable range for residential uses, as described in the BVDSP EIR. Therefore, SCA-NOI-6: *Exposure to Community Noise* would apply to the project and would require a noise reduction plan prepared by a qualified acoustical engineer that contains noise reduction measures (e.g., sound-rated window, wall, and door assemblies) to achieve an acceptable interior noise level in accordance with the land use compatibility guidelines of the Noise Element of the Oakland General Plan. The proposed project is not located adjacent to any active rail line and, therefore, the SCA pertaining to exposure of new dwelling units to vibration (*Exposure to Vibration*) would not apply to the proposed project.

Based on an examination of the analysis, findings, and conclusions of the BVDSP EIR, and since the proposed project is consistent with Plan Area development anticipated in the BVDSP EIR, implementation of the proposed project would not substantially increase the severity of significant impacts identified in the BVDSP EIR, nor would it result in new significant impacts related to noise that were not identified in the BVDSP EIR. The BVDSP EIR did not identify any mitigation measures related to noise, and none would be necessary for the proposed project. The proposed project would be required to implement SCAs to reduce construction noise and vibration, achieve interior noise standards, and require mechanical equipment to meet applicable noise performance standards presented on page 4.10-12 in BVDSP EIR. Related SCAs are provided in Attachment A at the end of the CEQA Checklist (SCA-NOI-1: *Construction Days/Hours*, SCA-NOI-2: *Construction Noise*, SCA-NOI-3: *Extreme Construction Noise,* SCA-NOI-4: *Construction Noise Complaints*, SCA-NOI-5: *Operational Noise,* and *SCA-NOI-6: Exposure to Community Noise*).

[30] FTA, 2006. Transit Noise and Vibration Impact Assessment. (FTA-VA-90-1003-06).

## 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<br>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 dwelling units and 3,230 residents to the Plan Area.[31] 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 demolish the existing buildings at the project site, including a restaurant, bar and lounge; an auto repair shop and warehouse; a vacant building; and two private residences on Brook Street. It would construct a new mixed-use building with up to 127 residential units and approximately 7,923 square feet of retail space. Although

[31] As shown in Table 6, there are 2,573 net new housing units and approximately 214,900 gross square feet of net new commercial uses constructed and/or proposed for development under the BVDSP to date.

the proposed project would demolish two existing housing units on Brook Street, this loss would be offset by the production of 127 new residential units at the site.

The proposed project would result in an increase of approximately 239 residents and approximately 16 jobs.[32] While the proposed project, in combination with other proposed projects in the Plan Area, could result in more than 1,800 dwelling units, the BVDSP allows for flexibility with respect to the quantity and type of future development as long as such development conforms to the general traffic generation parameters established by the BVDSP EIR. As such, the proposed project is within the envelope of the Development Program analyzed in the BVDSP EIR.

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

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[32] The BVDSP EIR assumed approximately 1.87 residents per dwelling unit. Jobs are calculated using a standard generation rate of 500 square feet per employee.

## 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:<br>• Fire protection;<br>• Police protection;<br>• Schools; or<br>• 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<br>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 would construct 127 residential units and 7,923 square feet of retail space. The Illustrative Development Program in the BVDSP EIR envisioned both retail and residential uses on the project site. The proposed project would include more residential units and less retail than anticipated in the Illustrative Development Program; however, the BVDSP did not prescribe or assume exact land uses on a site-by-site basis and instead established a maximum density based on trip generation and traffic capacity. The proposed project is within that capacity; therefore, the increase in residential units in the Plan Area, including the 127 residential units proposed for the project, and the proposed project's increase in demand for public services are consistent with the analysis in the BVDSP EIR.

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

The proposed project would provide approximately 14,725 square feet of private open space for the residential uses, as described in the Project Description, above. This open space would be consistent with the requirements of the BVDSP and the Planning Code and would meet recreational demands associated with the project.

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

| 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 |
|---|---|---|---|
| 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. 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). Several of these impacts and mitigation measures would be triggered by the proposed project combined with other planned developments. These impacts and mitigation measures are further described below.

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

**Project Analysis and Conclusion**

As shown in Table 5, accounting for trips generated by the existing uses that the proposed project would eliminate, the proposed project would generate approximately 40 net new vehicle trips during the weekday AM peak hour (three additional inbound and 37 additional outbound) and approximately 48 net new vehicle trips during the weekday PM peak hour (35 additional inbound and 13 additional outbound).

**Analysis of Proposed Project and Other Projects that are in Development under the Development Program Analyzed in the BVDSP EIR.** Table 6 lists the development projects within BVDSP Plan Area that have been constructed, are currently under construction, approved, and/or proposed, including the proposed project. Existing uses on each site are accounted for in Table 6.

Table 7 compares the total amount of development constructed, currently under construction, approved, and/or proposed with the Development Program Buildout assumptions used in the BVDSP EIR for the Plan Area (Subdistricts 1 through 5), the North End subarea (Subdistricts 4 and 5) and Subdistrict 5. The project site is in Subdistrict 5 of the North End subarea of the Plan Area. In sum the amount of residential development

**Table 5 Project Vehicle Trip Generation**

| Land Use | ITE Code | Daily | Weekday AM Peak Hour In | Weekday AM Peak Hour Out | Weekday AM Peak Hour Total | Weekday PM Peak Hour In | Weekday PM Peak Hour Out | Weekday PM Peak Hour Total |
|---|---|---|---|---|---|---|---|---|
| **PROPOSED PROJECT** | | | | | | | | |
| **Multi-Family Residential** | | | | | | | | |
| 128 Units [b] | 220[a] | 900 | 13 | 53 | 66 | 57 | 31 | 88 |
| **Retail** | | | | | | | | |
| 10.0 KSF [b] | 820[c] | 430 | 6 | 4 | 10 | 18 | 19 | 37 |
| *Subtotal* | | *1,330* | *19* | *57* | *76* | *75* | *50* | *125* |
| Non-Auto Reduction (-21%)[d] | | -280 | -4 | -12 | -16 | -16 | -11 | -27 |
| **Total New Project Vehicle Trips** | | **1,050** | **15** | **45** | **60** | **59** | **39** | **98** |
| **EXISTING PROJECT** | | | | | | | | |
| **Residential** | | | | | | | | |
| 3 units | 220[a] | -20 | 0 | -2 | -2 | -1 | -1 | -2 |
| **Auto Repair** | | | | | | | | |
| 10.2 KSF | 942[e] | -330 | -15 | -8 | -23 | -15 | -17 | -32 |
| **Retail** | | | | | | | | |
| 8.0 KSF | 820[c] | -340 | 0 | 0 | 0 | -14 | -16 | -30 |
| *Subtotal* | | -690 | -15 | -10 | -25 | -30 | -34 | -64 |
| Non-Auto Reduction (-21%)[d] | | 150 | 3 | 2 | 5 | 6 | 8 | 14 |
| **Total Existing Trips** | | **-540** | **-12** | **-8** | **-20** | **-24** | **-26** | **-50** |
| **Net New Project Vehicle Trips** | | **510** | **3** | **37** | **40** | **35** | **13** | **48** |

[a] Weekday daily rate = 6.06(X) + 123.56; AM peak rate = 0.49(X) + 3.73 (20 percent in, 80 percent out); PM peak rate = 0.55(X) + 17.65 (65 percent in, 35 percent out).
[b] The trip generation conservatively analyzed a slightly larger project than currently proposed.
[c] 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).
[d] Reduction of 21.4 percent assumed. Based on City of Oakland *Transportation Impact Study Guidelines* using BATS 2000 data for development in an urban environment between 0.5 to 1.0 miles of a BART station.
[e] Weekday daily rate = 32.30(X); AM peak rate = 2.25(X) (66 percent in, 34 percent out); PM peak rate = 3.11(X) (48 percent in, 52 percent out).
Source: Fehr & Peers, 2016.

constructed, currently under construction, approved, and proposed for the Plan Area and Subdistrict 5 is more than the residential development that was assumed under the Development Program Buildout in the BVDSP EIR, while the amount of residential development in the North End subarea and the amount of non-residential development in the Plan Area, the North End, and Subdistrict 5 is less than what was assumed under the Development Program Buildout in the BVDSP EIR.

**Table 6 Developments in the Broadway Valdez District Specific Plan**

| Development | BVDSP Subdistrict | Status | Amount of Proposed Development[a] Residential (DU) | Commercial (KSF) | Other (KSF) | Active Existing Uses[b] | Amount of Net Development[a,c] Residential (DU) | Commercial (KSF) | Other (KSF) |
|---|---|---|---|---|---|---|---|---|---|
| 3001 Broadway (Sprouts) | 5 | Constructed | 0 | 36.0 | 0 | Parking Lot | 0 | 36.0 | 0 |
| 2345 Broadway (HIVE) | 1 | Constructed | 105 | 94.3 | 0 | 11.4 KSF Auto Repair and 30.2 KSF Warehouse | 105 | 94.3 | -41.6 |
| 2425 Valdez Street | 3 | Under Construction | 70 | 0 | 0 | Parking Lot | 70 | 0 | 0 |
| 3093 Broadway | 5 | Under Construction | 435 | 24.0 | 0 | 40.2 KSF Auto Dealership | 435 | -16.2 | 0 |
| 2302 Valdez Street | 2 | Under Construction | 196 | 31.5 | 0 | 3.6 KSF Auto Repair | 196 | 31.5 | -3.6 |
| 2270 Broadway | 1 | Approved | 223 | 5.0 | 0 | Parking Lot | 223 | 5.0 | 0 |
| 2315 Valdez/ 2330 Webster Street | 1 | Approved | 265 | 18.0 | 0 | Parking Lot | 265 | 18.0 | 0 |
| 2630 Broadway | 3 | Approved | 255 | 37.7 | 0 | Parking Lot/ Vacant | 255 | 37.7 | 0 |
| 3416 Piedmont Avenue | 5 | Proposed | 6 | 1.5 | 0 | Vacant Lot | 6 | 1.5 | 0 |
| 2400 Valdez Street | 2 | Proposed | 225 | 23.5 | 0 | Parking Lot | 225 | 23.5 | 0 |
| 2820 Broadway | 4 | Proposed | 218 | 18.0 | 0 | 42.2 KSF Auto Dealership | 218 | -24.2 | 0 |
| 24th and Harrison | 2 | Proposed | 450 | 65.0 | 0 | 55.2 KSF Auto Dealership, 5.3 KSF Auto Repair, and 3.25 KSF Fitness | 450 | 6.6 | -5.3 |
| 3000 Broadway (proposed project) | 5 | Proposed | 128[d] | 10.0[d] | 0 | 3 Dwelling Units, 8.8 KSF Restaurant, and 10.2 KSF Auto Repair | 125 | 1.2 | -10.2 |
| **Total** | | | **2,576** | **364.5** | **0** | | **2,573** | **214.9** | **-60.7** |

[a] DU = dwelling units, ksf = 1,000 square feet
[b] consists of active uses at the time the BVDSP EIR was prepared.
[c] Retail and non-retail uses (such as auto repair and warehouses) are presented separately because the non-retail uses generate fewer trips than typical retail uses.
[d] The trip generation conservatively analyzed a slightly larger project than currently proposed.
Source: City of Oakland, April 2016.

**Table 7 Development Comparison within the Plan Area, North End, and Subdistrict 5**

| | Residential (DU) | Retail (KSF) | Office (KSF) | Hotel (Rooms) |
|---|---|---|---|---|
| **Plan Area (Subdistricts 1 through 5)** | | | | |
| Constructed, Under Construction, Approved, and Proposed Development Projects[a] | 2,573 | 214.9 | 0 | 0 |
| Development Program Buildout[b] | 1,797 | 1,114.1 | 694.9 | 180 |
| Percent Completed | 143% | 19% | 0% | 0% |
| **North End (Subdistricts 4 and 5)** | | | | |
| Constructed, Under Construction, Approved, and Proposed Development Projects[a] | 784 | -1.7[c] | 0 | 0 |
| Development Program Buildout[b] | 832 | 320.6 | 578.8 | 0 |
| Percent Completed | 94% | <0% | 0% | 0% |
| **Subdistrict 5** | | | | |
| Constructed, Under Construction, Approved, and Proposed Development Projects[a] | 566 | 22.5 | 0 | 0 |
| Development Program Buildout[b] | 445 | 209.5 | 538.3 | 0 |
| Percent Completed | 127% | 11% | 0% | 0% |

Notes: DU = dwelling units; KSF = 1,000 square feet.
[a] Information from City of Oakland, April 2016. Accounts for existing active uses that would be eliminated.
[b] Based on Table 4.13-7 on page 4.13-37 of BVDSP EIR.
[c] The net amount of retail is negative due to existing uses that would be eliminated by the proposed developments.
Source: Fehr & Peers, 2016.

Table 8 compares the trip generation associated with the proposed project to trip generation in the Plan Area (Subdistricts 1 through 5), the North End subarea (Subdistricts 4 and 5), and Subdistrict 5.

Trips generated by the proposed project, together with trips generated by other projects that are constructed, currently under construction, approved, or proposed for development in the Plan Area, would represent approximately 39 percent of the AM and 44 percent of the PM peak-hour trips anticipated in the BVDSP EIR, 30 percent of the AM and 34 percent of the PM peak-hour trips anticipated in the BVDSP EIR for the North End subarea, and 33 percent of the AM and 38 percent of the PM peak-hour trips anticipated in the BVDSP EIR for Subdistrict 5.

The trip generation numbers are less than the BVDSP EIR estimates for the Development Program. Although the amount of residential development in the Plan Area and Subdistrict 5 is currently more than what was assumed under the Development Program Buildout in the BVDSP EIR, the trip generation for the Plan Area and Subdistrict 5 is below the trip generation estimated in the BVDSP EIR because the amount of retail and office uses currently proposed are well below the BVDSP EIR assumptions. Given that the BVDSP EIR analyzed the impacts of the Development Program at signalized intersections in the immediate vicinity of the project site, the project would not cause additional impacts beyond those analyzed in the BVDSP EIR, nor would it increase the magnitude of the impacts identified in the BVDSP EIR.

**Table 8 Trip Generation Comparison**

| | Weekday AM Peak Hour | | | Weekday PM Peak Hour | | |
|---|---|---|---|---|---|---|
| | In | Out | Total | In | Out | Total |
| **Plan Area (Subdistricts 1 through 5)** | | | | | | |
| Constructed, Development Projects Approved, Proposed, or Under Construction[a] | 176 | 614 | 780 | 947 | 691 | 1,638 |
| Development Program Buildout[b] | 1,152 | 829 | 1,981 | 1,702 | 2,007 | 3,709 |
| Percent Completed | 15% | 74% | 39% | 56% | 34% | 44% |
| **North End (Subdistricts 4 and 5)** | | | | | | |
| Constructed, Development Projects Approved, Proposed, or Under Construction[a] | 74 | 247 | 321 | 358 | 228 | 586 |
| Development Program Buildout[b] | 695 | 387 | 1,082 | 689 | 1,014 | 1,703 |
| Percent Completed | 11% | 64% | 30% | 52% | 22% | 34% |
| **Subdistrict 5** | | | | | | |
| Constructed, Development Projects Under Construction, Approved, or Proposed | 96 | 188 | 284 | 295 | 212 | 507 |
| Development Program Buildout[b] | 603 | 268 | 871 | 495 | 836 | 1,331 |
| Percent Completed | 16% | 70% | 33% | 60% | 25% | 38% |

[a] Based on application of the BVDSP trip generation model with the developments shown in Table 6, and accounts for the trips generated by existing uses that would be eliminated.
[b] Based on Table 4.13-10 on page 4.13-43 of the BVDSP EIR.
Source: Fehr & Peers, 2016.

**Traffic Impacts at BVDSP EIR Intersections.** The BVDSP EIR identifies 28 significant impacts at intersections that serve the Plan Area. It also identifies the specific level of development in the Plan Area and/or each subdistrict that would trigger each impact and its associated mitigation measure(s). Impacts are triggered when a certain percentage of overall project buildout is met. The impacts, the reason for triggering the impacts, and the mitigation measures are described below.

1. The proposed project, combined with other projects that are under construction, approved, or proposed for development in the Plan Area, would trigger **Impact TRANS-2** under existing plus-project conditions (and also **Impact TRANS-7** under 2020 plus-project conditions and **Impact TRANS-17** under 2035 plus-project conditions) at the Perry Place/I-580 eastbound ramps/Oakland Avenue intersection because these projects, when combined, would generate more than 15 percent of the total traffic generated by the Development Program.

   **Mitigation Measure TRANS-2** in the BVDSP EIR includes the following improvements at this intersection:

   - Optimize signal timing (i.e., change the amount of green time assigned to each lane of traffic) for the PM peak hour, and

- Coordinate signal timing changes at this intersection with adjacent intersections that are in the same signal coordination group. This intersection is under the jurisdiction of the California Department of Transportation (Caltrans), so any equipment or facility upgrades must be approved by Caltrans prior to installation.

The BVDSP EIR determined that, if implemented, the mitigation measure would mitigate the significant impact at this intersection. However, it is not certain whether this mitigation measure could be implemented because the intersection is under the jurisdiction of Caltrans. The City of Oakland, as lead agency, does not have jurisdiction at this intersection; the mitigation would need to be approved and implemented by Caltrans. Therefore, the BVDSP EIR considered the impact significant and unavoidable.

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

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

   - Reconfigure the 24th Street approach at the intersection to restrict access (i.e., right turns only from 27th Street to 24th 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 the eastbound 27th Street approach from the current configuration (i.e., 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 the length of the signal cycle from 160 to 120 seconds and optimize signal timing (i.e., change the amount of green time assigned to each lane of traffic); and
   - Coordinate signal timing changes at this intersection with adjacent intersections that are in the same signal coordination group.

   The BVDSP EIR determined that, if implemented, the mitigation measure would reduce the magnitude of the impact but would not mitigate the impact to a less-than-significant level. Therefore, the BVDSP EIR considered the impact significant and unavoidable.

3. The proposed project, combined with other projects that are under construction, approved, or 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,

when combined, would generate more than 30 percent of the total traffic generated by the Development Program.

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

- Upgrade traffic signal operations at the intersection to actuated coordinated;
- 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 phases for the northbound and southbound approaches;
- Optimize signal timing (i.e., change the amount of green time assigned to each lane of traffic); and
- Coordinate signal timing changes at this intersection with adjacent intersections that are in the same signal coordination group.

The BVDSP EIR determined that, if implemented, the mitigation measure would reduce the magnitude of the impact but would not mitigate the impact to a less-than-significant level. Therefore, the BVDSP EIR considered the impact significant and unavoidable.

According to the BVDSP EIR, the project sponsor would fund its share of the cost of preparing and funding these mitigation measures. Alternatively, if the City of Oakland adopted the BVDSP or the citywide Transportation Impact Fee (TIF) program, the applicant could pay the applicable TIF to mitigate project impacts, as identified above. On May 3, 2016, the City of Oakland adopted a citywide TIF program. It goes into effect September 1, 2016. The applicant may elect to pay the applicable TIF to mitigate project impacts.

**Additional Study Intersections.** The *City of Oakland Transportation Impact Study Guidelines* require analysis of project impacts at intersections adjacent to the project site, signalized and all-way stop-controlled intersections where the project would add 50 or more peak hour trips, and side-street stop-controlled intersections where the project would add ten or more trips to the stop-controlled approach. The BVDSP EIR evaluated two of the three intersections adjacent to the project site: 30th Street/Broadway and Hawthorne Avenue/Brook Street/Broadway intersections. The BVDSP EIR did not analyze the side-street stop-controlled 30th Street/Brook Street intersection, which is adjacent and to the southeast of the project site.

Although the proposed project would add more than ten trips to the stop-controlled Brook Street approach at 30th Street/Brook Street intersection, the proposed project would not cause a significant impact at the intersection because both 30th and Brook streets are local streets that only serve the adjacent residential areas. Based on current observations, and considering the current traffic volumes and expected developments on both streets, the intersection would continue to operate at an acceptable LOS under cumulative conditions and would not satisfy the peak hour signal warrant after the completion of the proposed project.

Beyond the intersections discussed above, the proposed project is not expected to add 50 or more peak hour trips to signalized or all-way stop-controlled intersections, or add ten or more

peak hour trips to the stop-controlled approach of side-street stop-controlled intersections in the vicinity that were not analyzed in BVDSP EIR. Therefore, analysis of additional intersections beyond the ones analyzed in the BVDSP EIR is not needed. Overall, the proposed project would not result in impacts on traffic operations at the intersections beyond the ones identified in the BVDSP EIR. In addition, the proposed project also would not increase the magnitude of the impacts identified in the BVDSP EIR.

**Conclusion**

The project trip generation for projects that are currently approved, proposed, or under construction in the Plan Area, the North End, and Subdistrict 5, 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 unsignalized project study intersection 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, this transportation analysis determined that the project would not result in any significant impacts to vehicle access and circulation, bicycle access and bicycle parking, pedestrian access and circulation, and transit access, 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-2, TRANS-10, and TRANS-22,** 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, 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: *Construction Activity in the Public Right-of-Way*, SCA-TRANS-2: *Bicycle Parking*, and SCA-TRANS-3: *Transportation Improvements).* In addition, the proposed project would implement the following recommended improvement measures related to vehicle, bicycle, pedestrian, and bus rider access and circulation and bicycle parking, although the improvement measures are not required to address CEQA impacts.

> **Recommended Improvement #1:** Although not required to address a CEQA impact, the following should be considered as part of the final design and/or conditions of approval of the project:
>
> - Ensure that the project driveway on Brook Street would provide adequate sight distance[33] between motorists exiting the driveway and pedestrians on the adjacent sidewalks. This

[33] Sight distance is dependent on each specific location; typically, adequate sight distance is defined as a clear line-of-sight between a motorist 10 feet back from the sidewalk and a pedestrian ten feet away on each sides of the driveway.

may require redesigning and/or widening the driveway. If adequate sight distance cannot be provided, consider providing visual warning devices at the driveway.

- To ensure adequate sight distance for motorists entering and exiting the garage driveways, prohibit on-street parking within 20 feet on either side of the garage driveways on Brook Street.
- If feasible, provide directional curb ramps at the northwest corner of the 30th Street/Brook Street intersection.

## 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;<br>Require or result in construction of new storm water drainage facilities or expansion of existing facilities, construction of which could cause significant environmental effects;<br>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;<br>Violate applicable federal, state, and local statutes and regulations related to solid waste; | ☒ | ☐ | ☐ |

| Would the project: | Equal or Less Severity of Impact Previously Identified in BVDSP EIR | Substantial Increase in Severity of Previously Identified Significant Impact in EIR | New Significant Impact |
|---|---|---|---|
| d. Violate applicable federal, state and local statutes and regulations relating to energy standards; or<br>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 BVDSP allows for flexibility with respect to the quantity and profile of future development within each subarea and between subareas as long as such development conforms to the general traffic generation parameters established by the Plan. The Development Program is not intended to be a cap that restricts development. As shown in Table 1 of Appendix D, the proposed project would provide more dwelling units on the site (i.e., 127 units instead of 64) but less square footage for commercial uses (7,923 square feet instead of approximately 14,517 net square feet). This difference, however, represents minor net changes in the Development Program in terms of environmental impacts because the proposed project conforms to the traffic generation parameters analyzed in the BVDSP EIR, as described above in Section 13, Transportation and Circulation. As such, the proposed project is within the envelope of the Development Program analyzed in the BVDSP EIR.

The water and sanitary sewer demand and stormwater facilities, as well as solid waste and energy associated with the proposed project, are consistent with the Development Program analyzed in the BVDSP EIR. All on-site utilities would be designed in accordance with applicable codes and current engineering practices. However, the proposed project would pay a sewer mitigation fee, which would either contribute to the cost of replacing pipes for the local collection system to increase capacity or be used to perform inflow and infiltration rehabilitation projects outside of the Plan Area, as described in the BVDSP EIR.

Based on an examination of the analysis, findings, and conclusions in the BVDSP EIR, implementation of the proposed project would not substantially increase the severity of the significant impacts identified in that report, 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 construction and demolition waste reductions and recycling, underground utilities, recycling collection and storage space, “green” building requirements, a sanitary sewer system, and the storm drain system, as identified in Attachment A at the end of the CEQA checklist (SCA-UTIL-1: *Construction and Demolition Waste Reduction and Recycling,* SCA-UTIL-2: *Underground Utilities*, SCA-UTIL-3: *Recycling Collection and Storage Space*, SCA-UTIL-4: *Green Building Requirements*, SCA-UTIL-5: *Sanitary Sewer System*, and SCA-UTIL-6: *Storm Drain System*).

# 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 24th and Harrison 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. The SCA number that corresponds to the City's master SCA list is provided at the end of the SCA title — i.e., SCA-AIR-1: *Construction-Related Air Pollution (Dust and Equipment Emissions)* (#19).

All MMs and SCAs identified in the CEQA Analysis, which is consistent with the measures and conditions presented in the BVDSP EIR, are included herein. To the extent that there is any inconsistency between the SCA and MM, the more restrictive conditions shall govern; to the extent any 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 | | |
|---|---|---|---|
| | When Required | Initial Approval | Monitoring/ Inspection |
| **Aesthetics, Shadow and Wind** | | | |
| **SCA-AES-1:** *Graffiti Control* (#16)**.**<br>a. During construction and operation of the project, the project applicant shall incorporate best management practices reasonably related to the control of graffiti and/or the mitigation of the impacts of graffiti. Such best management practices may include, without limitation:<br>i. Installation and maintenance of landscaping to discourage defacement of and/or protect likely graffiti-attracting surfaces.<br>ii. Installation and maintenance of lighting to protect likely graffiti-attracting surfaces.<br>iii. Use of paint with anti-graffiti coating.<br>iv. Incorporation of architectural or design elements or features to discourage graffiti defacement in accordance with the principles of Crime Prevention Through Environmental Design (CPTED).<br>v. Other practices approved by the City to deter, protect, or reduce the potential for graffiti defacement.<br>b. The project applicant shall remove graffiti by appropriate means within seventy-two (72) hours. Appropriate means include:<br>i. Removal through scrubbing, washing, sanding, and/or scraping (or similar method) without damaging the surface and without discharging wash water or cleaning detergents into the City storm drain system.<br>ii. Covering with new paint to match the color of the surrounding surface.<br>iii. Replacing with new surfacing (with City permits if required). | Ongoing | N/A | Bureau of Building |
| **SCA-AES-2:** *Landscape Plan* (#17).<br>a. *Landscape Plan Required*<br>The project applicant shall submit a final Landscape Plan for City review and approval that is consistent with the approved Landscape Plan. The Landscape Plan shall be included with the set of drawings submitted for the construction-related permit and shall comply with the landscape requirements of chapter 17.124 of the Planning Code.<br>b. *Landscape Installation*<br>The project applicant shall implement the approved Landscape Plan unless a bond, cash deposit, letter of credit, or other equivalent instrument acceptable to the Director of City Planning, is provided. The financial instrument shall equal the greater of $2,500 or the estimated cost of implementing the Landscape Plan | Prior to approval of construction-related permit<br>Prior to building permit final<br>Ongoing | Bureau of Planning<br>Bureau of Planning<br>N/A | N/A<br>Bureau of Building<br>Bureau of Building |

| Standard Conditions of Approval/Mitigation Measures | Mitigation Implementation/Monitoring | | |
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| | **When Required** | **Initial Approval** | **Monitoring/ Inspection** |
| based on a licensed contractor's bid.<br>c. *Landscape Maintenance*<br>All required planting shall be permanently maintained in good growing condition and, whenever necessary, replaced with new plant materials to ensure continued compliance with applicable landscaping requirements. The property owner shall be responsible for maintaining planting in adjacent public rights-of-way. All required fences, walls, and irrigation systems shall be permanently maintained in good condition and, whenever necessary, repaired or replaced. | | | |
| **SCA-AES-3:** *Lighting* (#18).<br>Proposed new exterior lighting fixtures shall be adequately shielded to a point below the light bulb and reflector to prevent unnecessary glare onto adjacent properties. | Prior to building permit final | N/A | Bureau of Building |
| **Air Quality** | | | |
| **SCA-AIR-1:** *Construction-Related Air Pollution Controls (Dust and Equipment Emissions)* (#19). The project applicant shall implement all of the following applicable air pollution control measures during construction of the project:<br>a. Water all exposed surfaces of active construction areas at least twice daily. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever feasible.<br>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).<br>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.<br>d. Pave all roadways, driveways, sidewalks, etc. within one month of site grading or as soon as feasible. In addition, building pads should be laid within one month of grading or as soon as feasible unless seeding or soil binders are used.<br>e. Enclose, cover, water twice daily, or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.).<br>f. Limit vehicle speeds on unpaved roads to 15 miles per hour.<br>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 | During construction | N/A | Bureau of Building |

| Standard Conditions of Approval/Mitigation Measures | Mitigation Implementation/Monitoring | | |
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| | When Required | Initial Approval | Monitoring/ Inspection |
| 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 policy as required by Title 23, Section 2449, of the California Code of Regulations ("California Air Resources Board Off-Road Diesel 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. 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. | | | |
| k. 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. | | | |
| l. All excavation, grading, and demolition activities shall be suspended when average wind speeds exceed 20 mph. | | | |
| m. Install sandbags or other erosion control measures to prevent silt runoff to public roadways. | | | |
| n. Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for one month or more). | | | |
| o. 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. | | | |
| p. 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. | | | |
| q. 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. | | | |
| r. Activities such as excavation, grading, and other ground-disturbing construction activities shall be phased to minimize the amount of disturbed surface area at any one time. | | | |
| s. All trucks and equipment, including tires, shall be washed off prior to leaving the site. | | | |
| t. Site accesses to a distance of 100 feet from the paved road shall be treated with a 6 to 12 inch compacted | | | |

| Standard Conditions of Approval/Mitigation Measures | Mitigation Implementation/Monitoring | | |
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| | **When Required** | **Initial Approval** | **Monitoring/ Inspection** |
| layer of wood chips, mulch, or gravel.<br>u. 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. Upon request by the City, the project applicant shall provide written documentation that fleet requirements have been met.<br>v. Use low VOC (i.e., ROG) coatings beyond the local requirements (i.e., BAAQMD Regulation 8, Rule 3: Architectural Coatings).<br>w. All construction equipment, diesel trucks, and generators shall be equipped with Best Available Control Technology for emission reductions of NOx and PM.<br>x. Off-road heavy diesel engines shall meet the California Air Resources Board's most recent certification standard.<br>y. Post a publicly-visible large on-site sign that includes the contact name and phone number for the project complaint manager responsible for responding to dust complaints and the telephone numbers of the City's Code Enforcement unit and the Bay Area Air Quality Management District. When contacted, the project complaint manager shall respond and take corrective action within 48 hours. | | | |
| **Note: Screening analysis demonstrated that the proposed project would be below the applicable threshold. No further action is required under this SCA.**<br>**SCA-AIR-2:** *Exposure to Air Pollution (Toxic Air Contaminants)* (#20).<br>a. Health Risk Reduction Measures<br>The project applicant shall incorporate appropriate measures into the project design in order to reduce the potential health risk due to exposure to toxic air contaminants.<br>b. Maintenance of Health Risk Reduction Measures<br>The project applicant shall maintain, repair, and/or replace installed health risk reduction measures, including but not limited to the HVAC system (if applicable), on an ongoing and as-needed basis. Prior to occupancy, the project applicant shall prepare and then distribute to the building manager/operator an operation and maintenance manual for the HVAC system and filter including the maintenance and replacement schedule for the filter. | Ongoing | N/A | Bureau of Building |
| **SCA-AIR-3:** *Asbestos in Structures* (#23). The project applicant shall comply with all applicable laws and regulations regarding demolition and renovation of Asbestos Containing Materials (ACM), including but not limited to California Code of Regulations, Title 8; California Business and Professions Code, Division 3; California | Prior to approval of construction-related permit | Applicable regulatory agency with jurisdiction | Applicable regulatory agency with jurisdiction |

| Standard Conditions of Approval/Mitigation Measures | Mitigation Implementation/Monitoring | | |
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| | **When Required** | **Initial Approval** | **Monitoring/ Inspection** |
| Health and Safety Code sections 25915-25919.7; and Bay Area Air Quality Management District, Regulation 11, Rule 2, as may be amended. Evidence of compliance shall be submitted to the City upon request. | | | |
| **Biological Resources** | | | |
| **SCA-BIO-1:** *Tree Removal During Bird Breeding Season* (#26)**.** To the extent feasible, removal of any tree and/or other vegetation suitable for nesting of birds shall not occur during the bird breeding season of February 1 to August 15 (or during December 15 to August 15 for trees located in or near marsh, wetland, or aquatic habitats). If tree removal must occur during the bird breeding season, all trees to be removed shall be surveyed by a qualified biologist to verify the presence or absence of nesting raptors or other birds. Pre-removal surveys shall be conducted within 15 days prior to the start of work and shall be submitted to the City for review and approval. If the survey indicates the potential presence of nesting raptors or other birds, the biologist shall determine an appropriately sized buffer around the nest in which no work will be allowed until the young have successfully fledged. The size of the nest buffer will be determined by the biologist in consultation with the California Department of Fish and Wildlife, and will be based to a large extent on the nesting species and its sensitivity to disturbance. In general, buffer sizes of 200 feet for raptors and 50 feet for other birds should suffice to prevent disturbance to birds nesting in the urban environment, but these buffers may be increased or decreased, as appropriate, depending on the bird species and the level of disturbance anticipated near the nest. | Prior to removal of trees | Bureau of Building. | Bureau of Building. |
| **SCA-BIO-2:** *Tree Permit* (#27)**.**<br>Tree Permit required.<br>Tree Protection during construction. Adequate protection shall be provided during the construction period for any trees which are to remain standing, including the following, plus any recommendations of an arborist:<br>1. Before the start of any clearing, excavation, construction, or other work on the site, every protected tree deemed to be potentially endangered by said site work shall be securely fenced off at a distance from the base of the tree to be determined by the project's consulting arborist. Such fences shall remain in place for duration of all such work. All trees to be removed shall be clearly marked. A scheme shall be established for the removal and disposal of logs, brush, earth and other debris which will avoid injury to any protected tree.<br>2. Where proposed development or other site work is to encroach upon the protected perimeter of any protected tree, special measures shall be incorporated | Prior to approval of construction-related permit<br><br>During construction | Permit approval by Public Works Department, Tree Division; evidence of approval submitted to Bureau of Building<br><br>Public Works Department, Tree Division | Bureau of Building<br><br>Bureau of Building |

| Standard Conditions of Approval/Mitigation Measures | Mitigation Implementation/Monitoring | | |
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| | When Required | Initial Approval | Monitoring/ Inspection |
| to allow the roots to breathe and obtain water and nutrients. Any excavation, cutting, filing, or compaction of the existing ground surface within the protected perimeter shall be minimized. No change in existing ground level shall occur within a distance to be determined by the project's consulting arborist from the base of any protected tree at any time. No burning or use of equipment with an open flame shall occur near or within the protected perimeter of any protected tree.<br>3. No storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees shall occur within the distance to be determined by the project's consulting arborist from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. No heavy construction equipment or construction materials shall be operated or stored within a distance from the base of any protected trees to be determined by the project's consulting arborist. Wires, ropes, or other devices shall not be attached to any protected tree, except as needed for support of the tree. No sign, other than a tag showing the botanical classification, shall be attached to any protected tree.<br>4. Periodically during construction, the leaves of protected trees shall be thoroughly sprayed with water to prevent buildup of dust and other pollution that would inhibit leaf transpiration.<br>5. If any damage to a protected tree should occur during or as a result of work on the site, the project applicant shall immediately notify the Public Works Department and the project's consulting arborist shall make a recommendation to the City Tree Reviewer as to whether the damaged tree can be preserved. If, in the professional opinion of the Tree Reviewer, such tree cannot be preserved in a healthy state, the Tree Reviewer shall require replacement of any tree removed with another tree or trees on the same site deemed adequate by the Tree Reviewer to compensate for the loss of the tree that is removed.<br>6. All debris created as a result of any tree removal work shall be removed by the project applicant from the property within two weeks of debris creation, and such debris shall be properly disposed of by the project applicant in accordance with all applicable laws, ordinances, and regulations. | | | |
| **Cultural Resources** | | | |
| **SCA-CUL-1:** *Archaeological and Paleontological Resources – Discovery During Construction* (#29*).* Pursuant to CEQA Guidelines section 15064.5(f), in the event that any historic or prehistoric subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet | During construction | N/A | Bureau of Building |

| Standard Conditions of Approval/Mitigation Measures | Mitigation Implementation/Monitoring | | |
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| | When Required | Initial Approval | Monitoring/ Inspection |
| of the resources shall be halted and the project applicant shall notify the City and consult with a qualified archaeologist or paleontologist, as applicable, to assess the significance of the find. In the case of discovery of paleontological resources, the assessment shall be done in accordance with the Society of Vertebrate Paleontology standards. If any find is determined to be significant, appropriate avoidance measures recommended by the consultant and approved by the City must be followed unless avoidance is determined unnecessary or infeasible by the City. Feasibility of avoidance shall be determined with consideration of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted. Work may proceed on other parts of the project site while measures for the cultural resources are implemented.<br>In the event of data recovery of archaeological resources, the project applicant shall submit an Archaeological Research Design and Treatment Plan (ARDTP) prepared by a qualified archaeologist for review and approval by the City. The ARDTP is required to identify how the proposed data recovery program would preserve the significant information the archaeological resource is expected to contain. The ARDTP shall identify the scientific/historic research questions applicable to the expected resource, the data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. The ARDTP shall include the analysis and specify the curation and storage methods. Data recovery, in general, shall be limited to the portions of the archaeological resource that could be impacted by the proposed project. Destructive data recovery methods shall not be applied to portions of the archaeological resources if nondestructive methods are practicable. Because the intent of the ARDTP is to save as much of the archaeological resource as possible, including moving the resource, if feasible, preparation and implementation of the ARDTP would reduce the potential adverse impact to less than significant. The project applicant shall implement the ARDTP at his/her expense.<br>In the event of excavation of paleontological resources, the project applicant shall submit an excavation plan prepared by a qualified paleontologist to the City for review and approval. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and/or a report prepared by a qualified paleontologist, as appropriate, according to current professional standards and at the expense of the project applicant. | | | |
| **SCA-CUL-2:** *Human Remains – Discovery During Construction* (#31). Pursuant to CEQA Guidelines section | During construction | N/A | Bureau of Building |

| Standard Conditions of Approval/Mitigation Measures | Mitigation Implementation/Monitoring | | |
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| | **When Required** | **Initial Approval** | **Monitoring/ Inspection** |
| 15064.5(e)(1), in the event that human skeletal remains are uncovered at the project site during construction activities, all work shall immediately halt and the project applicant shall notify the City and the Alameda County Coroner. If the County Coroner determines that an investigation of the cause of death is required or that the remains are Native American, all work shall cease within 50 feet of the remains until appropriate arrangements are made. In the event that the remains are Native American, the City shall contact the California Native American Heritage Commission (NAHC), pursuant to subdivision (c) of section 7050.5 of the California Health and Safety Code. If the agencies determine that avoidance is not feasible, then an alternative plan shall be prepared with specific steps and timeframe required to resume construction activities. Monitoring, data recovery, determination of significance, and avoidance measures (if applicable) shall be completed expeditiously and at the expense of the project applicant. | | | |
| **SCA-CUL-3:** *Property Relocation* (#32). Pursuant to Policy 3.7 of the Historic Preservation Element of the Oakland General Plan, the project applicant shall make a good faith effort to relocate the historic resource to a site acceptable to the City. A good faith effort includes, at a minimum, all of the following:<br>a. Advertising the availability of the building by: (1) posting of large visible signs (such as banners, at a minimum of 3' x 6' size or larger) at the site; (2) placement of advertisements in Bay Area news media acceptable to the City; and (3) contacting neighborhood associations and for-profit and not-for-profit housing and preservation organizations;<br>b. Maintaining a log of all the good faith efforts and submitting that along with photos of the subject building showing the large signs (banners) to the City;<br>c. Maintaining the signs and advertising in place for a minimum of 90 days; and<br>d. Making the building available at no or nominal cost (the amount to be reviewed by the Oakland Cultural Heritage Survey) until removal is necessary for construction of a replacement project, but in no case for less than a period of 90 days after such advertisement. | Prior to approval of construction-related permit | Bureau of Planning (including Oakland Cultural Resource Survey) | N/A |
| **Geology, Soils and Geohazards** | | | |
| **SCA-GEO-1:** *Construction-Related Permit(s)* (#33). The project applicant shall obtain all required construction-related permits/approvals from the City. The project shall comply with all standards, requirements and conditions contained in construction-related codes, including but not limited to the Oakland Building Code and the Oakland Grading Regulations, to ensure structural integrity and safe construction. | Prior to approval of construction-related permit | Bureau of Building | Bureau of Building |

| Standard Conditions of Approval/Mitigation Measures | Mitigation Implementation/Monitoring | | |
|---|---|---|---|
| | **When Required** | **Initial Approval** | **Monitoring/ Inspection** |
| **SCA-GEO-2:** *Soils Report* (#34). The project applicant shall submit a soils report prepared by a registered geotechnical engineer for City review and approval. The soils report shall contain, at a minimum, field test results and observations regarding the nature, distribution and strength of existing soils, and recommendations for appropriate grading practices and project design. The project applicant shall implement the recommendations contained in the approved report during project design and construction. | Prior to approval of construction-related permit | Bureau of Building | Bureau of Building |
| **Hazards and Hazardous Materials** | | | |
| **SCA-HAZ-1:** *Hazardous Materials Related to Construction* (#39). The project applicant shall ensure that Best Management Practices (BMPs) are implemented by the contractor during construction to minimize potential negative effects on groundwater, soils, and human health. These shall include, at a minimum, the following:<br>a. Follow manufacture's recommendations for use, storage, and disposal of chemical products used in construction;<br>b. Avoid overtopping construction equipment fuel gas tanks;<br>c. During routine maintenance of construction equipment, properly contain and remove grease and oils;<br>d. Properly dispose of discarded containers of fuels and other chemicals;<br>e. Implement lead-safe work practices and comply with all local, regional, state, and federal requirements concerning lead (for more information refer to the Alameda County Lead Poisoning Prevention Program); and<br>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 project applicant shall cease work in the vicinity of the suspect material, the area shall be secured as necessary, and the applicant shall take all appropriate measures to protect human health and the environment. Appropriate measures shall include notifying the City and applicable regulatory agency(ies) and implementation of the actions described in the City's Standard Conditions of Approval, as necessary, to identify the nature and extent of contamination. Work shall not resume in the area(s) affected until the measures have been implemented under the oversight of the City or regulatory agency, as appropriate. | During construction | N/A | Bureau of Building |
| **SCA-HAZ-2:** *Site Contamination* (#40).<br>*a. Environmental Site Assessment Required*<br>The project applicant shall submit a Phase I | Prior to approval of construction- | Oakland Fire Department<br>Bureau of | Oakland Fire Department<br>Bureau of |

| Standard Conditions of Approval/Mitigation Measures | Mitigation Implementation/Monitoring | | |
|---|---|---|---|
| | **When Required** | **Initial Approval** | **Monitoring/ Inspection** |
| Environmental Site Assessment report, and Phase II Environmental Site Assessment report if warranted by the Phase I report, for the project site for review and approval by the City. The report(s) shall be prepared by a qualified environmental assessment professional and include recommendations for remedial action, as appropriate, for hazardous materials. The project applicant shall implement the approved recommendations and submit to the City evidence of approval for any proposed remedial action and required clearances by the applicable local, state, or federal regulatory agency. | related permit<br>Prior to approval of construction-related permit<br>During construction | Building<br>N/A | Building |
| As recommended in the Phase II ESA prepared for the project, the project sponsor shall prepare a Soil Management Plan, which is the functional equivalent of the Health and Safety Plan, required per this SCA, prior to construction to mitigate potential exposures to residual contamination left in place from the site's historical use, which shall 1) provide recommended measures to address environmental health and safety risks associated with the residual chemicals in soil and groundwater; 2) address special handling procedures required based upon the future development plans; and 3) include contingency plans to be implemented during soil excavation if unanticipated features or hazardous materials are encountered would also be presented. In addition, the project sponsor shall perform additional groundwater sampling near the corner of 30th Street and Broadway as well as in the area of the recently discovered and closed USTs. | | | |
| *b. Health and Safety Plan Required*<br>The project applicant shall submit a Health and Safety Plan for review and approval by the City to protect project construction workers from risks associated with hazardous materials. The project applicant shall implement the approved Plan. | | | |
| *c. Best Management Practices Required for Contaminated Sites*<br>The project applicant shall ensure that Best Management Practices (BMPs) are implemented by the contractor during construction to minimize potential soil and groundwater hazards. These shall include the following:<br>i. Soil generated by construction activities shall be stockpiled on-site in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Specific sampling and handling and transport procedures for reuse or disposal shall be in accordance with applicable local, state, and federal requirements.<br>ii. Groundwater pumped from the subsurface shall be | | | |

| Standard Conditions of Approval/Mitigation Measures | Mitigation Implementation/Monitoring | | |
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| | **When Required** | **Initial Approval** | **Monitoring/ Inspection** |
| contained on-site in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies. Engineering controls shall be utilized, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building. | | | |
| **SCA-HAZ-3:** *Hazardous Materials Business Plan* (#41). The project applicant shall submit a Hazardous Materials Business Plan for review and approval by the City, and shall implement the approved Plan. The approved Plan shall be kept on file with the City and the project applicant shall update the Plan as applicable. The purpose of the Hazardous Materials Business Plan is to ensure that employees are adequately trained to handle hazardous materials and provides information to the Fire Department should emergency response be required. Hazardous materials shall be handled in accordance with all applicable local, state, and federal requirements. The Hazardous Materials Business Plan shall include the following:<br>a. The types of hazardous materials or chemicals stored and/or used on-site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids.<br>b. The location of such hazardous materials.<br>c. An emergency response plan including employee training information.<br>d. A plan that describes the manner in which these materials are handled, transported, and disposed. | Prior to building permit final | Oakland Fire Department | Oakland Fire Department |
| **Hydrology and Water Quality** | | | |
| **SCA-HYD-1:** *Erosion and Sedimentation Control Plan for Construction* (#45).<br>*a. Erosion and Sedimentation Control Plan Required*<br>The project applicant shall submit an Erosion and Sedimentation Control Plan to the City for review and approval. The Erosion and Sedimentation Control Plan shall include all necessary measures to be taken to prevent excessive stormwater runoff or carrying by stormwater runoff of solid materials on to lands of adjacent property owners, public streets, or to creeks as a result of conditions created by grading and/or construction operations. The Plan shall include, but not be limited to, such measures as short-term erosion control planting, waterproof slope covering, check dams, interceptor ditches, benches, storm drains, dissipation structures, diversion dikes, retarding berms and barriers, devices to trap, store and filter out sediment, and stormwater retention basins. Off-site work by the project applicant may be necessary. The project applicant shall obtain permission or easements necessary for off-site work. There shall be a clear notation that the plan is subject to changes as | Prior to approval of construction-related permit<br>During construction | Bureau of Building<br>N/A | N/A<br>Bureau of Building |

| Standard Conditions of Approval/Mitigation Measures | Mitigation Implementation/Monitoring | | |
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| changing conditions occur. Calculations of anticipated stormwater runoff and sediment volumes shall be included, if required by the City. The Plan shall specify that, after construction is complete, the project applicant shall ensure that the storm drain system shall be inspected and that the project applicant shall clear the system of any debris or sediment.<br>*b. Erosion and Sedimentation Control During Construction*<br>The project applicant shall implement the approved Erosion and Sedimentation Control Plan. No grading shall occur during the wet weather season (October 15 through April 15) unless specifically authorized in writing by the Bureau of Building. | | | |
| **SCA-HYD-2:** *NPDES C.3 Stormwater Requirements for Regulated Projects* (#50).<br>*a. Post-Construction Stormwater Management Plan Required*<br>The project applicant shall comply with the requirements of Provision C.3 of the Municipal Regional Stormwater Permit issued under the National Pollutant Discharge Elimination System (NPDES). The project applicant shall submit a Post-Construction Stormwater Management Plan to the City for review and approval with the project drawings submitted for site improvements, and shall implement the approved Plan during construction. The Post-Construction Stormwater Management Plan shall include and identify the following:<br>i. Location and size of new and replaced impervious surface;<br>ii. Directional surface flow of stormwater runoff;<br>iii. Location of proposed on-site storm drain lines;<br>iv. Site design measures to reduce the amount of impervious surface area;<br>v. Source control measures to limit stormwater pollution;<br>vi. Stormwater treatment measures to remove pollutants from stormwater runoff, including the method used to hydraulically size the treatment measures; and<br>vii. Hydromodification management measures, if required by Provision C.3, so that post-project stormwater runoff flow and duration match pre-project runoff.<br>*b. Maintenance Agreement Required*<br>The project applicant shall enter into a maintenance agreement with the City, based on the Standard City of Oakland Stormwater Treatment Measures Maintenance Agreement, in accordance with Provision C.3, which provides, in part, for the following:<br>i. The project applicant accepting responsibility for the adequate installation/construction, operation, | Prior to approval of construction-related permit<br>Prior to building permit final | Bureau of Planning; Bureau of Building<br>Bureau of Building | Bureau of Building<br>Bureau of Building |

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| 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<br>ii. Legal access to the on-site stormwater treatment measures for representatives of the City, the local vector control district, and staff of the Regional Water Quality Control Board, San Francisco Region, for the purpose of verifying the implementation, operation, and maintenance of the on-site stormwater treatment measures and to take corrective action if necessary.<br>The maintenance agreement shall be recorded at the County Recorder's Office at the applicant's expense. | | | |
| **Noise** | | | |
| **SCA-NOI-1:** *Construction Days/Hours* (#58).<br>The project applicant shall comply with the following restrictions concerning construction days and hours:<br>a. Construction activities are limited to between 7:00 a.m. and 7:00 p.m. Monday through Friday, except that pier drilling and/or other extreme noise generating activities greater than 90 dBA shall be limited to between 8:00 a.m. and 4:00 p.m.<br>b. Construction activities are limited to between 9:00 a.m. and 5:00 p.m. on Saturday. In residential zones and within 300 feet of a residential zone, construction activities are allowed from 9:00 a.m. to 5:00 p.m. only within the interior of the building with the doors and windows closed. No pier drilling or other extreme noise generating activities greater than 90 dBA are allowed on Saturday.<br>c. No construction is allowed on Sunday or federal holidays.<br>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.<br>Any construction activity proposed outside of the above days and hours for special activities (such as concrete pouring which may require more continuous amounts of time) shall be evaluated on a case-by-case basis by the City, with criteria including the urgency/emergency nature of the work, the proximity of residential or other sensitive uses, and a consideration of nearby residents'/occupants' preferences. The project applicant shall notify property owners and occupants located within 300 feet at least 14 calendar days prior to construction activity proposed outside of the above days/hours. When submitting a request to the City to allow construction activity outside of the above days/hours, the project applicant shall submit | During construction | N/A | Bureau of Building |

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| information concerning the type and duration of proposed construction activity and the draft public notice for City review and approval prior to distribution of the public notice. | | | |
| **SCA-NOI-2:** *Construction Noise* (#59). The project applicant shall implement noise reduction measures to reduce noise impacts due to construction. Noise reduction measures include, but are not limited to, the following:<br>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.<br>b. Except as provided herein, impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used, if such jackets are commercially available, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.<br>c. Applicant shall use temporary power poles instead of generators where feasible.<br>d. Stationary noise sources shall be located as far from adjacent properties as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the City to provide equivalent noise reduction.<br>e. The noisiest phases of construction shall be limited to less than 10 days at a time. Exceptions may be allowed if the City determines an extension is necessary and all available noise reduction controls are implemented. | During construction | N/A | Bureau of Building |
| **SCA-NOI-3:** *Extreme Construction Noise* (#60).<br>*a. Construction Noise Management Plan Required*<br>Prior to any extreme noise generating construction activities (e.g., pier drilling, pile driving and other activities generating greater than 90dBA), the project applicant shall submit a Construction Noise Management Plan prepared by a qualified acoustical consultant for City review and approval that contains a set of site-specific noise attenuation measures to further reduce construction impacts associated with extreme noise generating activities. The project applicant shall implement the approved Plan during | Prior to approval of construction-related permit<br>During construction | Bureau of Building | Bureau of Building |

| Standard Conditions of Approval/Mitigation Measures | Mitigation Implementation/Monitoring | | |
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| construction. Potential attenuation measures include, but are not limited to, the following:<br>i. Erect temporary plywood noise barriers around the construction site, particularly along on sites adjacent to residential buildings;<br>ii. 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;<br>iii. Utilize noise control blankets on the building structure as the building is erected to reduce noise emission from the site;<br>iv. Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings by the use of sound blankets for example and implement such measure if such measures are feasible and would noticeably reduce noise impacts; and<br>v. Monitor the effectiveness of noise attenuation measures by taking noise measurements.<br>*b. Public Notification Required*<br>The project applicant shall notify property owners and occupants located within 300 feet of the construction activities at least 14 calendar days prior to commencing extreme noise generating activities. Prior to providing the notice, the project applicant shall submit to the City for review and approval the proposed type and duration of extreme noise generating activities and the proposed public notice. The public notice shall provide the estimated start and end dates of the extreme noise generating activities and describe noise attenuation measures to be implemented. | | | |
| **SCA-NOI-4:** *Construction Noise Complaints* (#62). The project applicant shall submit to the City for review and approval a set of procedures for responding to and tracking complaints received pertaining to construction noise, and shall implement the procedures during construction. At a minimum, the procedures shall include:<br>a. Designation of an on-site construction complaint and enforcement manager for the project;<br>b. A large on-site sign near the public right-of-way containing permitted construction days/hours, complaint procedures, and phone numbers for the project complaint manager and City Code Enforcement unit;<br>c. Protocols for receiving, responding to, and tracking received complaints; and<br>d. Maintenance of a complaint log that records received complaints and how complaints were addressed, which shall be submitted to the City for review upon the City's request. | Prior to approval of construction-related permit | Bureau of Building | Bureau of Building |

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| | **When Required** | **Initial Approval** | **Monitoring/ Inspection** |
| **SCA-NOI-5:** *Operational Noise* (#64). Noise levels from the project site after completion of the project (i.e., during project operation) shall comply with the performance standards of chapter 17.120 of the Oakland Planning Code and chapter 8.18 of the Oakland Municipal Code. If noise levels exceed these standards, the activity causing the noise shall be abated until appropriate noise reduction measures have been installed and compliance verified by the City. | Ongoing | N/A | Bureau of Building |
| **SCA-NOI-6:** *Exposure to Community Noise* (#63). The project applicant shall submit a Noise Reduction Plan prepared by a qualified acoustical engineer for City review and approval that contains noise reduction measures (e.g., sound-rated window, wall, and door assemblies) to achieve an acceptable interior noise level in accordance with the land use compatibility guidelines of the Noise Element of the Oakland General Plan. The applicant shall implement the approved Plan during construction. To the maximum extent practicable, interior noise levels shall not exceed the following:<br>a. 45 dBA: Residential activities, civic activities, hotels<br>b. 50 dBA: Administrative offices; group assembly activities<br>c. 55 dBA: Commercial activities<br>d. 65 dBA: Industrial activities | Prior to approval of construction-related permit | Bureau of Planning | Bureau of Building |
| **Transportation and Circulation** | | | |
| **Mitigation Measure TRANS-2**: Implement the following measures at the Perry Place / I 580 Eastbound Ramps/Oakland Avenue intersection:<br>• Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection) for the PM peak hour<br>• Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group. This intersection is under the jurisdiction of Caltrans so any equipment or facility upgrades must be approved by Caltrans prior to installation.<br>• To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division and Caltrans for review and approval:<br>• Plans, Specifications, and Estimates (PS&E) to modify intersection. All elements shall be designed to City and Caltrans standards in effect at the time of construction and all new or upgraded signals should include these enhancements. All other facilities supporting vehicle travel and alternative modes through the intersection should be brought up to both City standards and Americans with Disabilities Act (ADA) standards (according to Federal and State Access Board guidelines) at the time of construction. Current City Standards call | Investigation of the need for this mitigation shall be studied and submitted for review and approval to the City of Oakland, at the time when about 15 percent of the Development Program is operational and every three years thereafter until 2035 or until the mitigation measure is implemented, whichever occurs first. | | City of Oakland Planning and Building Department<br>City of Oakland – Building Services Division, Zoning Inspection<br>City of Oakland Transportation Services Division |

| Standard Conditions of Approval/Mitigation Measures | Mitigation Implementation/Monitoring | | |
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| for the elements listed below:<br>• 2070L Type Controller with cabinet assembly<br>• GPS communications (clock)<br>• Accessible pedestrian crosswalks according to Federal and State Access Board guidelines with signals (audible and tactile)<br>• Countdown pedestrian head module switch out<br>• City standard ADA wheelchair ramps<br>• Video detection on existing (or new, if required)<br>• Mast arm poles, full actuation (where applicable)<br>• Polara push buttons (full actuation)<br>• Bicycle detection (full actuation)<br>• Pull boxes<br>• Signal interconnect and communication with trenching (where applicable), or through (E) conduit (where applicable) – 600 feet maximum<br>• Conduit replacement contingency<br>• Fiber Switch<br>• PTZ Camera (where applicable)<br>• Transit Signal Priority (TSP) equipment consistent with other signals along corridor<br>• Signal timing plans for the signals in the coordination group.<br><br>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.<br><br>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 15 percent of the Development Program 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. | The City of Oakland will notify the Project Sponsor when this threshold is reached.<br>If investigations at the required intervals show this mitigation is still required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for implementation of this mitigation. | | |
| **Mitigation Measure TRANS-10**: Implement the following measures at the 27th Street/24th Street/Bay Place/Harrison Street intersection:<br>• 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. | Investigation of the need for this mitigation shall be studied and submitted for review and | | City of Oakland Planning and Building Department<br>City of Oakland – |

| Standard Conditions of Approval/Mitigation Measures | Mitigation Implementation/Monitoring | | |
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| • 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.<br>• 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.<br>• Realign pedestrian crosswalks to shorten pedestrian crossing distances.<br>• 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).<br>• Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.<br><br>To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval:<br>• PS&E to modify intersection as detailed in Mitigation Measure TRANS-2.<br>• Signal timing plans for the signals in the coordination group.<br><br>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.<br><br>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. | 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.<br>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.<br>This requirement may be requested at an earlier date than listed if the improvements are needed as reasonably determined by the City. | | Building Services Division, Zoning Inspection<br>City of Oakland Transportation Services Division |
| **Mitigation Measure TRANS-22:** Implement the following measures at the 27th Street/Broadway intersection:<br>• Upgrade traffic signal operations at the intersection to actuated-coordinated operations<br>• Reconfigure westbound 27th Street approach to provide a 150-foot left-turn pocket, one through lane, and one shared through/right-turn lane. | Investigation of the need for this mitigation shall be studied and submitted for review and | | City of Oakland Planning and Building Department<br>City of Oakland – |

| Standard Conditions of Approval/Mitigation Measures | Mitigation Implementation/Monitoring | | |
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| • Provide protected left-turn phase(s) for the northbound and southbound approaches.<br>• Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection).<br>• Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.<br>To implement this measure, the project sponsor shall submit the following to City of Oakland's Transportation Services Division for review and approval:<br>• PS&E to modify intersection as detailed in Mitigation Measure TRANS-2. Signal timing plans for the signals in the coordination group.<br>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.<br>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. | 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.<br>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.<br>This requirement may be requested at an earlier date than listed if the improvements are needed as reasonably determined by the City. | | Building Services Division, Zoning Inspection<br>City of Oakland Transportation Services Division |
| **SCA-TRANS-1:** *Construction Activity in the Public Right-of-Way* (#68).<br>a. Obstruction Permit Required<br>The project applicant shall obtain an obstruction permit from the City prior to placing any temporary construction-related obstruction in the public right-of-way, including City streets and sidewalks. | Prior to approval of construction-related permit<br><br>Prior to approval of construction- | Bureau of Building<br>Public Works Department, Transportation Services Division | Bureau of Building<br>Bureau of Building<br>Bureau of Building |

| Standard Conditions of Approval/Mitigation Measures | Mitigation Implementation/Monitoring | | |
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| b. Traffic Control Plan Required<br>In the event of obstructions to vehicle or bicycle travel lanes, the project applicant shall submit a Traffic Control Plan to the City for review and approval prior to obtaining an obstruction permit. The project applicant shall submit evidence of City approval of the Traffic Control Plan with the application for an obstruction permit. The Traffic Control Plan shall contain a set of comprehensive traffic control measures for auto, transit, bicycle, and pedestrian detours, including detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes. The project applicant shall implement the approved Plan during construction.<br>c. Repair of City Streets<br>The project applicant shall repair any damage to the public right-of way, including streets and sidewalks caused by project construction at his/her expense within one week of the occurrence of the damage (or excessive wear), unless further damage/excessive wear may continue; in such case, repair shall occur prior to approval of the final inspection of the construction-related permit. All damage that is a threat to public health or safety shall be repaired immediately. | related permit<br><br>Prior to building permit final | N/A | |
| **SCA-TRANS-2:** *Bicycle Parking* (#69*).* The project applicant shall comply with the City of Oakland Bicycle Parking Requirements (chapter 17.118 of the Oakland Planning Code). The project drawings submitted for construction-related permits shall demonstrate compliance with the requirements. | Prior to approval of construction-related permit | Bureau of Planning | Bureau of Building |
| **SCA-TRANS-3:** *Transportation Improvements* (#70). The project applicant shall implement the recommended on- and off-site transportation-related improvements contained within the Transportation Impact Study for the project (e.g., signal timing adjustments, restriping, signalization, traffic control devices, roadway reconfigurations, and pedestrian and bicyclist amenities). The project applicant is responsible for funding and installing the improvements, and shall obtain all necessary permits and approvals from the City and/or other applicable regulatory agencies such as, but not limited to, Caltrans (for improvements related to Caltrans facilities) and the California Public Utilities Commission (for improvements related to railroad crossings), prior to installing the improvements. To implement this measure for intersection modifications, the project applicant shall submit Plans, Specifications, and Estimates (PS&E) to the City for review and approval. All elements shall be designed to applicable City standards in effect at the time of construction and all new or upgraded signals shall include these enhancements as required by the City. All other facilities supporting vehicle travel and alternative modes through the intersection shall be brought up to both City standards and ADA standards (according to Federal and State Access Board guidelines) at the time of construction. Current City Standards call for, among other | Prior to building permit final or as otherwise specified | Bureau of Building; Public Works Department, Transportation Services Division | Bureau of Building |

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| items, the elements listed below:<br>a. 2070L Type Controller with cabinet accessory<br>b. GPS communication (clock)<br>c. Accessible pedestrian crosswalks according to Federal and State Access Board guidelines with signals (audible and tactile)<br>d. Countdown pedestrian head module switch out<br>e. City Standard ADA wheelchair ramps<br>f. Video detection on existing (or new, if required)<br>g. Mast arm poles, full activation (where applicable)<br>h. Polara Push buttons (full activation)<br>i. Bicycle detection (full activation)<br>j. Pull boxes<br>k. Signal interconnect and communication with trenching (where applicable), or through existing conduit (where applicable), 600 feet maximum<br>l. Conduit replacement contingency<br>m. Fiber switch<br>n. PTZ camera (where applicable)<br>o. Transit Signal Priority (TSP) equipment consistent with other signals along corridor<br>p. Signal timing plans for the signals in the coordination group | | | |
| **Utilities and Service Systems** | | | |
| **SCA-UTIL-1***: Construction and Demolition Waste Reduction and Recycling* (#74). The project applicant shall comply with the City of Oakland Construction and Demolition Waste Reduction and Recycling Ordinance (chapter 15.34 of the Oakland Municipal Code) by submitting a Construction and Demolition Waste Reduction and Recycling Plan (WRRP) for City review and approval, and shall implement the approved WRRP. Projects subject to these requirements include all new construction, renovations/alterations/modifications with construction values of $50,000 or more (except R-3 type construction), and all demolition (including soft demolition) except demolition of type R-3 construction. The WRRP must specify the methods by which the project will divert construction and demolition debris waste from landfill disposal in accordance with current City requirements. The WRRP may be submitted electronically at www.greenhalosystems.com or manually at the City's Green Building Resource Center. Current standards, FAQs, and forms are available on the City's website and in the Green Building Resource Center. | Prior to approval of construction-related permit | Public Works Department, Environmental Services Division | Public Works Department, Environmental Services Division |
| **SCA-UTIL-2:** *Underground Utilities* (#75). The project applicant shall place underground all new utilities serving the project and under the control of the project applicant and the City, including all new gas, electric, cable, and | During construction | N/A | Bureau of Building |

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| telephone facilities, fire alarm conduits, street light wiring, and other wiring, conduits, and similar facilities. The new facilities shall be placed underground along the project's street frontage and from the project structures to the point of service. Utilities under the control of other agencies, such as PG&E, shall be placed underground if feasible. All utilities shall be installed in accordance with standard specifications of the serving utilities. | | | |
| **SCA-UTIL-3:** *Recycling Collection and Storage Space* (#76). The project applicant shall comply with the City of Oakland Recycling Space Allocation Ordinance (chapter 17.118 of the Oakland Planning Code). The project drawings submitted for construction-related permits shall contain recycling collection and storage areas in compliance with the Ordinance. For residential projects, at least two cubic feet of storage and collection space per residential unit is required, with a minimum of ten cubic feet. For nonresidential projects, at least two cubic feet of storage and collection space per 1,000 square feet of building floor area is required, with a minimum of ten cubic feet. | Prior to approval of construction-related permit | Bureau of Planning | Bureau of Building |
| **SCA-UTIL-4:** *Green Building Requirements* (#77).<br>*a. Compliance with Green Building Requirements During Plan-Check*<br>The project applicant shall comply with the requirements of the California Green Building Standards (CALGreen) mandatory measures and the applicable requirements of the City of Oakland Green Building Ordinance (chapter 18.02 of the Oakland Municipal Code).<br>i. The following information shall be submitted to the City for review and approval with the application for a building permit:<br>• Documentation showing compliance with Title 24 of the current version of the California Building Energy Efficiency Standards.<br>• Completed copy of the final green building checklist approved during the review of the Planning and Zoning permit.<br>• Copy of the Unreasonable Hardship Exemption, if granted, during the review of the Planning and Zoning permit.<br>• Permit plans that show, in general notes, detailed design drawings, and specifications as necessary, compliance with the items listed in subsection (ii) below.<br>• Copy of the signed statement by the Green Building Certifier approved during the review of the Planning and Zoning permit that the project complied with the requirements of the Green Building Ordinance.<br>• Signed statement by the Green Building Certifier that the project still complies with the requirements of the Green Building Ordinance, unless an Unreasonable Hardship Exemption was granted during the review of the Planning and Zoning permit. | Prior to approval of construction-related permit<br>During construction<br>After project completion as specified | Bureau of Building<br>N/A<br>Bureau of Planning | N/A<br>Bureau of Building<br>Bureau of Building |

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| • Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance.<br>ii. The set of plans in subsection (i) shall demonstrate compliance with the following:<br>• CALGreen mandatory measures.<br>• All pre-requisites per the green building checklist approved during the review of the Planning and Zoning permit, or, if applicable, all the green building measures approved as part of the Unreasonable Hardship Exemption granted during the review of the Planning and Zoning permit.<br>• Minimum of 23 points per the appropriate checklist approved during the Planning entitlement process.<br>• All green building points identified on the checklist approved during review of the Planning and Zoning permit, unless a Request for Revision Plan-check application is submitted and approved by the Bureau of Planning that shows the previously approved points that will be eliminated or substituted.<br>• The required green building point minimums in the appropriate credit categories.<br>*b. Compliance with Green Building Requirements During Construction*<br>The project applicant shall comply with the applicable requirements of CALGreen and the Oakland Green Building Ordinance during construction of the project.<br>The following information shall be submitted to the City for review and approval:<br>i. Completed copies of the green building checklists approved during the review of the Planning and Zoning permit and during the review of the building permit.<br>ii. Signed statement(s) by the Green Building Certifier during all relevant phases of construction that the project complies with the requirements of the Green Building Ordinance.<br>iii. Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance.<br>*c. Compliance with Green Building Requirements After Construction*<br>Within sixty (60) days of the final inspection of the building permit for the project, the Green Building Certifier shall submit the appropriate documentation to Build It Green and attain the minimum required certification/point level. Within one year of the final inspection of the building permit for the project, the applicant shall submit to the Bureau of Planning the Certificate from the organization listed above demonstrating certification and compliance with the minimum point/certification level noted above. | | | |

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|---|---|---|---|
| | **When Required** | **Initial Approval** | **Monitoring/ Inspection** |
| **SCA-UTIL-5:** *Sanitary Sewer System* (#79). The project applicant shall prepare and submit a Sanitary Sewer Impact Analysis to the City for review and approval in accordance with the City of Oakland Sanitary Sewer Design Guidelines. The Impact Analysis shall include an estimate of pre-project and post-project wastewater flow from the project site. In the event that the Impact Analysis indicates that the net increase in project wastewater flow exceeds City-projected increases in wastewater flow in the sanitary sewer system, the project applicant shall pay the Sanitary Sewer Impact Fee in accordance with the City's Master Fee Schedule for funding improvements to the sanitary sewer system. | Prior to approval of construction-related permit | Public Works Department, Department of Engineering and Construction | N/A |
| **SCA-UTIL-6:** *Storm Drain System* (#80). The project storm drainage system shall be designed in accordance with the City of Oakland's Storm Drainage Design Guidelines. To the maximum extent practicable, peak stormwater runoff from the project site shall be reduced by at least 25 percent compared to the pre-project condition. | Prior to approval of construction-related permit | Bureau of Building | Bureau of Building |

# Attachment B: Project Consistency with Community Plans 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)[34] area (Plan Area). It would demolish the existing buildings on site, which are not considered historic resources for the purposes of CEQA; however, it would retain, repair and integrate the existing building façade along Broadway into the proposed new mixed-use building. The new building would be approximately 183,267 gross square feet in size and would range in height from 70 to 85 feet. The project would include up to 108,812 square feet of rentable residential space (up to 127 residential units) and up to 7,923 square feet of ground floor commercial space.

**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 Community Commercial; this designation applies to areas suitable for a wide variety of commercial and institutional operations along the City of Oakland's major corridors and in shopping district or centers. The proposed mixed-use project would be consistent with this designation.
- The portion of the site along Broadway is zoned D-BV-3 (Mixed Use Boulevard Zone) and the portion of the site along Brook Street is zoned D-BV-4 (Mixed Use Zone). The D-BV-3 Zone allows a wide range of ground-floor retail and other commercial activities with upper-story spaces intended to be available for residential and office or other commercial activities. Residential uses are permitted as-of-right in the D-BV-3 zone except on the ground floor within 60 feet of any street-abutting property line facing Broadway, 27th Street, or Piedmont Avenue. In that instance, ground floor residential requires a Conditional Use Permit. Incidental pedestrian entries leading to these activities in stories above the ground are exempt from this restriction. The D-BV-4 zone is intended to create, maintain, and enhance areas not fronting on Broadway, 27th Street, Piedmont Avenue, or Harrison Street. This zone allows the widest range of ground floor uses, including both residential and commercial businesses. Residential uses are permitted as-of-right in the D-BV-4 zone with no limitations on location.

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

In both zones, commercial activities permitted as-of-right include general food sales, full service restaurants, limited service restaurants and cafes and general retail sales. Alcohol beverage sales are conditionally permitted. The proposed mixed-use residential development with commercial uses on the ground floor is consistent with the zoning.

- The project site is in the 85 height area, where the maximum height is 85 feet and the number of stories permitted, not including underground construction, is eight. The proposed project would be up to 85 feet in height with up to six stories. Therefore, the height of the proposed project is complies with the BVDSP. In accordance with Section 15183 of the CEQA Guidelines, the proposed project is consistent with the BVDSP.
- The permitted Floor Area Ratio (FAR) for the 85 height area is 4.5 for the non-residential areas of the project site. The project site is approximately 35,170 square feet, and therefore the maximum non-residential FAR allowed would be 158,265 square feet. The proposed project would provide approximately 7,923 square feet of commercial space and is well below the maximum FAR. Therefore, the proposed project would comply with the amount of non-residential FAR allowed under the Planning Code.
- With respect to residential density, the 85 height area allows for 1 dwelling unit per 275 square feet of lot area. For mixed-use projects, the maximum residential density is based on the total lot area and any square footage occupied by a non-residential use is included in the lot area calculation. The project site is approximately 35,170 square feet in size; as such, the maximum residential density on the project site would be 127 dwelling units. As noted above, the proposed project would have up to 127 dwelling units. Therefore, the proposed project would comply with the amount of residential density allowed under the Planning Code and fits within the residential assumptions of the BVDSP EIR. Therefore, in accordance with Section 15183 of the CEQA Guidelines, the proposed project is consistent with the BVDSP EIR.

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<br>The project site has been previously developed with commercial uses and surface parking lots, 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.<br>*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.<br>*Residential Projects.* Residential projects are also encouraged to include such onsite renewable power generation. | Not Applicable<br>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. |
| | Soil and Water Remediation.<br>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<br>As stated in Section 7, Hazards and Hazardous Materials, of the CEQA Checklist, one of the parcels within the project site (site address 260 30th Street) is on the Cortese list as an active Leaking Underground Storage Tank (LUST) cleanup site. In addition, two previously undocumented USTs were reportedly removed from 3000 Broadway, along the 30th Street sidewalk, in July 1992. Consistent with SCA-HAZ-2, "…the project applicant shall implement the [City] approved [Phase I/II] recommendations and submit to the City evidence of approval for any proposed remedial action and required clearances by the applicable local, state, or federal regulatory agency." Since SCA-HAZ-2 requires clearances by the |

| Table C-1<br>Project Infill Eligibility | | |
|---|---|---|
| **CEQA Eligibility Criteria** | | **Eligible?/Notes for Proposed Project** |
| | | applicable local, state, or federal regulatory agency, the project applicant will be required to enter into a regulatory oversight relationship with the Alameda County Environmental Health Department (ACEH) and acquire clearance from that agency prior to approval of construction-related permits. See Section 7 for additional information. |
| | Residential Units Near High-Volume Roadways and Stationary Sources.<br>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.<br>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<br>Per the findings of the Broadway Valdez District Specific Plan Environmental Impact Report, an air quality screening was prepared for the proposed project.[35] The proposed project would include residential units within 1,000 feet of one major roadway (Piedmont Avenue) as well as existing four stationary sources. In addition, proposed developments at 3093 Broadway and at 2820 Broadway may be constructed in the near future and may include the operation of backup diesel generators. The existing Alta Bates Summit Medical Center has also proposed to install two additional backup generators in the near future.<br>However, as summarized in the air quality screening, the existing and foreseeable future sources of air pollution within 1,000 feet of the project would not cause the excess cancer risk, chronic HI, and PM2.5 concentrations at the project site to be greater than the City of Oakland's cumulative thresholds. Therefore, 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 **one** of the following:<br>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;<br>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 | Yes<br>The proposed project is eligible under Section (B). The project site is well-served by multiple transit providers, including numerous Alameda-Contra Costa County Transit District (AC Transit) routes. 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 near the |

[35] BASELINE Environmental Consulting, 2016. Air Quality Health Risk Screening Analysis – 3000 Broadway. May 17.

**Table C-1**
**Project Infill Eligibility**

| CEQA Eligibility Criteria | | Eligible?/Notes for Proposed Project |
|---|---|---|
| | transit stop or an existing stop along a high quality transit corridor; **or**<br>C. *Low – Income Housing.* A residential or mixed-use project consisting of 300 or fewer residential units all of which are affordable to low income households is eligible if the developer of the development project provides sufficient legal commitments to the lead agency to ensure the continued availability and use of the housing units for lower income households, as defined in Section 50079.5 of the Health and Safety Code, for a period of at least 30 years, at monthly housing costs, as determined pursuant to Section 50053 of the Health and Safety Code. | project site, and has service intervals no longer than 15 minutes during peak commute hours. Other bus routes in the project vicinity further satisfy this criterion. |
| | **Commercial/Retail.** A commercial/retail project must meet **one** of the following:<br>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**<br>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<br>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:<br>A. *Regional Location.* Office buildings, both commercial and public, are eligible if they locate in a low vehicle travel area; **or**<br>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.<br>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 |

**Table C-1**
**Project Infill Eligibility**

| CEQA Eligibility Criteria | | Eligible?/Notes for Proposed Project |
|---|---|---|
| | Transit.<br>Transit stations, as defined in Section 15183.3(e)(1), are eligible. | Not Applicable |
| | Small Walkable Community Projects.<br>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:<br>(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**<br>(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).<br>(CEQA Guidelines Section 15183.3[b][3]) | Yes<br>(see explanation below table) |

[a]Where a project includes some combination of residential, commercial and retail, office building, transit station, and/or schools, the performance standards in this section that apply to the predominant use shall govern the entire project.

**Explanation for Eligibility Criteria 3** – The adopted Plan Bay Area (2013)[36] 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 land use designation for the site is Community Commercial; this designation applies to areas suitable for a wide variety of commercial and institutional operations along the City of

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

Oakland's major corridors and in shopping district or centers. The proposed mixed-use project would be consistent with this designation.

The portion of the site along Broadway is zoned D-BV-3 (Mixed Use Boulevard Zone) and the portion of the site along Brook Street is zoned D-BV-4 (Mixed Use Zone). The D-BV-3 Zone allows a wide range of ground-floor retail and other commercial activities with upper-story spaces intended to be available for residential and office or other commercial activities. Residential uses are permitted as-of-right in the D-BV-3 zone except on the ground floor within 60 feet of any street-abutting property line facing Broadway, 27th Street or Piedmont Avenue. In that instance, ground floor residential requires a Conditional Use Permit. Incidental pedestrian entries leading to these activities in stories above the ground are exempt from this restriction. The D-BV-4 zone is intended to create, maintain, and enhance areas not fronting on Broadway, 27th Street, Piedmont Avenue, or Harrison Street. This zone allows the widest range of ground floor uses, including both residential and commercial businesses. Residential uses are permitted as-of-right in the D-BV-4 zone with no limitations on location.

In both zones, commercial activities permitted as-of-right include general food sales, full service restaurants, limited service restaurants and cafes and general retail sales. Alcohol beverage sales are conditionally permitted. A mixed-use residential development with permitted commercial uses on the project site is consistent with the underlying zoning.

The project site is in the 85 height area, where the maximum height is 85 feet and the number of stories permitted, not including underground construction, is eight. The proposed project would be up to 85 feet in height with up six stories. Therefore, the height of the proposed project would comply with the BVDSP. Consequently, in accordance with Section 15183.3 of the CEQA Guidelines, the proposed project is consistent with the BVDSP.

The permitted Floor Area Ratio (FAR) for the 85 height area is 4.5 for the non-residential areas of the project site. The project site is approximately 35,170 square feet, and therefore the maximum non-residential FAR allowed would be 158,265 square feet. The proposed project would provide approximately 7,923 square feet of commercial space and is well below the maximum FAR. Therefore, the proposed project would comply with the amount of non-residential FAR allowed under the Planning Code.

With respect to residential density, the 85 height area allows for 1 dwelling unit per 275 square feet of lot area. For mixed-use projects, the maximum residential density is based on the total lot area and any square footage occupied by a non-residential use is included in the lot area calculation. The project site is approximately 35,170 square feet in size; as such, the maximum residential density on the project site would be 127 dwelling units. As noted above, the proposed project would have up to 127 dwelling units. Therefore, the proposed project would comply with the amount of residential density allowed under the Planning Code and fits within the residential assumptions of the BVDSP EIR. Consequently, in accordance with Section 15183.3 of the CEQA Guidelines, the proposed project is consistent with the BVDSP EIR.

# 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(e) states that "a brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR."

**Project Modifications.** The Broadway Valdez District Specific Plan (BVDSP) EIR analyzed the Broadway Valdez Development Program (Development Program), which represents the maximum feasible development that the City of Oakland has projected can reasonably be expected to occur in the BVDSP area (Plan Area) over a 25-year planning period.[37] Appendix D of the BVDSP identified the Development Program for a portion of the project site (designated Project Site #21 in the BVDSP) in Table D.1: Illustrative Development Plan Program Map by Subdistrict.

The Development Program for the site included 64 residential units and 14,517 square feet of retail. The proposed project differs from the Development Program for the project site, and would construct up to 127 residential units and up to 7,923 square feet of retail space. As shown in Table 1, the proposed project would provide more dwelling units for the site and less square footage for commercial uses than contemplated in Appendix D. The proposed project would range from 70 feet to 85 feet in height, in accordance with the BVDSP's Appendix B, Existing and Proposed Draft Zoning and Height Area Maps.

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

As described in Section 13, Transportation and Circulation, the proposed project would generate 40 AM and 48 PM net new peak-hour vehicle trips. Together with trips generated by other projects that are currently under construction, approved, or proposed for development in the Plan Area, this would represent: approximately 39 percent of the AM and 44 percent of the PM peak-

[37] 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.

hour trips anticipated in the BVDSP EIR; 30 percent of the AM and 34 percent of the PM peak-hour trips anticipated in the BVDSP EIR for the North End subarea; and 33 percent of the AM and 38 percent of the PM peak-hour trips anticipated in the BVDSP EIR for Subdistrict 5. While the number of residential units proposed by the project combined with the number of residential units for projects under construction, approved, and proposed in the Plan Area, as well as in Subdistrict 5, would exceed the Development Program Buildout assumptions in the BVDSP EIR (2,573 net new residential units proposed compared to 1,800 residential units described in the EIR), the total amount of commercial space constructed and/or proposed is substantially less that that analyzed in the EIR.[38] Because trip generation from the proposed project, combined with that of other projects that are currently being developed under the BVDSP, would be within the scope of the program analyzed under the BVDSP EIR for the Plan Area, the North End, and Subdistrict 5, the traffic impact analysis, which the EIR determined was the key environmental factor constraining development, remains valid.

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

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

(1) Substantial changes are proposed in the project, which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

[38] Approximately 214,900 gross square feet of net new commercial uses have been constructed and/or proposed compared to approximately 695,000 square feet of office space and 1,114,000 square feet of restaurant/retail space analyzed in the EIR.

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

**Project Consistency with Section 15162 of the CEQA Guidelines.** Since the 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 Health Risk Screening Analysis for the 3000 Broadway Project

BASELINE ENVIRONMENTAL CONSULTING

# MEMORANDUM

**Date:** July 22, 2016 **Job No.:** 16207-00.02429

**To:** Hannah Young, Urban Planning Partners, Inc.

**From:** Patrick Sutton, BASELINE Environmental Consulting

**Subject:** **Air Quality Health Risk Screening Analysis – 3000 Broadway**

Based on the findings of the Broadway Valdez District Specific Plan (BVDSP) Environmental Impact Report (EIR), the proposed 3000 Broadway project (project) in the City of Oakland is required to undergo a screening analysis to determine:

1) The potential cumulative health risks to existing sensitive receptors from the project, existing sources, and reasonably foreseeable future sources of toxic air contaminants (TACs); and

2) The potential cumulative health risks to new sensitive receptors at the project site from existing and reasonably foreseeable future sources of TACs.

BASELINE Environmental Consulting prepared this memorandum to summarize the screening analysis completed for the proposed project.

## Cumulative Health Risks to Existing Sensitive Receptors

As shown in Figure 1, sensitive receptors near the proposed project include residential dwellings to the east and northwest, as well as the Alta Bates Medical Center to the west. Since no stationary sources of TAC emissions (e.g., backup generator) are proposed for the project, the project would not have a significant effect on nearby sensitive receptors and would not be required to prepare health risk assessment and/or implement health risk reduction measures in accordance with BVDSP EIR Mitigation Measure AIR-4 and the City's current SCA 21: Stationary Sources of Air Pollution (Toxic Air Contaminants).

## Cumulative Health Risks to New Receptors

The City of Oakland requires implementation of health risk reduction measures under Standard Condition of Approval (SCA) 20: Exposure to Air Pollution (Toxic Air Contaminants) for any projects that meet all of the following criteria:

1. The project involves any of the following sensitive land uses:
    a. Residential uses (new dwelling units); or

   b. New or expanded schools, daycare centers, parks, nursing homes, or medical facilities; and

2. The project is located within 1,000' (or other distance as specified below) of one or more of the following sources of air pollution:
   a. Freeway;
   b. Roadway with significant traffic (at least 10,000 vehicles/day);
   c. Rail line (except BART) with over 30 trains per day;
   d. Distribution center that accommodates more than 100 trucks per day, 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. Stationary pollutant source requiring a permit from BAAQMD (such as a diesel generator);
   h. Within 0.5 miles of the Port of Oakland or Oakland Airport;
   i. Within 300 feet of a gas station; or
   j. Within 300 feet of a dry cleaner with a machine using PERC (or within 500 feet of a dry cleaner with two or more machines using PERC); and
3. The project exceeds the health risk screening criteria after a screening analysis is conducted in accordance with the Bay Area Air Quality Management (BAAQMD) CEQA Guidelines.

Because the proposed project would involve new residential receptors (item 1a) and is located within 1,000 feet of major roadways (item 2b), BASELINE performed a screening analysis to determine whether the project would exceed the City's cumulative health risk thresholds (cancer risk of 100 in a million, chronic hazard index [HI] of 10, and fine particulate matter [PM2.5] concentration of 0.8 micrograms per cubic meter) per item 3 above.

To evaluate the cumulative health risks to future sensitive receptors on the project site, the BAAQMD recommends using their online screening tools to evaluate existing TAC emissions from stationary and mobile sources within 1,000 feet of the project site. The screening tools provide conservative estimates of how much existing TAC sources would contribute to cancer

risk, chronic HI, and/or PM2.5 concentrations in a community. The individual health risks associated with each source are summed to find the cumulative impact at the project site.[1]

Existing sources of TAC emissions identified within 1,000 feet of the project site included four stationary sources and one major roadway (Piedmont Avenue) with an average annual daily traffic (AADT) volume greater than 10,000 vehicles per day (Table 1 and Figure 1). Health risk screening values at the project site from the stationary sources were determined using the BAAQMD's *Stationary Source Screening Analysis Tool*.[2] Two of the four stationary sources (BAAQMD Plants 15919 and 15483) pose no health risks to receptors on the project site. Based on site-specific information provided by BAAQMD,[3] the health risk screening values from the other two stationary sources (BAAQMD Plants 7781 and 7780) were updated using the BAAQMD's *Risk and Hazards Emissions Screening Calculator (Beta Version)*[4] and *Diesel Internal Combustion Engine Distance Multiplier Tool* (see Attachment).[5] The health risk screening values at the project site from Piedmont Avenue were estimated using the BAAQMD's *Roadway Screening Analysis Calculator*[6] and 2015 AADT volumes forecasted in Alameda County by Kalibrate Technologies.[7]

In addition to existing TAC sources, proposed developments at 3093 Broadway and at 2820 Broadway may be constructed in the near future and include the operation of backup diesel generators. The existing Alta Bates Summit Medical Center has also proposed to install two additional backup generators in the near future. The BAAQMD does not issue permits for stationary sources that results in an excess cancer risk greater than 10 in one million or a chronic HI greater than 1.0. Conservatively assuming each proposed generator would result in a maximum excess cancer risk of 10 in one million due to emissions of diesel particulate matter, the BAAQMD's *Risk and Hazards Emissions Screening Calculator (Beta Version)* was used to estimate the equivalent screening-level health risks values for chronic HI and annual average PM2.5 concentrations. The health risk values were then adjusted based on the distance from each source to the project site using the BAAQMD's *Diesel Internal Combustion Engine Distance Multiplier Tool* (Table 1 and Figure 1).

As shown in Table 1, the screening analysis, which is based on conservative assumptions, indicates that the cumulative excess cancer risk, chronic HI, and PM2.5 concentrations at the project site from existing and foreseeable future sources of TACs within 1,000 feet of the

[1] BAAQMD, 2012a. *Recommended Methods for Screening and Modeling Local Risks and Hazards*. May.
[2] BAAQMD, 2012b. *Stationary Source Screening Analysis Tool*. 30 May.
[3] BAAQMD, 2016a. *Risk and Hazards Stationary Source Inquiry Form*. Data received from BAAQMD on 2 May.
[4] BAAQMD, 2016b. *Risk and Hazards Emissions Screening Calculator (Beta Version)*.
[5] BAAQMD, 2012c. *Diesel Internal Combustion Engine Distance Multiplier Tool*. 13 June.
[6] BAAQMD, 2015. *Roadway Screening Analysis Calculator*. 16 April.
[7] Kalibrate Technologies, 2016. *Current Year Estimates TrafficMetrix Data*. Comma-separated value file of 2015 average annual daily traffic counts estimated in Alameda County.

project would be less than the City's cumulative thresholds. Therefore, the project would not be required to implement health risk reduction measures under SCA 20: Exposure to Air Pollution (Toxic Air Contaminants).

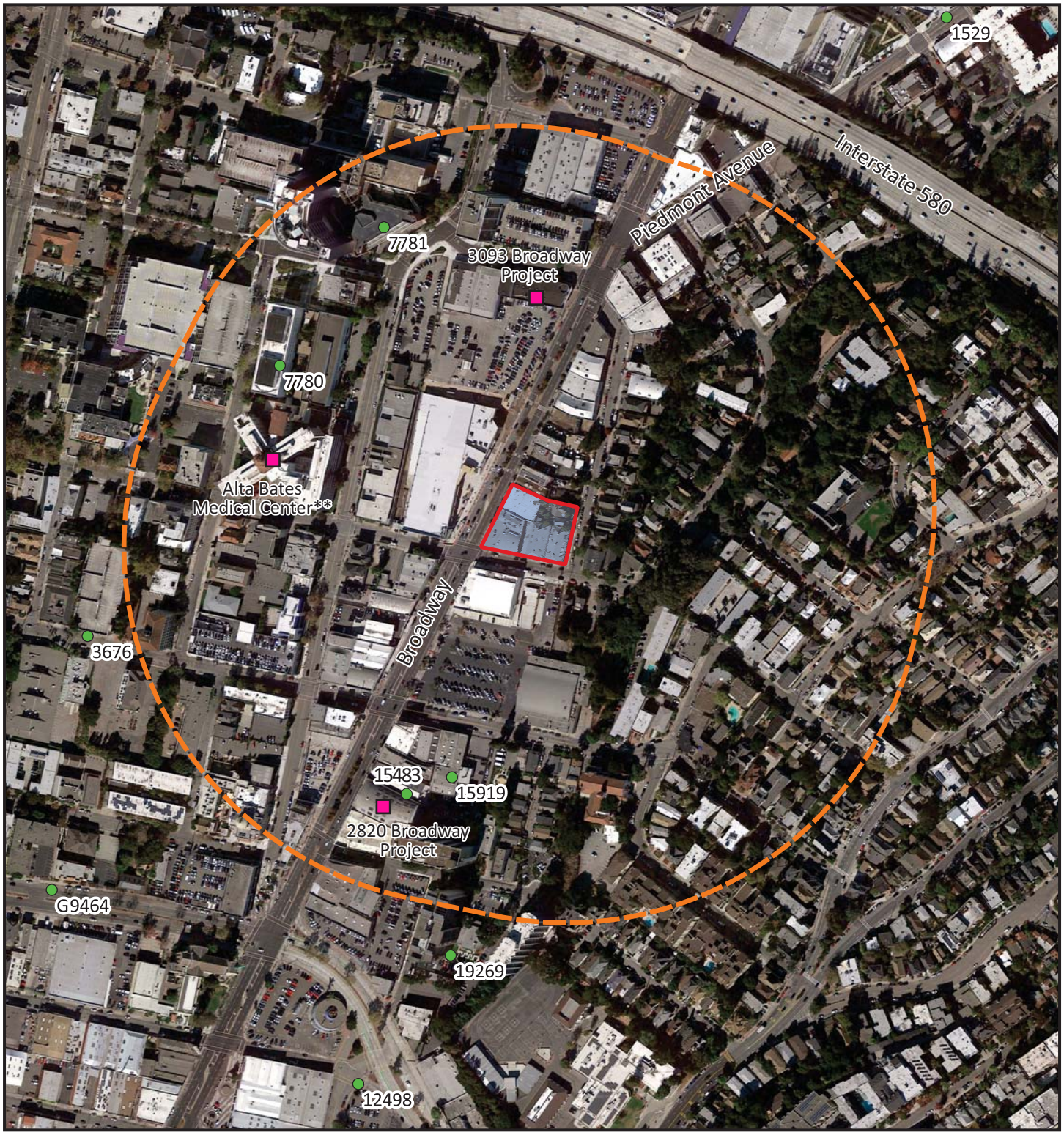
**Table 1: Cumulative Health Risks at Project Site from Existing Sources**

| Source | Distance from Project Site (feet) | Cancer Risk (per million) | Chronic Hazard Index | PM2.5 Concentration ($\mu g/m^3$) |
|---|---|---|---|---|
| **Future Backup Diesel Generators** | | | | |
| 3093 Broadway Project | 510 | 1.2 | 0.00 | 0.00 |
| 2820 Broadway Project | 745 | 0.7 | 0.00 | 0.00 |
| Alta Bates Summit Medical Center | 620 | 1.8 | 0.00 | 0.00 |
| **Existing Stationary Sources** | | | | |
| Alta Bates Summit Medical Center (BAAQMD Plant 7781) | 790 | 18.3 | 0.29 | 0.03 |
| Alta Bates Summit Medical Center (BAAQMD Plant 7780) | 725 | 3.7 | 0.03 | 0.00 |
| Collision Service Center of Oakland (BAAQMD Plant 15919) | 640 | 0.0 | 0.00 | 0.00 |
| Autotrends (BAAQMD Plant 15483) | 730 | 0.0 | 0.00 | 0.00 |
| **Major Roadway (More than 10,000 AADT)** | | | | |
| Piedmont Avenue (18,654 AADT) | 760 | 1.9 | NA | 0.04 |
| **Cumulative Health Risks** | | 28 | 0.3 | 0.1 |
| **City of Oakland's Cumulative Thresholds** | | 100 | 10.0 | 0.8 |
| **Threshold Exceedance?** | | No | No | No |

Source: Health risk screening values derived from the BAAQMD's online Tools and Methodologies. http://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/ceqa-tools. Accessed April 20016.
AADT volumes reported by the California Environmental Health Tracking Program (2015).
Note: NA = not available.

# Existing Sources within 1,000 feet of the Project Site

**Figure 1**




Legend

- Project Site
- 1,000-Foot Buffer
- Existing Stationary Source (with BAAQMD Plant ID)*
- Future Backup Generator

Base: Google Earth Pro, 2016.

Notes: BAAQMD = Bay Area Air Quality Management District

* The location of existing stationary sources reported by BAAQMD adjusted according to the street address.

** The closest Alta Bates Summit Medical Center building for the potential location of two proposed backup generators is shown.

0 400 Feet N

## 3000 Broadway Oakland

BASELINE ENVIRONMENTAL CONSULTING

# ATTACHMENT

# BAAQMD Stationary Source Inquiry Forms

**Bay Area Air Quality Management District**

**Risk & Hazard Stationary Source Inquiry Form**

**This form is required when users request stationary source data from BAAQMD. This form is to be used with the BAAQMD's Google Earth stationary source screening tables.**

For guidance on conducting a risk & hazard screening, including for roadways & freeways, refer to the District's Risk & Hazard Analysis flow chart

Also see the District's Recommended Methods for Screening and Modeling Local Risks and Hazards document.

| Table A: Requestor Contact Information | |
|---|---|
| **Contact Name:** | Patrick Sutton |
| **Affiliation:** | BASELINE Environmental Consulting |
| **Phone:** | 510-922-0080 |
| **Email:** | patrick@baseline-env.com |
| **Date of Request** | 4/28/2016 |
| **Project Name:** | 3000 Broadway |
| **Address:** | |
| **City:** | Oakland |
| **County:** | Alameda |
| **Type (residential, commercial, mixed use, industrial, etc.):** | Mixed use |
| **Project size (# of units, or building square feet):** | 128units |
| **Comments:** | |

**For Air District assistance, the following steps must be completed:**

1. Complete all the contact and project information requested in Table A. Incomplete forms will not be processed. Please include a project site map.
2. Download and install the free program Google Earth, http://www.google.com/earth/download/ge/, and then download the county specific Google Earth stationary source application files from the District's website, http://www.baaqmd.gov/Divisions/Planning-and-Research/CEQA-GUIDELINES/Tools-and-Methodology.aspx. The small points on the map represent stationary sources permitted by the District (Map A on right). These permitted sources include diesel back-up generators, gas stations, dry cleaners, boilers, printers, auto spray booths, etc. Click on a point to view the source's Information Table, including the name, location, and preliminary estimated cancer risk, hazard index, and PM2.5 concentration.
3. Find the project site in Google Earth by inputting the site's address in the Google Earth search box.
4. Identify stationary sources near the project. Verify that the location of the source on the map matches with the source's address in the Information Table, by using the Google Earth address search box to confirm the source's address location. Please report any mapping errors to the District.
5. List the stationary source information in Table B Section 1 below.
6. Note that a small percentage of the stationary sources have Health Risk Screening Assessment (HRSA) data INSTEAD of screening level data. These sources will be noted by an asterisk next to the Plant Name (Map B on right). If HRSA values are presented, these values have already been modeled and cannot be adjusted further.
7. Email this completed form to District staff. District staff will provide the most recent risk, hazard, and PM2.5 data that are available for the source(s). If this information or data are not available, source emissions data will be provided. Staff will respond to inquiries within three weeks.

**Note that a public records request received for the same stationary source information will cancel the processing of your SSIF request.**

**Submit forms, maps, and questions to Alison Kirk at 415-749-5169, or akirk@baaqmd.gov.**

## Table B: Stationary Sources

**Table B Section 1: Requestor fills out these columns based on Google Earth data** | **Table B Section 2: BAAQMD returns form with additional information in these columns as needed**

| Distance from Receptor (feet) | Plant # or Gas Dispensary # | Facility Name | Street Address | Screening Level Cancer Risk (1) | Screening Level Hazard Index (1) | Screening Level PM2.5 (1) | Permit #s (2) | Source #s (2) | Fuel Code (3) | Type of Source(s) (4) | HRSA Ap # (5) | HRSA Date (6) | HRSA Engineer (7) | HRSA Cancer Risk in a million | Age Sensitivity Factor (8) | HRSA Adjusted Cancer Risk | HRSA Chronic Health (9) | HRSA PM2.5 Risk | Status/Comments |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 275 | 7781 | Alta Bates Summit Medical Center | 350 HAWTHORNE AVE | 276.25 | 0.099 | 1.75 | 25594 | | | see attached | 25594 | 10/16/2013 | CSF | 2.000 | 1 | 2 | 0.200 | 0.006269592 | 2013 screening values: 131.861, 0.04, 1.5; requested HRSA 4/298/16 See attached page for more info |
| 630 | 7780 | Alta Bates Summit Medical Center | 3100 SUMMIT STREET | 168.67 | 0.061 | 0.662 | | | | see attached | | | | | | | | 0 | 2013 172.6, .06, .7 |
| | | | | | | | | | | | | | | | | | | 0 | |
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| | | | | | | | | | | | | | | | | | | 0 | |
| | | | | | | | | | | | | | | | | | | 0 | |
| | | | | | | | | | | | | | | | | | | 0 | |
| | | | | | | | | | | | | | | | | | | 0 | |

Footnotes:

1. These Cancer Risk, Hazard Index, and PM2.5 columns represent the values in the Google Earth Plant Information Table.

2. Each plant may have multiple permits and sources.
3. Fuel codes: 98 = diesel, 189 = Natural Gas.
4. Permitted sources include diesel back-up generators, gas stations, dry cleaners, boilers, printers, auto spray booths, etc.
5. If a Health Risk Screening Assessment (HRSA) was completed for the source, the application number will be listed here.
6. The date that the HRSA was completed.
7. Engineer who completed the HRSA. For District purposes only.
8. All HRSA completed before 1/5/2010 need to be multiplied by an age sensitivity factor of 1.7.
9. The HRSA "Chronic Health" number represents the Hazard Index.
10. Further information about common sources:
    a. Sources that only include diesel internal combustion engines can be adjusted using the BAAQMD's Diesel Multiplier worksheet.
    b. The risk from natural gas boilers used for space heating when <25 MM BTU/hr would have an estimated cancer risk of one in a million or less, and a chronic hazard index of 0.003 or less. To be conservative, requestor should assume the cancer risk is 1 in a million and the hazard index is 0.003 for these sources.
    c. BAAQMD Reg 11 Rule 16 required that all co-residential (sharing a wall, floor, ceiling or is in the same building as a residential unit) dry cleaners cease use of perc on July 1, 2010. Therefore, there is no cancer risk, hazard or PM2.5 concentrations from co-residential dry cleaning businesses in the BAAQMD.
    d. Non co-residential dry cleaners must phase out use of perc by Jan. 1, 2023. Therefore, the risk from these dry cleaners does not need to be factored in over a 70-year period, but instead should reflect the number of years perc use will continue after the project's residents or other sensitive receptors (such as students, patients, etc) take occupancy.
    e. Gas stations can be adjusted using BAAQMD's Gas Station Distance Mulitplier worksheet.
    f. Unless otherwise noted, exempt sources are considered insignificant. See BAAQMD Reg 2 Rule 1 for a list of exempt sources.
    g. This spray booth is considered to be insignificant.

Date last updated:
5/30/12

Plant# 7781 Alta Bates Summit Medical Center
350 Hawthorne Ave
Oakland, CA 94609

[C]urrent, [A]rchive, or [F]uture? c
[P]lant, [S]ource, [A]bate. device, or [E]mis. Point? p

CURRENT Sources:

3 Boiler #48207 [registered]
Boiler for Space Heat only, 4300K BTU/hr max, Natural gas, Front firing
C1350189 /,P2,

4 Boiler #48203 [registered]
Boiler for Space Heat only, 4300K BTU/hr max, Natural gas, Front firing
C1350189 /,P2,

5 Boiler #48227 [registered]
Boiler for Space Heat only, 4300K BTU/hr max, Natural gas, Front firing
C1350189 /,P2,

13 ETO Sterilizer
CHEM> Sterilization, medical equipment, Ethylene oxide
G7146487 /,A1,

14 ETO Sterilizer
CHEM> Sterilization, medical equipment, Ethylene oxide
G7146487 /,A1,

17 Diesel Engine, Detroit Diesel model 12E, emergency standby
Standby Diesel engine, 938 hp, Detroit Diesel, 2384 cu in, 1977 Model
C2350098 no train

18 Diesel Engine, Detroit Diesel model 12E, emergency standby
Standby Diesel engine, 938 hp, Detroit Diesel, 2384 cu in, 1977 Model
C2350098 no train

19 Diesel Engine, Detroit Diesel model 16 E, emergency standby
Standby Diesel engine, 1341 hp, Detroit Diesel, 1792 cu in, 1980 Model
C2350098 no train

20 Space Heat Bolier #1
Boiler for Space Heat only, 3000K BTU/hr max, Diesel fuel, Natural gas
C1350098 /,P20,
C1350189 /,P20,

21 Space Heat Boiler #2
Boiler for Space Heat only, 3000K BTU/hr max, Diesel fuel, Natural gas
C1350098 /,P21,
C1350189 /,P21,

31 Emergency Diesel Generator (461 34th Street)
Standby Diesel engine, 2328 hp, EPA# AMDDL95.4XTR, Mtu Detroit
C22BG098 /,P31,

32 Emergency Diesel Generator (461 34th Street)
Standby Diesel engine, 2328 hp, EPA# AMDDL95.4XTR, Mtu Detroit
C22BG098 /,P32,

33 (1) Steam Boiler
Commercial/Institutional Boiler, 8000K BTU/hr max, Multifuel, 7 days/wk
C1250098 no train
C1250189 no train

34 Hot Water Boiler included in HrSA value
Boiler for Space Heat only, 9000K BTU/hr max, Diesel fuel, Natural gas
C1350098 /,P34,
C1350189 /,P34,

35 Hot Water Boiler
Boiler for Space Heat only, 9000K BTU/hr max, Diesel fuel, Natural gas
C1350098 /,P35,
C1350189 /,P35,

36 Hot Water Boiler
Boiler for Space Heat only, 9000K BTU/hr max, Diesel fuel, Natural gas

C1350098 /,P36,
C1350189 /,P36,

37 Hot Water Boiler
Boiler for Space Heat only, 9000K BTU/hr max, Diesel fuel, Natural gas
C1350098 /,P37,
C1350189 /,P37,

CURRENT Abatement Devices:

Note:
HRSA only includes these engines: S-34, 35, 36, 37
Consider using the beta calculator to estimate the risk/concentration from all other engines. Then, apply the Distance Calculator to the diesel engines. Then add the adjusted diesel risk/concentrations with calculations for engines/boilers not included in HRSA, and add HRSA values to total for an adjusted risk/concentration.

BAY AREA AIR QUALITY MANAGEMENT DISTRICT Printed: APR 28, 2016
DETAIL POLLUTANTS - ABATED
MOST RECENT P/O APPROVED (2015)

Alta Bates Summit Medical Center (P# 7781)

| S# SOURCE NAME / MATERIAL | SOURCE CODE / THROUGHPUT | DATE | POLLUTANT | CODE | LBS/DAY |
|---|---|---|---|---|---|
| 3 Boiler #48207 | | | | | |
| | C1350189 | | | | |
| | | | Benzene | 41 | 4.66E-05 |
| | | | Formaldehyde | 124 | 1.66E-03 |
| | | | Toluene | 293 | 7.54E-05 |
| | | | Organics (other, including | 990 | 1.76E-01 |
| | | | Particulates (part not spe | 1990 | 2.22E-01 |
| | | | Nitrous Oxide (N2O) | 2030 | 5.12E-03 |
| | | | Nitrogen Oxides (part not | 2990 | 2.22E+00 |
| | | | Sulfur Dioxide (SO2) | 3990 | 1.26E-02 |
| | | | Carbon Monoxide (CO) pollu | 4990 | 3.77E-01 |
| | | | Carbon Dioxide, non-biogen | 6960 | 2.72E+03 |
| | | | Methane (CH4) | 6970 | 4.21E-02 |
| 4 Boiler #48203 | | | | | |
| | C1350189 | | | | |
| | | | Benzene | 41 | 4.66E-05 |
| | | | Formaldehyde | 124 | 1.66E-03 |
| | | | Toluene | 293 | 7.54E-05 |
| | | | Organics (other, including | 990 | 1.76E-01 |
| | | | Particulates (part not spe | 1990 | 2.22E-01 |
| | | | Nitrous Oxide (N2O) | 2030 | 5.12E-03 |
| | | | Nitrogen Oxides (part not | 2990 | 2.22E+00 |
| | | | Sulfur Dioxide (SO2) | 3990 | 1.26E-02 |
| | | | Carbon Monoxide (CO) pollu | 4990 | 3.77E-01 |
| | | | Carbon Dioxide, non-biogen | 6960 | 2.72E+03 |
| | | | Methane (CH4) | 6970 | 4.21E-02 |
| 5 Boiler #48227 | | | | | |
| | C1350189 | | | | |
| | | | Benzene | 41 | 4.66E-05 |
| | | | Formaldehyde | 124 | 1.67E-03 |
| | | | Toluene | 293 | 7.55E-05 |
| | | | Organics (other, including | 990 | 1.76E-01 |
| | | | Particulates (part not spe | 1990 | 2.22E-01 |
| | | | Nitrous Oxide (N2O) | 2030 | 5.13E-03 |
| | | | Nitrogen Oxides (part not | 2990 | 2.22E+00 |
| | | | Sulfur Dioxide (SO2) | 3990 | 1.26E-02 |
| | | | Carbon Monoxide (CO) pollu | 4990 | 3.78E-01 |
| | | | Carbon Dioxide, non-biogen | 6960 | 2.72E+03 |
| | | | Methane (CH4) | 6970 | 4.22E-02 |
| 13 ETO Sterilizer | | | | | |
| | G7146487 | | | | |
| | | | Ethylene oxide | 487 | 4.22E-06 |
| 14 ETO Sterilizer | | | | | |
| | G7146487 | | | | |
| | | | | 0 | 0.00E+00 |
| 17 Diesel Engine, Detroit Diesel model 12E, emergency standby | | | | | |
| | C2350098 | | | | |
| | | | Benzene | 41 | 6.81E-04 |
| | | | Formaldehyde | 124 | 8.33E-05 |
| | | | Organics (other, including | 990 | 3.70E-02 |
| | | | Arsenic (all) | 1030 | 8.77E-07 |
| | | | Beryllium (all) pollutant | 1040 | 5.14E-07 |
| | | | Cadmium | 1070 | 2.19E-06 |
| | | | Chromium (hexavalent) | 1095 | 4.54E-08 |
| | | | Lead (all) pollutant | 1140 | 1.86E-06 |
| | | | Manganese | 1160 | 2.92E-06 |
| | | | Nickel pollutant | 1180 | 3.55E-05 |
| | | | Mercury (all) pollutant | 1190 | 6.20E-07 |
| | | | Diesel Engine Exhaust Part | 1350 | 5.07E-02 |
| | | | PAH's (non-speciated) | 1840 | 4.63E-06 |
| | | | Nitrous Oxide (N2O) | 2030 | 2.70E-04 |
| | | | Nitrogen Oxides (part not | 2990 | 7.56E-01 |
| | | | Sulfur Dioxide (SO2) | 3990 | 3.29E-04 |
| | | | Carbon Monoxide (CO) pollu | 4990 | 1.54E-01 |
| | | | Carbon Dioxide, non-biogen | 6960 | 3.37E+01 |
| | | | Methane (CH4) | 6970 | 1.35E-03 |
| 18 Diesel Engine, Detroit Diesel model 12E, emergency standby | | | | | |
| | C2350098 | | | | |
| | | | Benzene | 41 | 6.81E-04 |
| | | | Formaldehyde | 124 | 8.33E-05 |

1 Catalyti Oxidizer
Catalytic Afterburner
train: ,S13,S14,/,P13,

CURRENT Emission Points:

2 train: ,S3,S4,S5,/
13 train: ,A1,/
20 train: ,S20,/
21 train: ,S21,/
31 train: ,S31,/
32 train: ,S32,/
34 train: ,S34,/
35 train: ,S35,/
36 train: ,S36,/
37 train: ,S37,/

Organics (other, including 990 3.70E-02
Arsenic (all) 1030 8.77E-07
Beryllium (all) pollutant 1040 5.14E-07
Cadmium 1070 2.19E-06
Chromium (hexavalent) 1095 4.54E-08
Lead (all) pollutant 1140 1.86E-06
Manganese 1160 2.92E-06
Nickel pollutant 1180 3.55E-05
Mercury (all) pollutant 1190 6.20E-07
Diesel Engine Exhaust Part 1350 5.07E-02
PAH's (non-speciated) 1840 4.63E-06
Nitrous Oxide (N2O) 2030 2.70E-04
Nitrogen Oxides (part not 2990 7.56E-01
Sulfur Dioxide (SO2) 3990 3.29E-04
Carbon Monoxide (CO) pollu 4990 1.54E-01
Carbon Dioxide, non-biogen 6960 3.37E+01
Methane (CH4) 6970 1.35E-03

19 Diesel Engine, Detroit Diesel model 16 E, emergency standby
C2350098
Benzene 41 1.11E-03
Formaldehyde 124 1.35E-04
Organics (other, including 990 6.02E-02
Arsenic (all) 1030 1.43E-06
Beryllium (all) pollutant 1040 8.36E-07
Cadmium 1070 3.56E-06
Chromium (hexavalent) 1095 7.37E-08
Lead (all) pollutant 1140 3.02E-06
Manganese 1160 4.74E-06
Nickel pollutant 1180 5.77E-05
Mercury (all) pollutant 1190 1.01E-06
Diesel Engine Exhaust Part 1350 8.23E-02
PAH's (non-speciated) 1840 7.52E-06
Nitrous Oxide (N2O) 2030 4.38E-04
Nitrogen Oxides (part not 2990 1.23E+00
Sulfur Dioxide (SO2) 3990 5.35E-04
Carbon Monoxide (CO) pollu 4990 2.51E-01
Carbon Dioxide, non-biogen 6960 5.48E+01
Methane (CH4) 6970 2.19E-03

20 Space Heat Bolier #1
C1350098
0 0.00E+00
C1350189
Benzene 41 1.37E-06
Formaldehyde 124 4.89E-05
Toluene 293 2.22E-06
Organics (other, including 990 5.17E-03
Particulates (part not spe 1990 6.52E-03
Nitrous Oxide (N2O) 2030 1.51E-04
Nitrogen Oxides (part not 2990 6.52E-02
Sulfur Dioxide (SO2) 3990 3.71E-04
Carbon Monoxide (CO) pollu 4990 1.11E-02
Carbon Dioxide, non-biogen 6960 7.99E+01
Methane (CH4) 6970 1.24E-03

21 Space Heat Boiler #2
C1350098
0 0.00E+00
C1350189
Benzene 41 1.37E-06
Formaldehyde 124 4.89E-05
Toluene 293 2.22E-06
Organics (other, including 990 5.17E-03
Particulates (part not spe 1990 6.52E-03
Nitrous Oxide (N2O) 2030 1.51E-04
Nitrogen Oxides (part not 2990 6.52E-02
Sulfur Dioxide (SO2) 3990 3.71E-04
Carbon Monoxide (CO) pollu 4990 1.11E-02
Carbon Dioxide, non-biogen 6960 7.99E+01
Methane (CH4) 6970 1.24E-03

31 Emergency Diesel Generator
C22BG098
Benzene 41 1.07E-03
Formaldehyde 124 8.83E-05
Organics (other, including 990 1.89E-02
Arsenic (all) 1030 9.30E-07
Beryllium (all) pollutant 1040 5.45E-07
Cadmium 1070 2.32E-06
Chromium (hexavalent) 1095 4.81E-08
Lead (all) pollutant 1140 1.97E-06
Manganese 1160 3.09E-06
Nickel pollutant 1180 3.76E-05
Mercury (all) pollutant 1190 6.57E-07
Diesel Engine Exhaust Part 1350 1.36E-02
PAH's (non-speciated) 1840 4.90E-06
Nitrous Oxide (N2O) 2030 2.86E-04
Nitrogen Oxides (part not 2990 3.82E-01
Sulfur Dioxide (SO2) 3990 3.49E-04

Carbon Monoxide (CO) pollu 4990 1.29E-01
Carbon Dioxide, non-biogen 6960 3.58E+01
Methane (CH4) 6970 1.43E-03

32 Emergency Diesel Generator
C22BG098
Benzene 41 1.19E-03
Formaldehyde 124 9.86E-05
Organics (other, including 990 2.12E-02
Arsenic (all) 1030 1.04E-06
Beryllium (all) pollutant 1040 6.08E-07
Cadmium 1070 2.59E-06
Chromium (hexavalent) 1095 5.37E-08
Lead (all) pollutant 1140 2.20E-06
Manganese 1160 3.45E-06
Nickel pollutant 1180 4.20E-05
Mercury (all) pollutant 1190 7.34E-07
Diesel Engine Exhaust Part 1350 1.52E-02
PAH's (non-speciated) 1840 5.47E-06
Nitrous Oxide (N2O) 2030 3.19E-04
Nitrogen Oxides (part not 2990 4.26E-01
Sulfur Dioxide (SO2) 3990 3.89E-04
Carbon Monoxide (CO) pollu 4990 1.45E-01
Carbon Dioxide, non-biogen 6960 3.99E+01
Methane (CH4) 6970 1.60E-03

33 (1) Steam Boiler
C1250098
0 0.00E+00
C1250189
Benzene 41 8.49E-06
Formaldehyde 124 3.03E-04
Toluene 293 1.38E-05
Organics (other, including 990 2.39E-02
Particulates (part not spe 1990 1.21E-02
Nitrous Oxide (N2O) 2030 9.34E-04
Nitrogen Oxides (part not 2990 4.04E-01
Sulfur Dioxide (SO2) 3990 2.30E-03
Carbon Monoxide (CO) pollu 4990 6.88E-02
Carbon Dioxide, non-biogen 6960 4.95E+02
Methane (CH4) 6970 7.68E-03

34 Hot Water Boiler
C1350098
Benzene 41 1.23E-05
Formaldehyde 124 3.77E-05
Organics (other, including 990 6.35E-04
Arsenic (all) 1030 3.97E-07
Beryllium (all) pollutant 1040 2.33E-07
Cadmium 1070 9.93E-07
Chromium (hexavalent) 1095 2.05E-08
Lead (all) pollutant 1140 8.42E-07
Manganese 1160 1.32E-06
Nickel pollutant 1180 1.61E-05
Mercury (all) pollutant 1190 2.81E-07
PAH's (non-speciated) 1840 2.10E-06
Particulates (part not spe 1990 1.71E-03
Nitrous Oxide (N2O) 2030 1.22E-04
Nitrogen Oxides (part not 2990 1.23E-02
Sulfur Dioxide (SO2) 3990 1.99E-04
Carbon Monoxide (CO) pollu 4990 3.42E-03
Carbon Dioxide, non-biogen 6960 1.53E+01
Methane (CH4) 6970 6.11E-04
C1350189
Benzene 41 5.04E-05
Formaldehyde 124 1.80E-03
Toluene 293 8.16E-05
Organics (other, including 990 1.90E-01
Particulates (part not spe 1990 2.40E-01
Nitrous Oxide (N2O) 2030 5.54E-03
Nitrogen Oxides (part not 2990 4.32E-02
Sulfur Dioxide (SO2) 3990 1.36E-02
Carbon Monoxide (CO) pollu 4990 1.78E-01
Carbon Dioxide, non-biogen 6960 2.94E+03
Methane (CH4) 6970 4.56E-02

35 Hot Water Boiler
C1350098
Benzene 41 1.23E-05
Formaldehyde 124 3.77E-05
Organics (other, including 990 6.35E-04
Arsenic (all) 1030 3.97E-07
Beryllium (all) pollutant 1040 2.33E-07
Cadmium 1070 9.93E-07
Chromium (hexavalent) 1095 2.05E-08
Lead (all) pollutant 1140 8.42E-07
Manganese 1160 1.32E-06
Nickel pollutant 1180 1.61E-05
Mercury (all) pollutant 1190 2.81E-07
PAH's (non-speciated) 1840 2.10E-06

Particulates (part not spe 1990 1.71E-03
Nitrous Oxide (N2O) 2030 1.22E-04
Nitrogen Oxides (part not 2990 1.23E-02
Sulfur Dioxide (SO2) 3990 1.99E-04
Carbon Monoxide (CO) pollu 4990 3.42E-03
Carbon Dioxide, non-biogen 6960 1.53E+01
Methane (CH4) 6970 6.11E-04
C1350189
Benzene 41 5.04E-05
Formaldehyde 124 1.80E-03
Toluene 293 8.16E-05
Organics (other, including 990 1.90E-01
Particulates (part not spe 1990 2.40E-01
Nitrous Oxide (N2O) 2030 5.54E-03
Nitrogen Oxides (part not 2990 4.32E-02
Sulfur Dioxide (SO2) 3990 1.36E-02
Carbon Monoxide (CO) pollu 4990 1.78E-01
Carbon Dioxide, non-biogen 6960 2.94E+03
Methane (CH4) 6970 4.56E-02
36 Hot Water Boiler
C1350098
Benzene 41 1.23E-05
Formaldehyde 124 3.77E-05
Organics (other, including 990 6.35E-04
Arsenic (all) 1030 3.97E-07
Beryllium (all) pollutant 1040 2.33E-07
Cadmium 1070 9.93E-07
Chromium (hexavalent) 1095 2.05E-08
Lead (all) pollutant 1140 8.42E-07
Manganese 1160 1.32E-06
Nickel pollutant 1180 1.61E-05
Mercury (all) pollutant 1190 2.81E-07
PAH's (non-speciated) 1840 2.10E-06
Particulates (part not spe 1990 1.71E-03
Nitrous Oxide (N2O) 2030 1.22E-04
Nitrogen Oxides (part not 2990 1.23E-02
Sulfur Dioxide (SO2) 3990 1.99E-04
Carbon Monoxide (CO) pollu 4990 3.42E-03
Carbon Dioxide, non-biogen 6960 1.53E+01
Methane (CH4) 6970 6.11E-04
C1350189
Benzene 41 5.04E-05
Formaldehyde 124 1.80E-03
Toluene 293 8.16E-05
Organics (other, including 990 1.90E-01
Particulates (part not spe 1990 2.40E-01
Nitrous Oxide (N2O) 2030 5.54E-03
Nitrogen Oxides (part not 2990 4.32E-02
Sulfur Dioxide (SO2) 3990 1.36E-02
Carbon Monoxide (CO) pollu 4990 1.78E-01
Carbon Dioxide, non-biogen 6960 2.94E+03
Methane (CH4) 6970 4.56E-02
37 Hot Water Boiler
C1350098
Benzene 41 1.23E-05
Formaldehyde 124 3.77E-05
Organics (other, including 990 6.35E-04
Arsenic (all) 1030 3.97E-07
Beryllium (all) pollutant 1040 2.33E-07
Cadmium 1070 9.93E-07
Chromium (hexavalent) 1095 2.05E-08
Lead (all) pollutant 1140 8.42E-07
Manganese 1160 1.32E-06
Nickel pollutant 1180 1.61E-05
Mercury (all) pollutant 1190 2.81E-07
PAH's (non-speciated) 1840 2.10E-06
Particulates (part not spe 1990 1.71E-03
Nitrous Oxide (N2O) 2030 1.22E-04
Nitrogen Oxides (part not 2990 1.23E-02
Sulfur Dioxide (SO2) 3990 1.99E-04
Carbon Monoxide (CO) pollu 4990 3.42E-03
Carbon Dioxide, non-biogen 6960 1.53E+01
Methane (CH4) 6970 6.11E-04
C1350189
Benzene 41 5.04E-05
Formaldehyde 124 1.80E-03
Toluene 293 8.16E-05
Organics (other, including 990 1.90E-01
Particulates (part not spe 1990 2.40E-01
Nitrous Oxide (N2O) 2030 5.54E-03
Nitrogen Oxides (part not 2990 4.32E-02
Sulfur Dioxide (SO2) 3990 1.36E-02
Carbon Monoxide (CO) pollu 4990 1.78E-01
Carbon Dioxide, non-biogen 6960 2.94E+03
Methane (CH4) 6970 4.56E-02

PLANT TOTAL:

| lbs/day | Pollutant |
|---|---|
| 6.74E-06 | Arsenic (all) (1030) |
| 5.13E-03 | Benzene (41) |
| 3.95E-06 | Beryllium (all) pollutant (1040) |
| 1.68E-05 | Cadmium (1070) |
| 2.08E+04 | Carbon Dioxide, non-biogenic CO2 (6960) |
| 2.78E+00 | Carbon Monoxide (CO) pollutant (4990) |
| 3.48E-07 | Chromium (hexavalent) (1095) |
| 2.12E-01 | Diesel Engine Exhaust Particulate Matter (1350) |
| 4.22E-06 | Ethylene oxide (487) |
| 1.32E-02 | Formaldehyde (124) |
| 1.43E-05 | Lead (all) pollutant (1140) |
| 2.24E-05 | Manganese (1160) |
| 4.76E-06 | Mercury (all) pollutant (1190) |
| 3.29E-01 | Methane (CH4) (6970) |
| 2.72E-04 | Nickel pollutant (1180) |
| 1.10E+01 | Nitrogen Oxides (part not spec elsewhere) (2990) |
| 4.09E-02 | Nitrous Oxide (N2O) (2030) |
| 1.50E+00 | Organics (other, including CH4) (990) |
| 3.55E-05 | PAH's (non-speciated) (1840) |
| 1.66E+00 | Particulates (part not spec elsewhere) (1990) |
| 9.81E-02 | Sulfur Dioxide (SO2) (3990) |
| 5.71E-04 | Toluene (293) |

Plant# 7780 Alta Bates Summit Medical Center
3100 Summit Street
Oakland, CA 94623

[C]urrent, [A]rchive, or [F]uture? c
[P]lant, [S]ource, [A]bate. device, or [E]mis. Point? p

CURRENT Sources:

1 Boiler #1
Boiler for Space Heat only, 16750K BTU/hr max, Diesel fuel, Natural gas
C1340098 /,P1,
C1340189 /,P1,

2 Boiler #2
Boiler for Space Heat only, 12596K BTU/hr max, Diesel fuel, Natural gas
C1360098 /,P2,
C1360189 /,P2,

6 Diesel Engine, Cummins model KTA2300, emergency standby
Standby Diesel engine, 1115 hp, Cummins, 1150 cu in, 1977 Model
C2350098 no train

7 Diesel Engine, Cummins model KTA2300, emergency standby
Standby Diesel engine, 1115 hp, Cummins, 1150 cu in, 1977 Model
C2350098 no train

8 Diesel Engine, Cummins model NT855, emergency standby
Standby Diesel engine, 355 hp, Cummins, 855 cu in, 1977 Model
C2350098 no train

No CURRENT Abatement Devices

CURRENT Emission Points:

1 train: ,S1,/
2 train: ,S2,/

BAY AREA AIR QUALITY MANAGEMENT DISTRICT Printed: MAY 2, 2016
DETAIL POLLUTANTS - ABATED
MOST RECENT P/O APPROVED (2016)

Alta Bates Summit Medical Center (P# 7780)

S# SOURCE NAME
MATERIAL SOURCE CODE
THROUGHPUT DATE POLLUTANT CODE LBS/DAY

1 Boiler #1
C1340098
Organics (other, including 990 5.33E-04
Particulates (part not spe 1990 1.92E-03
Nitrous Oxide (N2O) 2030 1.71E-04
Nitrogen Oxides (part not 2990 1.92E-02
Sulfur Dioxide (SO2) 3990 2.72E-02
Carbon Monoxide (CO) pollu 4990 4.79E-03
Carbon Dioxide, non-biogen 6960 2.14E+01
Methane (CH4) 6970 8.55E-04
C1340189
Benzene 41 1.20E-07
Formaldehyde 124 4.29E-06
Toluene 293 1.94E-07
Organics (other, including 990 3.27E-04
Particulates (part not spe 1990 1.71E-04
Nitrous Oxide (N2O) 2030 1.32E-05
Nitrogen Oxides (part not 2990 8.00E-03
Sulfur Dioxide (SO2) 3990 3.25E-05
Carbon Monoxide (CO) pollu 4990 2.00E-03
Carbon Dioxide, non-biogen 6960 7.00E+00
Methane (CH4) 6970 1.09E-04

2 Boiler #2
C1360098
Organics (other, including 990 3.81E-04
Particulates (part not spe 1990 1.37E-03
Nitrous Oxide (N2O) 2030 1.22E-04
Nitrogen Oxides (part not 2990 1.37E-02
Sulfur Dioxide (SO2) 3990 1.95E-02
Carbon Monoxide (CO) pollu 4990 3.42E-03
Carbon Dioxide, non-biogen 6960 1.53E+01
Methane (CH4) 6970 6.11E-04
C1360189
Benzene 41 5.80E-08
Formaldehyde 124 2.07E-06
Toluene 293 9.38E-08
Organics (other, including 990 1.63E-04
Particulates (part not spe 1990 8.28E-05
Nitrous Oxide (N2O) 2030 6.38E-06
Nitrogen Oxides (part not 2990 2.76E-03
Sulfur Dioxide (SO2) 3990 1.57E-05
Carbon Monoxide (CO) pollu 4990 5.52E-04
Carbon Dioxide, non-biogen 6960 3.38E+00
Methane (CH4) 6970 5.24E-05

6 Diesel Engine, Cummins model KTA2300, emergency standby
C2350098
Benzene 41 9.20E-04
Formaldehyde 124 1.13E-04
Organics (other, including 990 5.01E-02
Arsenic (all) 1030 1.19E-06
Beryllium (all) pollutant 1040 6.95E-07
Cadmium 1070 2.96E-06
Chromium (hexavalent) 1095 6.13E-08
Lead (all) pollutant 1140 2.51E-06
Manganese 1160 3.94E-06
Nickel pollutant 1180 4.79E-05
Mercury (all) pollutant 1190 8.38E-07
Diesel Engine Exhaust Part 1350 1.31E-02
PAH's (non-speciated) 1840 6.25E-06
Nitrous Oxide (N2O) 2030 3.65E-04
Nitrogen Oxides (part not 2990 1.02E+00
Sulfur Dioxide (SO2) 3990 4.45E-04
Carbon Monoxide (CO) pollu 4990 2.08E-01
Carbon Dioxide, non-biogen 6960 4.56E+01
Methane (CH4) 6970 1.82E-03

7 Diesel Engine, Cummins model KTA2300, emergency standby
C2350098
Benzene 41 9.00E-04
Formaldehyde 124 1.10E-04
Organics (other, including 990 4.90E-02
Arsenic (all) 1030 1.16E-06
Beryllium (all) pollutant 1040 6.80E-07
Cadmium 1070 2.90E-06
Chromium (hexavalent) 1095 6.00E-08
Lead (all) pollutant 1140 2.46E-06
Manganese 1160 3.86E-06

Nickel pollutant 1180 4.69E-05
Mercury (all) pollutant 1190 8.20E-07
Diesel Engine Exhaust Part 1350 1.28E-02
PAH's (non-speciated) 1840 6.12E-06
Nitrous Oxide (N2O) 2030 3.57E-04
Nitrogen Oxides (part not 2990 1.00E+00
Sulfur Dioxide (SO2) 3990 4.35E-04
Carbon Monoxide (CO) pollu 4990 2.04E-01
Carbon Dioxide, non-biogen 6960 4.46E+01
Methane (CH4) 6970 1.78E-03

8 Diesel Engine, Cummins model NT855, emergency standby C2350098

Benzene 41 3.66E-04
Formaldehyde 124 4.48E-05
Organics (other, including 990 1.99E-02
Arsenic (all) 1030 4.72E-07
Beryllium (all) pollutant 1040 2.77E-07
Cadmium 1070 1.18E-06
Chromium (hexavalent) 1095 2.44E-08
Lead (all) pollutant 1140 1.00E-06
Manganese 1160 1.57E-06
Nickel pollutant 1180 1.91E-05
Mercury (all) pollutant 1190 3.34E-07
Diesel Engine Exhaust Part 1350 5.21E-03
PAH's (non-speciated) 1840 2.49E-06
Nitrous Oxide (N2O) 2030 1.45E-04
Nitrogen Oxides (part not 2990 4.07E-01
Sulfur Dioxide (SO2) 3990 1.77E-04
Carbon Monoxide (CO) pollu 4990 8.30E-02
Carbon Dioxide, non-biogen 6960 1.82E+01
Methane (CH4) 6970 7.26E-04

PLANT TOTAL:

| lbs/day | Pollutant |
|---|---|
| 2.82E-06 | Arsenic (all) (1030) |
| 2.19E-03 | Benzene (41) |
| 1.65E-06 | Beryllium (all) pollutant (1040) |
| 7.04E-06 | Cadmium (1070) |
| 1.55E+02 | Carbon Dioxide, non-biogenic CO2 (6960) |
| 5.06E-01 | Carbon Monoxide (CO) pollutant (4990) |
| 1.46E-07 | Chromium (hexavalent) (1095) |
| 3.11E-02 | Diesel Engine Exhaust Particulate Matter (1350) |
| 2.74E-04 | Formaldehyde (124) |
| 5.97E-06 | Lead (all) pollutant (1140) |
| 9.38E-06 | Manganese (1160) |
| 1.99E-06 | Mercury (all) pollutant (1190) |
| 5.96E-03 | Methane (CH4) (6970) |
| 1.14E-04 | Nickel pollutant (1180) |
| 2.47E+00 | Nitrogen Oxides (part not spec elsewhere) (2990) |
| 1.18E-03 | Nitrous Oxide (N2O) (2030) |
| 1.20E-01 | Organics (other, including CH4) (990) |
| 1.49E-05 | PAH's (non-speciated) (1840) |
| 3.54E-03 | Particulates (part not spec elsewhere) (1990) |
| 4.78E-02 | Sulfur Dioxide (SO2) (3990) |
| 2.88E-07 | Toluene (293) |

# Attachment F: Greenhouse Gases and Climate Change Screening Analysis for the 3000 Broadway Project

BASELINE ENVIRONMENTAL CONSULTING

# MEMORANDUM

**Date:** 26 July 2016 **Job No.:** 16207-00.02430

**To:** Hannah Young, Urban Planning Partners, Inc.

**From:** Patrick Sutton, BASELINE Environmental Consulting

**Subject:** **Greenhouse Gases and Climate Change Screening Analysis – 3000 Broadway**

Based on the findings of the Broadway Valdez District Specific Plan (BVDSP) Environmental Impact Report (EIR), the proposed 3000 Broadway project (project) in the City of Oakland is required to determine if a Greenhouse Gas (GHG) Reduction Plan is required in accordance with the City of Oakland's current Standard Condition of Approvals (SCAs). The City's current SCA for a GHG Reduction Plan (SCA 38) applies to any project that meets one or more of the following three scenarios and has a net increase in GHG emissions:

- **Scenario A:** Projects which (a) involve a land use development (i.e., a project that does not require a permit from the Bay Area Air Quality Management District [BAAQMD] 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 of the City's applicable thresholds of significance (1,100 metric tons of carbon dioxide equivalents [CO2e] annually and 4.6 metric tons of CO2e per service population[1] annually).

- **Scenario B:** Projects which (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 at least one of the City's applicable thresholds of significance (1,100 metric tons of CO2e annually or 4.6 metric tons of CO2e per service population annually), and (d) are considered to be "Very Large Projects."

- **Scenario C:** Projects which (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 exceed the City's applicable threshold of significance (10,000 metric tons of CO2e annually).

SCA 38 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's

[1] The "service population" is the total number of employees and residents of a proposed project.

thresholds of significance. The GHG Reduction Plan would include a detailed GHG emissions inventory and a comprehensive set of quantified GHG emissions reduction measures.

The BAAQMD's screening criteria are included in Table 3-1 of the BAAQMD's 2011 *CEQA Air Quality Guidelines*. The screening criteria indicate which projects, based on land use and size, would have impacts that would be considered less than significant without a quantitative analysis of project emissions. The City's numeric thresholds of significance for GHG emissions from proposed land use developments and stationary sources are also derived from the BAAQMD's 2011 *CEQA Air Quality Guidelines*.

Table 1 compares the proposed maximum development scenario for the project to the criteria associated with each of the City of Oakland's three GHG emissions scenarios for SCA 38. For a project to be subject to SCA 38 (and be required to prepare a GHG Reduction Plan), the project must meet all the criteria of one or more of the scenarios. As indicated in Table 1, the proposed project would not trigger the GHG Reduction Plan requirement because none of the three scenarios of SCA 38 are fully satisfied. Supporting analysis for the findings summarized in Table 1 is provided in Attachments A through C.

## Conclusion

The analysis above indicates that the proposed project would not meet all the criteria described under Scenarios A, B, and C of SCA 38. Therefore, the proposed project would not be required to prepare a GHG Reduction Plan.

**Table 1: Comparison of Proposed Project with Scenarios for SCA 38**

| Scenario | Criterion (a) | Criterion (b) | Criterion (c) | Criterion (d) | Applies to Project? |
|---|---|---|---|---|---|
| *Scenario A* | *Involve land use development* | *Exceed BAAQMD's screening criteria* [A] | *Exceed both of the City's applicable thresholds* [B] | --- | No |
| 3000 Broadway Project | Yes (mixed use) | Yes (128 dwelling units and 9,999 $ft^2$ retail) | No (See Table B2) | --- | |
| *Scenario B* | *Involve land use development* | *Exceed BAAQMD's screening criteria* [A] | *Exceed one of the City's applicable thresholds* [B] | *Very Large Project* | No |
| 3000 Broadway Project | Yes (mixed use) | Yes (128 dwelling units and 9,999 $ft^2$ retail) | No (See Table B2) | No (See Table A1) | |
| *Scenario C* | *Involve a stationary source* | *Exceed the City's applicable threshold* [C] | --- | --- | No |
| 3000 Broadway Project | No | No | --- | --- | |

Note: $ft^2$ = square feet, --- = Not Applicable
The maximum project scenario that may be considered for the 3000 Broadway Project would include 128 dwelling units and up to 9,999 square feet of retail, as noted above.
[A] Based on Table 3-1 of the BAAQMD's 2011 *CEQA Air Quality Guidelines*, a mid-rise apartment building with 87 or less dwelling units or a convenience market with 1,000 or less square feet of area would have GHG emission levels below the City's applicable thresholds.
[B] For land use developments, the City's thresholds of significance are 1,100 metric tons of CO2e annually and 4.6 metric tons of CO2e per service population annually.
[C] For stationary sources, the City's threshold of significance is 10,000 metric tons of CO2e annually.

# ATTACHMENT A

## Comparison of Project with Very Large Project

As outlined in Scenario B of SCA 38 (Table 1), the proposed project should be compared to the City's criteria for identifying a Very Large Project. The City defines a Very Large Project 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.

The project does not meet any of the Criteria A through E. The proposed 128 residential units are below the 500-dwelling-unit threshold. The retail component of the project would not employ more than 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 A1, which shows the combined residential and retail uses, and evaluates the percentage of each component of the project to the criteria for Very Large Projects. If the sum of these percentages adds up to 100 or more, then the project would constitute a Very Large Project. As shown in Table A1, the combined project components would not result in equivalent GHG emissions that represent a Very Large Project. Therefore, the proposed project would not be considered a Very Large Project.

**Table A1: Comparison of Proposed Project with Criterion F for a Very Large Project**

| Land Use | Unit Metric | Proposed Project | Very Large Project | Project Component's Percentage of a Very Large Project |
|---|---|---|---|---|
| Residential | Dwelling Units | 128 | 500 | 25.6% |
| Retail | Square Feet | 9,999 | 500,000 | 2.0% |
| | | Total (Combined Land Use Components) | | 27.6% |
| | | | Constitute a Very Large Project? | No |

# ATTACHMENT B

## Quantification of Project GHG Emissions

As outlined in Scenarios A and B of SCA 38 (Table 1), the project's GHG emissions from land use development should be estimated and compared to the City's thresholds of significance to determine if a GHG Reduction Plan is required. Since the project would not involve a stationary source of GHG emissions, Scenario C of SCA 38 (Table 1) does not apply to the proposed project.

The BAAQMD recommends using the most current version of the California Emissions Estimator Model (CalEEMod) to estimate construction and operational emissions of GHGs for a proposed project. If site specific information is not available, CalEEMod applies default data assumptions (e.g., construction schedule, construction equipment, and vehicle emissions) based on the size and type of land use proposed. These data assumptions, which are based on information from State-wide surveys and studies and local air district regulations, are intended to represent potential construction and/or operation scenarios in order to estimate project emissions and are not intended to necessarily define or limit the project design.

The primary site-specific information used to estimate emissions associated with each of the project's land-use types are summarized in Table B1. A copy of the CalEEMod report for the project, which summarizes the input parameters, assumptions, and findings, is included in Attachment C.

**Table B1: Summary of Land-Use Information for CalEEMod**

| Project Land-Use Type | CalEEMod Land-Use Type | 3000 Broadway Project Uses (Square Feet) |
|---|---|---|
| Apartments, including amenities | Apartments Mid Rise | 145,000 |
| Retail | Convenience Market | 9,999 |
| Parking Garage | Enclosed Parking with Elevator | 65,000 |

Notes: Square footage shown for the maximum scenario considered for the project.
The total dwelling units = 128
The total lot acreage = 0.81

Emissions of GHGs during project construction and operation were estimated using the site-specific information summarized in Table B1 and the following information:

- Site preparation (i.e., vegetation removal) was not included in the analysis because the project site is devoid of vegetation.
- The carbon dioxide (CO2) intensity factor used to determine the GHG emissions associated with electricity use was assumed to be 427 pounds CO2 per megawatt hour

based on the most recent 2013 emission factor reported by Pacific Gas and Electric Company that has been independently verified by a third party.[2]

- Approximately 35,000 square feet of building demolition and 19,000 cubic yards of soil export was assumed to calculate emissions from offsite hauling trips.

- Based on the design of the East Bay Municipal Utility District's wastewater treatment plant, emissions estimated from wastewater treatment assumed a process with 100 percent aerobic biodegradation and 100 percent anaerobic digestion with cogeneration.

- Based on the project design, no fireplaces or woodstoves would be included in the project operations.

- Sequestration from landscaping was assumed to be negligible and, therefore, was not included in the analysis.

The 2013 California Building Energy Efficiency Standards (Title 24, Part 6) adopted by the City of Oakland use 25 percent less energy for lighting, heating, cooling, ventilation, and water heating than the default 2008 Standards used in CalEEMod.[3] This energy use reduction was included in the analysis to estimate unmitigated emissions of criteria pollutants for the 2016 Modified Project. The City of Oakland has also adopted a Green Building Ordinance for private development projects. In accordance with the Green Building Ordinance, the proposed project must implement mandatory measures from the statewide CALGreen Code and complete a Green Building Compliance Checklist (e.g., LEED or GreenPoint Rater).[4] Compliance with the mandatory measures described under the current CALGreen Code would reduce indoor water use by approximately 20 percent. These GHG reductions were included in the GHG analysis for the proposed project.

In accordance with the City of Oakland's CEQA guidance for evaluating the GHG thresholds of significance, the construction CO2e emissions were annualized over a period of 40 years and then added to the expected CO2e emissions during operation. The average annual CO2e emissions per service population were determined based on a service population of 260 people for the maximum development scenario.[5]

For this GHG analysis, it was assumed that mobile emissions during project operations would predominantly be from cars and light-duty trucks. According to the CEQA streamlining provisions described under Senate Bill (SB) 375, certain "mixed-use residential projects" that

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[2] Pacific Gas and Electric Company, 2015. *Greenhouse Gas Emission Factors: Guidance for PG&E Customers.* November.

[3] California Energy Commission, 2012. *Building Energy Efficiency Standards: Frequently Asked Questions*. May.

[4] Rating system and checklist determined by City of Oakland Planning Department based on square footage of each use.

[5] Based on the generation rate established for the BVDSP area of 1.87 persons per household (240 residents) and a standard assumption of 1 employee per 500 square feet (20 employees).

are consistent with the general use designation, density, building intensity, and applicable policies specified in a Sustainable Communities Strategy (SCS) do not need to analyze climate change impacts resulting from cars and light-duty trucks. As defined in Public Resources Code (PRC) Section 21159.28(d), a mixed-use residential project is a project where at least 75 percent of the total building square footage of the project consists of residential use or a "Transit Priority Project" as defined in PRC Section 21155(b). A Transit Priority Project must contain the following:

1) At least 50 percent residential use based on total building square footage and, if the project contains between 26 and 50 percent non-residential uses, a floor area ratio of not less than 0.75;

2) A minimum net density of at least 20 dwelling units per acre; and

3) Be within 0.5 mile of a major transit stop or high-quality transit corridor[6] included in a regional transportation plan.

The proposed project meets the definition of a Transit Priority Project (and thereby a mixed-use residential project per PRC Section 21159.28[d]) based on the following comparison for the maximum project scenario:

1) The total building area of the proposed project would be up to 220,000 square feet in size, with up to 145,000 square feet of residential uses, and therefore would contain residential uses in approximately 65.9 percent of the total building area. Since the proposed project will include up to 145,000 square feet of residential and 75,000 square feet of non-residential uses over a total site area of 35,252 square feet, both the residential floor area ratio (4.1) and non-residential floor area ratio (2.1) would exceed 0.75.

2) The project site is 0.81 acres in area, and the proposed project would construct up to 128 dwelling units; therefore, the net density would be approximately 158 dwelling units per acre.

3) Broadway located adjacent to the project site qualifies as a "High Quality Transit Corridor" because fixed-bus route services are provided through AC Transit with service intervals no longer than 15 minutes during peak commute hours.

The adopted *Plan Bay Area*[7] serves as the SCS for the Bay Area. As defined by *Plan Bay Area*, Priority Development Areas (PDAs) are areas where new development will support the needs of

[6] A high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.
[7] Metropolitan Transportation Commission and Association of Bay Area Governments, 2013. *Plan Bay Area, Strategy for a Sustainable Region*. Adopted July 18, 2013.

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 use designation, density, building intensity, and applicable policies specified in the BVDSP. Therefore, since the proposed project qualifies as a mixed-use residential project pursuant to PRC Section 21159.28(d) and is consistent with the applicable provisions of *Plan Bay Area*, the project's estimated GHG emissions from cars and light-duty trucks are excluded from the GHG analysis. It was assumed that the only mobile emissions of GHGs during operation would be generated by up to 7 medium-duty truck trips per week on average for retail purposes and 1 medium-duty truck trip per week on average for residential purposes

The total average annual CO2e emissions and the total average annual CO2e emissions per service population for the proposed project are compared to the City's thresholds in Table B2. The project's estimated CO2e emissions are below the City's annual emissions threshold and the efficiency-based threshold in terms of annual emissions per service population.

**Table B2: Summary of Average Greenhouse Gas Emissions**

| Emissions Scenario | CO2e (metric tons/year) | CO2e (metric tons/year/ service population) |
|---|---|---|
| Construction [A] | 6 | 0.02 |
| Operation - Area | 2 | 0.01 |
| Operation - Energy | 233 | 0.90 |
| Operation - Mobile [B] | 1 | <0.01 |
| Operation - Waste | 40 | 0.16 |
| Operation - Water | 16 | 0.02 |
| Total Project Emissions | 297 | 1.1 |
| City of Oakland's Thresholds | 1,100 | 4.6 |
| Threshold Exceedance? | No | No |

Source: CalEEMod (Attachment C)
Notes:
[A] In accordance with CEQA guidance from the City of Oakland, GHG emissions during construction are amortized over 40 years.
[B] In accordance with SB 375 CEQA streamlining provisions, GHG emissions during operation exclude vehicle trips from cars and light-duty trucks. For this analysis, it was assumed the only mobile emissions of GHGs during operation would be generated by 7 medium-duty truck trips per week for retail purposes and 1 medium-duty truck trips per week for residential purposes.

# ATTACHMENT C

# CalEEMod Results

# 3000 Broadway

**Alameda County, Annual**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| Enclosed Parking with Elevator | 65.00 | 1000sqft | 0.00 | 65,000.00 | 0 |
| Apartments Mid Rise | 128.00 | Dwelling Unit | 0.81 | 145,000.00 | 366 |
| Convenience Market (24 Hour) | 10.00 | 1000sqft | 0.00 | 9,999.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 63 |
| **Climate Zone** | 5 | | | **Operational Year** | 2018 |
| **Utility Company** | Pacific Gas & Electric Company | | | | |
| **CO2 Intensity (lb/MWhr)** | 427 | **CH4 Intensity (lb/MWhr)** | 0.029 | **N2O Intensity (lb/MWhr)** | 0.006 |

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 intensity factor changed to the 2013 emission factor reported in PG&E's (2015) Greenhouse Gas Emission Factors: Guidance for PG&E Customers

Land Use - Lot acreage and building square footage based on maximum construction scenario.
Non-residential acreages zeroed out since the project is a mixed-use development located on the same footprint.

Construction Phase - No site preparation included because the project site is devoid of vegetation.

Demolition - Based on the proposed project description, debris from 35,000 square feet of building demolition will be hauled offsite.

Grading - Based on the proposed project description, 19,000 cubic yards of excavated soil will be hauled offsite from excavation.

Architectural Coating -

Woodstoves - No woodstoves or fireplaces.

Energy Use - CO2 intensity factor changed to the 2013 emission factor reported in PG&E's (2015) Greenhouse Gas Emission Factors: Guidance for PG&E Customers.

Water And Wastewater - EBMUD would service the proposed project and applies 100 percent aerobic process and 100 percent cogeneration.

Energy Mitigation - Current 2013 Title 24 energy standards exceed 2008 Title 24 energy standards by 25% . These emission reductions are considered part of the project's unmitigated emissions.

Water Mitigation - CALGreen Code mandatory requirement. These emission reductions are considered part of the project's unmitigated emissions.

Vehicle Trips - In accordance with CEQA streamlining under SB 375, cars and light-duty truck trips excluded. Assumed 7 medium-duty truck trips per week for retail and 1 medium-duty truck trips per week for residential.

Vechicle Emission Factors - Fleet mix evaluated only includes medium-duty trucks.

Vechicle Emission Factors -

Vechicle Emission Factors -

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblFireplaces | NumberGas | 70.40 | 0.00 |
| tblFireplaces | NumberNoFireplace | 39.68 | 0.00 |
| tblFireplaces | NumberWood | 17.92 | 0.00 |
| tblGrading | MaterialExported | 0.00 | 19,000.00 |
| tblLandUse | LandUseSquareFeet | 128,000.00 | 145,000.00 |
| tblLandUse | LandUseSquareFeet | 10,000.00 | 9,999.00 |
| tblLandUse | LotAcreage | 1.49 | 0.00 |
| tblLandUse | LotAcreage | 3.37 | 0.81 |
| tblLandUse | LotAcreage | 0.23 | 0.00 |

| | | | |
|---|---|---|---|
| tblProjectCharacteristics | CO2IntensityFactor | 641.35 | 427 |
| tblProjectCharacteristics | OperationalYear | 2014 | 2018 |
| tblVehicleEF | HHD | 0.05 | 0.00 |
| tblVehicleEF | LDA | 0.54 | 0.00 |
| tblVehicleEF | LDT1 | 0.06 | 0.00 |
| tblVehicleEF | LDT2 | 0.17 | 0.00 |
| tblVehicleEF | LHD1 | 0.03 | 0.00 |
| tblVehicleEF | LHD2 | 4.5890e-003 | 0.00 |
| tblVehicleEF | MCY | 5.6730e-003 | 0.00 |
| tblVehicleEF | MDV | 0.11 | 1.00 |
| tblVehicleEF | MH | 1.4250e-003 | 0.00 |
| tblVehicleEF | MHD | 0.02 | 0.00 |
| tblVehicleEF | OBUS | 1.7820e-003 | 0.00 |
| tblVehicleEF | SBUS | 2.0400e-004 | 0.00 |
| tblVehicleEF | UBUS | 3.6830e-003 | 0.00 |
| tblVehicleTrips | ST_TR | 7.16 | 0.00 |
| tblVehicleTrips | ST_TR | 863.10 | 0.00 |
| tblVehicleTrips | SU_TR | 6.07 | 0.01 |
| tblVehicleTrips | SU_TR | 758.45 | 0.70 |
| tblVehicleTrips | WD_TR | 6.59 | 0.00 |
| tblVehicleTrips | WD_TR | 737.99 | 0.00 |
| tblWater | AerobicPercent | 87.46 | 100.00 |
| tblWater | AerobicPercent | 87.46 | 100.00 |
| tblWater | AerobicPercent | 87.46 | 100.00 |
| tblWater | AnaDigestCogenCombDigestGasPercent | 0.00 | 100.00 |
| tblWater | AnaDigestCogenCombDigestGasPercent | 0.00 | 100.00 |
| tblWater | AnaDigestCogenCombDigestGasPercent | 0.00 | 100.00 |
| tblWater | AnaDigestCombDigestGasPercent | 100.00 | 0.00 |

| | | | |
|---|---|---|---|
| tblWater | AnaDigestCombDigestGasPercent | 100.00 | 0.00 |
| tblWater | AnaDigestCombDigestGasPercent | 100.00 | 0.00 |
| tblWater | AnaerobicandFacultativeLagoonsPercent | 2.21 | 0.00 |
| tblWater | AnaerobicandFacultativeLagoonsPercent | 2.21 | 0.00 |
| tblWater | AnaerobicandFacultativeLagoonsPercent | 2.21 | 0.00 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |
| tblWoodstoves | NumberCatalytic | 0.64 | 0.00 |
| tblWoodstoves | NumberNoncatalytic | 0.64 | 0.00 |

## 2.0 Emissions Summary

## 2.1 Overall Construction

### Unmitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2017 | 1.5492 | 1.2172 | 1.2634 | 2.6300e-003 | 0.1062 | 0.0556 | 0.1618 | 0.0267 | 0.0514 | 0.0781 | 0.0000 | 226.0618 | 226.0618 | 0.0217 | 0.0000 | 226.5167 |
| **Total** | **1.5492** | **1.2172** | **1.2634** | **2.6300e-003** | **0.1062** | **0.0556** | **0.1618** | **0.0267** | **0.0514** | **0.0781** | **0.0000** | **226.0618** | **226.0618** | **0.0217** | **0.0000** | **226.5167** |

### 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 | | | | | |
| 2017 | 1.5492 | 1.2172 | 1.2634 | 2.6300e-003 | 0.1062 | 0.0556 | 0.1618 | 0.0267 | 0.0514 | 0.0781 | 0.0000 | 226.0617 | 226.0617 | 0.0217 | 0.0000 | 226.5166 |
| **Total** | **1.5492** | **1.2172** | **1.2634** | **2.6300e-003** | **0.1062** | **0.0556** | **0.1618** | **0.0267** | **0.0514** | **0.0781** | **0.0000** | **226.0617** | **226.0617** | **0.0217** | **0.0000** | **226.5166** |

| | 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 | 1.0300 | 0.0111 | 0.9578 | 5.0000e-005 | | 5.2300e-003 | 5.2300e-003 | | 5.2300e-003 | 5.2300e-003 | 0.0000 | 1.5538 | 1.5538 | 1.5400e-003 | 0.0000 | 1.5862 |
| Energy | 6.3700e-003 | 0.0546 | 0.0242 | 3.5000e-004 | | 4.4000e-003 | 4.4000e-003 | | 4.4000e-003 | 4.4000e-003 | 0.0000 | 260.0043 | 260.0043 | 0.0146 | 3.9200e-003 | 261.5268 |
| Mobile | 7.9000e-004 | 6.4000e-004 | 5.4700e-003 | 1.0000e-005 | 4.3000e-004 | 0.0000 | 4.3000e-004 | 1.1000e-004 | 0.0000 | 1.2000e-004 | 0.0000 | 0.6314 | 0.6314 | 4.0000e-005 | 0.0000 | 0.6323 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 18.0520 | 0.0000 | 18.0520 | 1.0668 | 0.0000 | 40.4557 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 3.2127 | 12.5020 | 15.7147 | 0.0119 | 7.1600e-003 | 18.1850 |
| **Total** | **1.0371** | **0.0663** | **0.9875** | **4.1000e-004** | **4.3000e-004** | **9.6300e-003** | **0.0101** | **1.1000e-004** | **9.6300e-003** | **9.7500e-003** | **21.2647** | **274.6915** | **295.9562** | **1.0949** | **0.0111** | **322.3860** |

## 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 | 1.0300 | 0.0111 | 0.9578 | 5.0000e-005 | | 5.2300e-003 | 5.2300e-003 | | 5.2300e-003 | 5.2300e-003 | 0.0000 | 1.5538 | 1.5538 | 1.5400e-003 | 0.0000 | 1.5862 |
| Energy | 5.0700e-003 | 0.0435 | 0.0193 | 2.8000e-004 | | 3.5100e-003 | 3.5100e-003 | | 3.5100e-003 | 3.5100e-003 | 0.0000 | 231.5783 | 231.5783 | 0.0133 | 3.4700e-003 | 232.9325 |
| Mobile | 7.9000e-004 | 6.4000e-004 | 5.4700e-003 | 1.0000e-005 | 4.3000e-004 | 0.0000 | 4.3000e-004 | 1.1000e-004 | 0.0000 | 1.2000e-004 | 0.0000 | 0.6314 | 0.6314 | 4.0000e-005 | 0.0000 | 0.6323 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 18.0520 | 0.0000 | 18.0520 | 1.0668 | 0.0000 | 40.4557 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 2.5701 | 11.4851 | 14.0552 | 9.6300e-003 | 5.7500e-003 | 16.0401 |
| **Total** | **1.0358** | **0.0552** | **0.9826** | **3.4000e-004** | **4.3000e-004** | **8.7400e-003** | **9.1700e-003** | **1.1000e-004** | **8.7400e-003** | **8.8600e-003** | **20.6221** | **245.2486** | **265.8707** | **1.0913** | **9.2200e-003** | **291.6467** |

| | 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** | **0.13** | **16.73** | **0.50** | **17.07** | **0.00** | **9.24** | **8.85** | **0.00** | **9.24** | **9.13** | **3.02** | **10.72** | **10.17** | **0.33** | **16.79** | **9.53** |

## 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 | 1/1/2017 | 1/13/2017 | 5 | 10 | |
| 2 | Grading | Grading | 1/14/2017 | 1/17/2017 | 5 | 2 | |
| 3 | Building Construction | Building Construction | 1/18/2017 | 6/6/2017 | 5 | 100 | |
| 4 | Paving | Paving | 6/7/2017 | 6/13/2017 | 5 | 5 | |
| 5 | Architectural Coating | Architectural Coating | 6/14/2017 | 6/20/2017 | 5 | 5 | |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 0**

**Acres of Paving: 0**

**Residential Indoor: 293,625; Residential Outdoor: 97,875; Non-Residential Indoor: 112,499; Non-Residential Outdoor: 37,500 (Architectural Coating – sqft)**

**OffRoad Equipment**

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| Demolition | Concrete/Industrial Saws | 1 | 8.00 | 81 | 0.73 |
| Demolition | Rubber Tired Dozers | 1 | 1.00 | 255 | 0.40 |
| Demolition | Tractors/Loaders/Backhoes | 2 | 6.00 | 97 | 0.37 |
| Grading | Concrete/Industrial Saws | 1 | 8.00 | 81 | 0.73 |
| Grading | Rubber Tired Dozers | 1 | 1.00 | 255 | 0.40 |
| Grading | Tractors/Loaders/Backhoes | 2 | 6.00 | 97 | 0.37 |
| Building Construction | Cranes | 1 | 4.00 | 226 | 0.29 |
| Building Construction | Forklifts | 2 | 6.00 | 89 | 0.20 |
| Building Construction | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |
| Paving | Cement and Mortar Mixers | 4 | 6.00 | 9 | 0.56 |
| Paving | Pavers | 1 | 7.00 | 125 | 0.42 |
| Paving | Rollers | 1 | 7.00 | 80 | 0.38 |
| Paving | Tractors/Loaders/Backhoes | 1 | 7.00 | 97 | 0.37 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |

**Trips and VMT**

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| Demolition | 4 | 10.00 | 0.00 | 159.00 | 12.40 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 4 | 10.00 | 0.00 | 2,375.00 | 12.40 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 5 | 123.00 | 26.00 | 0.00 | 12.40 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 7 | 18.00 | 0.00 | 0.00 | 12.40 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 25.00 | 0.00 | 0.00 | 12.40 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

## 3.2 Demolition - 2017

### 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 | | | | | 0.0172 | 0.0000 | 0.0172 | 2.6100e-003 | 0.0000 | 2.6100e-003 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 6.0200e-003 | 0.0524 | 0.0429 | 6.0000e-005 | | 3.6300e-003 | 3.6300e-003 | | 3.4600e-003 | 3.4600e-003 | 0.0000 | 5.3697 | 5.3697 | 1.0600e-003 | 0.0000 | 5.3919 |
| **Total** | **6.0200e-003** | **0.0524** | **0.0429** | **6.0000e-005** | **0.0172** | **3.6300e-003** | **0.0209** | **2.6100e-003** | **3.4600e-003** | **6.0700e-003** | **0.0000** | **5.3697** | **5.3697** | **1.0600e-003** | **0.0000** | **5.3919** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 1.7000e-003 | 0.0214 | 0.0189 | 6.0000e-005 | 1.3400e-003 | 2.8000e-004 | 1.6200e-003 | 3.7000e-004 | 2.5000e-004 | 6.2000e-004 | 0.0000 | 5.3920 | 5.3920 | 4.0000e-005 | 0.0000 | 5.3928 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 1.7000e-004 | 2.5000e-004 | 2.4300e-003 | 1.0000e-005 | 4.5000e-004 | 0.0000 | 4.6000e-004 | 1.2000e-004 | 0.0000 | 1.2000e-004 | 0.0000 | 0.3971 | 0.3971 | 2.0000e-005 | 0.0000 | 0.3975 |
| **Total** | **1.8700e-003** | **0.0216** | **0.0214** | **7.0000e-005** | **1.7900e-003** | **2.8000e-004** | **2.0800e-003** | **4.9000e-004** | **2.5000e-004** | **7.4000e-004** | **0.0000** | **5.7891** | **5.7891** | **6.0000e-005** | **0.0000** | **5.7904** |

## 3.2 Demolition - 2017

### 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 | | | | | 0.0172 | 0.0000 | 0.0172 | 2.6100e-003 | 0.0000 | 2.6100e-003 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 6.0200e-003 | 0.0524 | 0.0429 | 6.0000e-005 | | 3.6300e-003 | 3.6300e-003 | | 3.4600e-003 | 3.4600e-003 | 0.0000 | 5.3697 | 5.3697 | 1.0600e-003 | 0.0000 | 5.3919 |
| **Total** | **6.0200e-003** | **0.0524** | **0.0429** | **6.0000e-005** | **0.0172** | **3.6300e-003** | **0.0209** | **2.6100e-003** | **3.4600e-003** | **6.0700e-003** | **0.0000** | **5.3697** | **5.3697** | **1.0600e-003** | **0.0000** | **5.3919** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 1.7000e-003 | 0.0214 | 0.0189 | 6.0000e-005 | 1.3400e-003 | 2.8000e-004 | 1.6200e-003 | 3.7000e-004 | 2.5000e-004 | 6.2000e-004 | 0.0000 | 5.3920 | 5.3920 | 4.0000e-005 | 0.0000 | 5.3928 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 1.7000e-004 | 2.5000e-004 | 2.4300e-003 | 1.0000e-005 | 4.5000e-004 | 0.0000 | 4.6000e-004 | 1.2000e-004 | 0.0000 | 1.2000e-004 | 0.0000 | 0.3971 | 0.3971 | 2.0000e-005 | 0.0000 | 0.3975 |
| **Total** | **1.8700e-003** | **0.0216** | **0.0214** | **7.0000e-005** | **1.7900e-003** | **2.8000e-004** | **2.0800e-003** | **4.9000e-004** | **2.5000e-004** | **7.4000e-004** | **0.0000** | **5.7891** | **5.7891** | **6.0000e-005** | **0.0000** | **5.7904** |

## 3.3 Grading - 2017

### 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 | | | | | 1.8300e-003 | 0.0000 | 1.8300e-003 | 5.8000e-004 | 0.0000 | 5.8000e-004 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 1.2000e-003 | 0.0105 | 8.5800e-003 | 1.0000e-005 | | 7.3000e-004 | 7.3000e-004 | | 6.9000e-004 | 6.9000e-004 | 0.0000 | 1.0739 | 1.0739 | 2.1000e-004 | 0.0000 | 1.0784 |
| **Total** | **1.2000e-003** | **0.0105** | **8.5800e-003** | **1.0000e-005** | **1.8300e-003** | **7.3000e-004** | **2.5600e-003** | **5.8000e-004** | **6.9000e-004** | **1.2700e-003** | **0.0000** | **1.0739** | **1.0739** | **2.1000e-004** | **0.0000** | **1.0784** |

### 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 | 0.0254 | 0.3194 | 0.2829 | 9.0000e-004 | 0.0200 | 4.1100e-003 | 0.0242 | 5.5100e-003 | 3.7800e-003 | 9.2900e-003 | 0.0000 | 80.5410 | 80.5410 | 5.9000e-004 | 0.0000 | 80.5533 |
| 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 | 5.0000e-005 | 4.9000e-004 | 0.0000 | 9.0000e-005 | 0.0000 | 9.0000e-005 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0794 | 0.0794 | 0.0000 | 0.0000 | 0.0795 |
| **Total** | **0.0254** | **0.3195** | **0.2834** | **9.0000e-004** | **0.0201** | **4.1100e-003** | **0.0242** | **5.5300e-003** | **3.7800e-003** | **9.3100e-003** | **0.0000** | **80.6204** | **80.6204** | **5.9000e-004** | **0.0000** | **80.6328** |

## 3.3 Grading - 2017

### 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 | | | | | 1.8300e-003 | 0.0000 | 1.8300e-003 | 5.8000e-004 | 0.0000 | 5.8000e-004 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 1.2000e-003 | 0.0105 | 8.5800e-003 | 1.0000e-005 | | 7.3000e-004 | 7.3000e-004 | | 6.9000e-004 | 6.9000e-004 | 0.0000 | 1.0739 | 1.0739 | 2.1000e-004 | 0.0000 | 1.0784 |
| **Total** | **1.2000e-003** | **0.0105** | **8.5800e-003** | **1.0000e-005** | **1.8300e-003** | **7.3000e-004** | **2.5600e-003** | **5.8000e-004** | **6.9000e-004** | **1.2700e-003** | **0.0000** | **1.0739** | **1.0739** | **2.1000e-004** | **0.0000** | **1.0784** |

### 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 | 0.0254 | 0.3194 | 0.2829 | 9.0000e-004 | 0.0200 | 4.1100e-003 | 0.0242 | 5.5100e-003 | 3.7800e-003 | 9.2900e-003 | 0.0000 | 80.5410 | 80.5410 | 5.9000e-004 | 0.0000 | 80.5533 |
| 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 | 5.0000e-005 | 4.9000e-004 | 0.0000 | 9.0000e-005 | 0.0000 | 9.0000e-005 | 2.0000e-005 | 0.0000 | 2.0000e-005 | 0.0000 | 0.0794 | 0.0794 | 0.0000 | 0.0000 | 0.0795 |
| **Total** | **0.0254** | **0.3195** | **0.2834** | **9.0000e-004** | **0.0201** | **4.1100e-003** | **0.0242** | **5.5300e-003** | **3.7800e-003** | **9.3100e-003** | **0.0000** | **80.6204** | **80.6204** | **5.9000e-004** | **0.0000** | **80.6328** |

## 3.4 Building Construction - 2017

### 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 | 0.0637 | 0.6337 | 0.4020 | 5.7000e-004 | | 0.0428 | 0.0428 | | 0.0394 | 0.0394 | 0.0000 | 52.5954 | 52.5954 | 0.0161 | 0.0000 | 52.9339 |
| **Total** | **0.0637** | **0.6337** | **0.4020** | **5.7000e-004** | | **0.0428** | **0.0428** | | **0.0394** | **0.0394** | **0.0000** | **52.5954** | **52.5954** | **0.0161** | **0.0000** | **52.9339** |

### 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 | 0.0146 | 0.1178 | 0.1786 | 3.1000e-004 | 8.4100e-003 | 1.7100e-003 | 0.0101 | 2.4100e-003 | 1.5700e-003 | 3.9900e-003 | 0.0000 | 27.8543 | 27.8543 | 2.2000e-004 | 0.0000 | 27.8589 |
| Worker | 0.0208 | 0.0311 | 0.2986 | 6.7000e-004 | 0.0558 | 4.5000e-004 | 0.0563 | 0.0149 | 4.2000e-004 | 0.0153 | 0.0000 | 48.8425 | 48.8425 | 2.6200e-003 | 0.0000 | 48.8976 |
| **Total** | **0.0354** | **0.1489** | **0.4772** | **9.8000e-004** | **0.0642** | **2.1600e-003** | **0.0664** | **0.0173** | **1.9900e-003** | **0.0193** | **0.0000** | **76.6968** | **76.6968** | **2.8400e-003** | **0.0000** | **76.7565** |

## 3.4 Building Construction - 2017

### 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 | 0.0637 | 0.6337 | 0.4020 | 5.7000e-004 | | 0.0428 | 0.0428 | | 0.0394 | 0.0394 | 0.0000 | 52.5954 | 52.5954 | 0.0161 | 0.0000 | 52.9338 |
| **Total** | **0.0637** | **0.6337** | **0.4020** | **5.7000e-004** | | **0.0428** | **0.0428** | | **0.0394** | **0.0394** | **0.0000** | **52.5954** | **52.5954** | **0.0161** | **0.0000** | **52.9338** |

### 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 | 0.0146 | 0.1178 | 0.1786 | 3.1000e-004 | 8.4100e-003 | 1.7100e-003 | 0.0101 | 2.4100e-003 | 1.5700e-003 | 3.9900e-003 | 0.0000 | 27.8543 | 27.8543 | 2.2000e-004 | 0.0000 | 27.8589 |
| Worker | 0.0208 | 0.0311 | 0.2986 | 6.7000e-004 | 0.0558 | 4.5000e-004 | 0.0563 | 0.0149 | 4.2000e-004 | 0.0153 | 0.0000 | 48.8425 | 48.8425 | 2.6200e-003 | 0.0000 | 48.8976 |
| **Total** | **0.0354** | **0.1489** | **0.4772** | **9.8000e-004** | **0.0642** | **2.1600e-003** | **0.0664** | **0.0173** | **1.9900e-003** | **0.0193** | **0.0000** | **76.6968** | **76.6968** | **2.8400e-003** | **0.0000** | **76.7565** |

## 3.5 Paving - 2017

### 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 | 2.6000e-003 | 0.0246 | 0.0181 | 3.0000e-005 | | 1.5000e-003 | 1.5000e-003 | | 1.3900e-003 | 1.3900e-003 | 0.0000 | 2.4243 | 2.4243 | 6.7000e-004 | 0.0000 | 2.4384 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **2.6000e-003** | **0.0246** | **0.0181** | **3.0000e-005** | | **1.5000e-003** | **1.5000e-003** | | **1.3900e-003** | **1.3900e-003** | **0.0000** | **2.4243** | **2.4243** | **6.7000e-004** | **0.0000** | **2.4384** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 1.5000e-004 | 2.3000e-004 | 2.1800e-003 | 0.0000 | 4.1000e-004 | 0.0000 | 4.1000e-004 | 1.1000e-004 | 0.0000 | 1.1000e-004 | 0.0000 | 0.3574 | 0.3574 | 2.0000e-005 | 0.0000 | 0.3578 |
| **Total** | **1.5000e-004** | **2.3000e-004** | **2.1800e-003** | **0.0000** | **4.1000e-004** | **0.0000** | **4.1000e-004** | **1.1000e-004** | **0.0000** | **1.1000e-004** | **0.0000** | **0.3574** | **0.3574** | **2.0000e-005** | **0.0000** | **0.3578** |

## 3.5 Paving - 2017

### 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 | 2.6000e-003 | 0.0246 | 0.0181 | 3.0000e-005 | | 1.5000e-003 | 1.5000e-003 | | 1.3900e-003 | 1.3900e-003 | 0.0000 | 2.4243 | 2.4243 | 6.7000e-004 | 0.0000 | 2.4384 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **2.6000e-003** | **0.0246** | **0.0181** | **3.0000e-005** | | **1.5000e-003** | **1.5000e-003** | | **1.3900e-003** | **1.3900e-003** | **0.0000** | **2.4243** | **2.4243** | **6.7000e-004** | **0.0000** | **2.4384** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 1.5000e-004 | 2.3000e-004 | 2.1800e-003 | 0.0000 | 4.1000e-004 | 0.0000 | 4.1000e-004 | 1.1000e-004 | 0.0000 | 1.1000e-004 | 0.0000 | 0.3574 | 0.3574 | 2.0000e-005 | 0.0000 | 0.3578 |
| **Total** | **1.5000e-004** | **2.3000e-004** | **2.1800e-003** | **0.0000** | **4.1000e-004** | **0.0000** | **4.1000e-004** | **1.1000e-004** | **0.0000** | **1.1000e-004** | **0.0000** | **0.3574** | **0.3574** | **2.0000e-005** | **0.0000** | **0.3578** |

## 3.6 Architectural Coating - 2017

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 1.4118 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 8.3000e-004 | 5.4600e-003 | 4.6700e-003 | 1.0000e-005 | | 4.3000e-004 | 4.3000e-004 | | 4.3000e-004 | 4.3000e-004 | 0.0000 | 0.6383 | 0.6383 | 7.0000e-005 | 0.0000 | 0.6397 |
| **Total** | **1.4126** | **5.4600e-003** | **4.6700e-003** | **1.0000e-005** | | **4.3000e-004** | **4.3000e-004** | | **4.3000e-004** | **4.3000e-004** | **0.0000** | **0.6383** | **0.6383** | **7.0000e-005** | **0.0000** | **0.6397** |

### 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 | 2.1000e-004 | 3.2000e-004 | 3.0300e-003 | 1.0000e-005 | 5.7000e-004 | 0.0000 | 5.7000e-004 | 1.5000e-004 | 0.0000 | 1.6000e-004 | 0.0000 | 0.4964 | 0.4964 | 3.0000e-005 | 0.0000 | 0.4969 |
| **Total** | **2.1000e-004** | **3.2000e-004** | **3.0300e-003** | **1.0000e-005** | **5.7000e-004** | **0.0000** | **5.7000e-004** | **1.5000e-004** | **0.0000** | **1.6000e-004** | **0.0000** | **0.4964** | **0.4964** | **3.0000e-005** | **0.0000** | **0.4969** |

## 3.6 Architectural Coating - 2017

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 1.4118 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 8.3000e-004 | 5.4600e-003 | 4.6700e-003 | 1.0000e-005 | | 4.3000e-004 | 4.3000e-004 | | 4.3000e-004 | 4.3000e-004 | 0.0000 | 0.6383 | 0.6383 | 7.0000e-005 | 0.0000 | 0.6397 |
| **Total** | **1.4126** | **5.4600e-003** | **4.6700e-003** | **1.0000e-005** | | **4.3000e-004** | **4.3000e-004** | | **4.3000e-004** | **4.3000e-004** | **0.0000** | **0.6383** | **0.6383** | **7.0000e-005** | **0.0000** | **0.6397** |

**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 | 2.1000e-004 | 3.2000e-004 | 3.0300e-003 | 1.0000e-005 | 5.7000e-004 | 0.0000 | 5.7000e-004 | 1.5000e-004 | 0.0000 | 1.6000e-004 | 0.0000 | 0.4964 | 0.4964 | 3.0000e-005 | 0.0000 | 0.4969 |
| **Total** | **2.1000e-004** | **3.2000e-004** | **3.0300e-003** | **1.0000e-005** | **5.7000e-004** | **0.0000** | **5.7000e-004** | **1.5000e-004** | **0.0000** | **1.6000e-004** | **0.0000** | **0.4964** | **0.4964** | **3.0000e-005** | **0.0000** | **0.4969** |

## 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 | 7.9000e-004 | 6.4000e-004 | 5.4700e-003 | 1.0000e-005 | 4.3000e-004 | 0.0000 | 4.3000e-004 | 1.1000e-004 | 0.0000 | 1.2000e-004 | 0.0000 | 0.6314 | 0.6314 | 4.0000e-005 | 0.0000 | 0.6323 |
| Unmitigated | 7.9000e-004 | 6.4000e-004 | 5.4700e-003 | 1.0000e-005 | 4.3000e-004 | 0.0000 | 4.3000e-004 | 1.1000e-004 | 0.0000 | 1.2000e-004 | 0.0000 | 0.6314 | 0.6314 | 4.0000e-005 | 0.0000 | 0.6323 |

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Apartments Mid Rise | 0.00 | 0.00 | 1.28 | 408 | 408 |
| Convenience Market (24 Hour) | 0.00 | 0.00 | 7.00 | 762 | 762 |
| Enclosed Parking with Elevator | 0.00 | 0.00 | 0.00 | | |
| Total | 0.00 | 0.00 | 8.28 | 1,170 | 1,170 |

## 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 |
| Convenience Market (24 Hour) | 9.50 | 7.30 | 7.30 | 0.90 | 80.10 | 19.00 | 24 | 15 | 61 |
| Enclosed Parking with Elevator | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |

| LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0.000000 | 0.000000 | 0.000000 | 1.000000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 |

## 5.0 Energy Detail

### 4.4 Fleet Mix

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

Exceed Title 24

| | 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 | 181.3692 | 181.3692 | 0.0123 | 2.5500e-003 | 182.4179 |
| Electricity Unmitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 196.9675 | 196.9675 | 0.0134 | 2.7700e-003 | 198.1064 |
| NaturalGas Mitigated | 5.0700e-003 | 0.0435 | 0.0193 | 2.8000e-004 | | 3.5100e-003 | 3.5100e-003 | | 3.5100e-003 | 3.5100e-003 | 0.0000 | 50.2091 | 50.2091 | 9.6000e-004 | 9.2000e-004 | 50.5146 |
| NaturalGas Unmitigated | 6.3700e-003 | 0.0546 | 0.0242 | 3.5000e-004 | | 4.4000e-003 | 4.4000e-003 | | 4.4000e-003 | 4.4000e-003 | 0.0000 | 63.0368 | 63.0368 | 1.2100e-003 | 1.1600e-003 | 63.4204 |

## 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 | 1.13327e+006 | 6.1100e-003 | 0.0522 | 0.0222 | 3.3000e-004 | | 4.2200e-003 | 4.2200e-003 | | 4.2200e-003 | 4.2200e-003 | 0.0000 | 60.4756 | 60.4756 | 1.1600e-003 | 1.1100e-003 | 60.8436 |
| Convenience Market (24 Hour) | 47995.2 | 2.6000e-004 | 2.3500e-003 | 1.9800e-003 | 1.0000e-005 | | 1.8000e-004 | 1.8000e-004 | | 1.8000e-004 | 1.8000e-004 | 0.0000 | 2.5612 | 2.5612 | 5.0000e-005 | 5.0000e-005 | 2.5768 |
| Enclosed Parking with Elevator | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **6.3700e-003** | **0.0546** | **0.0242** | **3.4000e-004** | | **4.4000e-003** | **4.4000e-003** | | **4.4000e-003** | **4.4000e-003** | **0.0000** | **63.0368** | **63.0368** | **1.2100e-003** | **1.1600e-003** | **63.4204** |

### 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 | | | | | |
| Convenience Market (24 Hour) | 37746.2 | 2.0000e-004 | 1.8500e-003 | 1.5500e-003 | 1.0000e-005 | | 1.4000e-004 | 1.4000e-004 | | 1.4000e-004 | 1.4000e-004 | 0.0000 | 2.0143 | 2.0143 | 4.0000e-005 | 4.0000e-005 | 2.0265 |
| Enclosed Parking with Elevator | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Apartments Mid Rise | 903136 | 4.8700e-003 | 0.0416 | 0.0177 | 2.7000e-004 | | 3.3600e-003 | 3.3600e-003 | | 3.3600e-003 | 3.3600e-003 | 0.0000 | 48.1948 | 48.1948 | 9.2000e-004 | 8.8000e-004 | 48.4881 |
| **Total** | | **5.0700e-003** | **0.0435** | **0.0193** | **2.8000e-004** | | **3.5000e-003** | **3.5000e-003** | | **3.5000e-003** | **3.5000e-003** | **0.0000** | **50.2091** | **50.2091** | **9.6000e-004** | **9.2000e-004** | **50.5146** |

## 5.3 Energy by Land Use - Electricity

**Unmitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| Apartments Mid Rise | 462765 | 89.6301 | 6.0900e-003 | 1.2600e-003 | 90.1484 |
| Convenience Market (24 Hour) | 116088 | 22.4845 | 1.5300e-003 | 3.2000e-004 | 22.6145 |
| Enclosed Parking with Elevator | 438100 | 84.8529 | 5.7600e-003 | 1.1900e-003 | 85.3436 |
| **Total** | | **196.9675** | **0.0134** | **2.7700e-003** | **198.1064** |

**Mitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| Apartments Mid Rise | 452779 | 87.6961 | 5.9600e-003 | 1.2300e-003 | 88.2031 |
| Convenience Market (24 Hour) | 109239 | 21.1579 | 1.4400e-003 | 3.0000e-004 | 21.2802 |
| Enclosed Parking with Elevator | 374400 | 72.5153 | 4.9200e-003 | 1.0200e-003 | 72.9346 |
| **Total** | | **181.3692** | **0.0123** | **2.5500e-003** | **182.4179** |

## 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 | 1.0300 | 0.0111 | 0.9578 | 5.0000e-005 | | 5.2300e-003 | 5.2300e-003 | | 5.2300e-003 | 5.2300e-003 | 0.0000 | 1.5538 | 1.5538 | 1.5400e-003 | 0.0000 | 1.5862 |
| Unmitigated | 1.0300 | 0.0111 | 0.9578 | 5.0000e-005 | | 5.2300e-003 | 5.2300e-003 | | 5.2300e-003 | 5.2300e-003 | 0.0000 | 1.5538 | 1.5538 | 1.5400e-003 | 0.0000 | 1.5862 |

## 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 | 0.1412 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 0.8592 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 0.0296 | 0.0111 | 0.9578 | 5.0000e-005 | | 5.2300e-003 | 5.2300e-003 | | 5.2300e-003 | 5.2300e-003 | 0.0000 | 1.5538 | 1.5538 | 1.5400e-003 | 0.0000 | 1.5862 |
| **Total** | **1.0300** | **0.0111** | **0.9578** | **5.0000e-005** | | **5.2300e-003** | **5.2300e-003** | | **5.2300e-003** | **5.2300e-003** | **0.0000** | **1.5538** | **1.5538** | **1.5400e-003** | **0.0000** | **1.5862** |

### 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 | 0.1412 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 0.8592 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 0.0296 | 0.0111 | 0.9578 | 5.0000e-005 | | 5.2300e-003 | 5.2300e-003 | | 5.2300e-003 | 5.2300e-003 | 0.0000 | 1.5538 | 1.5538 | 1.5400e-003 | 0.0000 | 1.5862 |
| **Total** | **1.0300** | **0.0111** | **0.9578** | **5.0000e-005** | | **5.2300e-003** | **5.2300e-003** | | **5.2300e-003** | **5.2300e-003** | **0.0000** | **1.5538** | **1.5538** | **1.5400e-003** | **0.0000** | **1.5862** |

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

Apply Water Conservation Strategy

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| Category | MT/yr | | | |
| Mitigated | 14.0552 | 9.6300e-003 | 5.7500e-003 | 16.0401 |
| Unmitigated | 15.7147 | 0.0119 | 7.1600e-003 | 18.1850 |

## 7.2 Water by Land Use

**Unmitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| Apartments Mid Rise | 8.33972 / 5.25765 | 14.4409 | 0.0109 | 6.5800e-003 | 16.7097 |
| Convenience Market (24 Hour) | 0.740725 / 0.453993 | 1.2738 | 9.7000e-004 | 5.8000e-004 | 1.4753 |
| Enclosed Parking with Elevator | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **15.7147** | **0.0119** | **7.1600e-003** | **18.1850** |

### 7.2 Water by Land Use

**Mitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| Apartments Mid Rise | 6.67177 / 5.25765 | 12.9168 | 8.8400e-003 | 5.2800e-003 | 14.7398 |
| Convenience Market (24 Hour) | 0.59258 / 0.453993 | 1.1385 | 7.8000e-004 | 4.7000e-004 | 1.3003 |
| Enclosed Parking with Elevator | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **14.0552** | **9.6200e-003** | **5.7500e-003** | **16.0401** |

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

**Category/Year**

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| | MT/yr | | | |
| Mitigated | 18.0520 | 1.0668 | 0.0000 | 40.4557 |
| Unmitigated | 18.0520 | 1.0668 | 0.0000 | 40.4557 |

## 8.2 Waste by Land Use

**Unmitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| Apartments Mid Rise | 58.88 | 11.9521 | 0.7064 | 0.0000 | 26.7854 |
| Convenience Market (24 Hour) | 30.05 | 6.0999 | 0.3605 | 0.0000 | 13.6702 |
| Enclosed Parking with Elevator | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **18.0520** | **1.0668** | **0.0000** | **40.4557** |

**Mitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| Apartments Mid Rise | 58.88 | 11.9521 | 0.7064 | 0.0000 | 26.7854 |
| Convenience Market (24 Hour) | 30.05 | 6.0999 | 0.3605 | 0.0000 | 13.6702 |
| Enclosed Parking with Elevator | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **18.0520** | **1.0668** | **0.0000** | **40.4557** |

## 9.0 Operational Offroad

| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

## 10.0 Vegetation